

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN,
DAILY TIMES
and
DAILY NEWS
three Cumberland, Md. newspapers
and
DAILY NATIONAL REPUBLICAN
and
EVENING STAR
two Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1871

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JANUARY 2013
Revision 1, MAY 2019
Revision 2, DECEMBER 2019
Revision 3, MAY 2020

A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. *The Alleganian* newspaper was found on microfilm at Frostburg State University, Frostburg, MD. In 1871, *The Alleganian* was published weekly, on Wednesdays and articles are identified by CA before the story. The Cumberland *Daily News* was found on line and these articles are identified by DN before the article.

The 1st revision added in articles from *Daily National Republican*, identified by NR before the article, *Evening Star*, identified by ES before the article and *Alexandria Gazette* identified by AG before the article.

The 2nd revision adds articles from the Cumberland *Daily Times*, identified by DT before the article.

This 3rd revision adds Canal Trade articles, i.e. canal boats leaving Cumberland, as reported by the Cumberland *Daily News*, identified by DN before the article.

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

William Bauman
Revision 1, May 2019
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Canal Trade 1871

AG, Tue. 1/9/71, p. 2. On Wednesday last, in the Circuit Court for Allegany county, Md., the case of the Chesapeake and Ohio Canal Company against Alfred Spates, its late president, was dismissed.

Wed. 1/18/71, p. 3. **The Cumberland Coal Trade.** – From the annual circular of the statistics of the Cumberland coal trade compiled from official sources by C. Slack, Esq. we take the following points of interest:

The total production of the region during the year 1870 was 1,717,075 tons – a decrease of 165,594 tons, as compared with 1869, though an increase of 386,632 tons over the year 1868. The quantity each Company shipped, and the channels through which it was forwarded are set forth in the following:

<i>Name of Company</i>	<i>To R. R. Tons</i>	<i>To Canal Tons</i>	<i>Local Tons</i>
Consolidation Co.	186,952	165,023	28,732
Maryland Company	95,688	163,666	
American Company	71,158	131,121	
Borden Mining Co.	76,279	71,063	901
Hamp. & Balto. Co.	63,427	16,219	22
do. do. (Nt'l Mine)	948	29,375	
Franklin Company	83,449		
George's Creek C & I Co.	68,548	19,155	
Piedmont C & I Co.	71,015		
Potomac Company	70,795		
Big Vein Company	61,784		
Swanton Company	51,413		
Atlantic & George's Cr'k	50,765		
Barton Company	42,754		
Midlothian Company	16,304	19,876	38
Virginia C & I Co.	28,035		
Spruce Hill Company	19,406		
George's Creek Co.	6,893		
Cumberland C & I Co.	8,485		564
Central C M & M Co.	4,161		
Cooke Mines	1,409	639	112
	1082569	604,137	30,369

Wed. 2/1/71, p. 3. **The Canal.** – The Georgetown *Courier* states that “work on the Canal is being prosecuted with energy. A very heavy job, the building of Lock No. 8,

this side of what is known as the Seven Locks, has just been completed. All necessary repairs along the whole line are attended to promptly, as there is a large force employed, and it is not too much to say that when navigation is resumed on the 1st of March, the canal will be then in as satisfactory a condition as at any time since it was first opened to commerce.”

ES, Sat. 2/4/71, p. 1. **Sales of Real Estate in Montgomery County, Md.** – Richard M. Williams, Esq., as trustee, sold on Saturday last, the property in this county, on the Potomac river, known as “Conrad’s Ferry,” together with Ferryman’s house and a large grain warehouse on the Chesapeake and Ohio canal at the same point, to Col. E. V. White, of Virginia, for \$7,900. -*Rockville Sentinel*, 3rd inst.

AG, Sat. 2/4/71, p. 3. **Canal Navigation** – It is said by the officers of the Chesapeake and Ohio Canal that the winter repairs to that important line of internal improvement will be completed by the 10th proximo, and the canal will be ready for navigation by that time, but shippers here don’t expect to resume operations before the first of April.

Wed. 2/15/71, p. 3. **Chesapeake and Ohio Canal.** – We learn that the Board of Directors, at their last monthly meeting, resolved that the rate of toll upon coal from Cumberland to Georgetown, for the season of 1871, should be 46 cents per ton – the same that it has been for some years past.

The work of taking out sand bars and making the necessary repairs to aqueducts, bridges, locks, etc., has, we understand, been vigorously prosecuted during the winter, and it is expected that the Canal, throughout its length, will be ready for the resumption of navigation by the 10th of March. Whether the Coal Companies will be ready by that time, has not transpired.

AG, Mon. 2/20/71, p. 2. **Sale of an Immense Water Power in Frederick County, Md.** –

We copy from the “Local” column of the Baltimore *Sun* of Friday last the following:

On Wednesday last there was sold at auction at Weverton, Frederick county, Md., the at present unused extensive water power and real estate of the Henderson Steel and File Manufacturing Company, and formerly the property of the Weverton Manufacturing Company. – The estate borders on the north side of the Potomac river, three miles below Harper’s Ferry, and through it pass both the Baltimore and Ohio Railroad and Chesapeake and Ohio Canal. It consists of one hundred and fifty acres of land, with the walls of some dilapidated factory buildings. The principal improvement upon the property now is a large and substantial stone dam across the Potomac river, which cost the company more than \$60,000 to construct, and which commands the whole of the immense water power afforded by said river.

The property was knocked down to Messrs. A. G. Chapman, of Charles county, and Wm. A. Stewart, of Baltimore, for \$8,000. The town of Weverton was first established in 1848 by Mr. Casper W. Weaver, who was an original engineer of the Baltimore and Ohio Railroad. The first factory was for the manufacture of files. Subsequently a large cotton factory was erected by the Potomac Manufacturing Company, independent of the Weverton Manufacturing Company, but it was never put in operation. The Potomac Manufacturing Company was composed principally of citizens of Philadelphia. The Weverton Company had sold water rights to the amount of about \$20,000. The late Hon. John G. Chapman, of Charles county, formerly a member of Congress, took an interest in the company in 1852 and became for a time its President. The water power just sold is said to be double that at Harper’s Ferry. The sale

was made by virtue of three several decrees of the Circuit Court of Frederick county, sitting in equity.

Wed. 3/1/71, p. 3. **The Canal.** – The work of filling the Cumberland Division of the Canal will be commenced this morning, and it is expected that the entire line will be ready for the resumption of navigation by the 10th instant.

AG, Fri. 3/3/71, p. 2. **Water Route** – “An old citizen,” in the Washington *Republican* writes thus, referring to the C. & O. Canal.

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

This is very suggestive, in these days when men *talk* a great deal more about internal improvements, than they *act*, or have, in reality, any knowledge about. If the original scheme of uniting the waters of the Ohio and the Potomac had been carried out, what a city Alexandria would now have been! It was a grand and patriotic scheme. Is it too late *now*, for wise and prudent men, to consider it! We hope not. If there was, in reality and in practical progress, a real Chesapeake and Ohio Canal, no one can estimate the true value of such a water route.

Freights on Cumberland Coal – Mr. Clarke, the President of the C. & O. Canal, gives a detailed statement of the cost of mining and delivering coal from the Alleghany coal fields of Md., on board of vessels at tide water. His estimate is, in all, \$4.10. This, with the freights to Northern ports, leaves but little margin for those engaged in producing coal. He adds, that the rates of toll on coal over the Chesapeake and Ohio Canal are nearly 33½ percent less per ton per mile than any other

canal over which coals are carried, except the Erie Canal, in the State of New York, and one of the Ohio canals.

AG, Fri. 3/3/71, p. 3. **C. & O. Canal** – The work of filling the Cumberland Division of the Chesapeake and Ohio Canal was commenced yesterday morning, and it is expected that the entire line will be ready for the resumption of navigation by the 10th instant. A meeting of the stockholders of the Canal Company was held at Annapolis yesterday, but no business of importance was transacted.

ES, Mon. 3/6/71, p. 4. **GEORGETOWN The Canal** – Boats commenced to arrive freely on the canal yesterday (water being let it on Saturday night, as before stated,) laden with grain, stone, coal, &c. Boat J. W. Thomas to J. G. Waters with flour and grain.

LOCAL NEWS

A New Style of Steamboat for Canal Navigation – The subject of steam navigation on canals has attracted the attention of inventors and others interested in canal traffic for the last forty years or more, and numerous canal boats have been built during that time to be propelled by steam, and have succeeded so far as to be used for a longer or shorter period, but the best proof that they did not fulfill all that was expected of them, is the fact that none of them have been duplicated. There was either too much washing of the banks, the original cost or the consumption of fuel was too great, or the speed not what it ought to be. Whether any new boat now building at Cumberland will be any better than its predecessors remains to be seen. The *Cumberland Civilian* says that the propelling power is that of two submerged iron paddles, working on the very same principle of the web-foot of a duck when swimming. The paddles are hung like a hinge, and when forced outward present a full face to the

water, and when drawn in swing on the hinge, and offer no resistance. The two paddles work alternately forward and backward at the stem of the boat, occupying a space of about five feet. Two hands only are required to manage the boat, and consequently but four men will be needed for both day and night running.

Wed. 3/8/71, p. 3. The *Georgetown Courier* says that the Coal Companies are already prepared to receive shipments there, their wharves, with the single exception of that of the Consolidation, being well nigh empty. The same paper states that more thorough repairs have been made on the Georgetown Level during the suspension of navigation than for many previous years.

Chesapeake & Ohio Canal. – A meeting of the stockholders of the Chesapeake & Ohio Canal Company was held at Annapolis on Thursday last, Gov. Bowie presiding. A statement from the President of the Canal Company setting forth the cost of mining, shipment of coal, &c., was read:

Office of the Chesapeake & Ohio Canal Co.,
 Hagerstown, Md., February 13, 1871

The following circular is of interest at this time:

Sir – I herewith give you a detailed statement of the cost of mining and delivering coal from the Alleghany Coal Fields of Maryland on board of vessels at Georgetown, D. C. I also append a table of the rates per ton for freightage charged by sailing vessels from Georgetown to the points named:

Cost	¢ per ton
Mining	67½
Timber and machinery for track, dumping chutes and superintendence, and tramways and all other expenses, to place coal on board of cars at mines	25
Railroad freight and charges from mines to Canal, average haul 23 miles, over grades 120 feet per mile.	69
Wharfage at Cumberland	5
All other shipping expenses, agencies, taxes, &c.	2½

Toll by Canal from Cumberland to Georgetown, 184 miles, ½ cent per ton per mile	46
Boat freights, transportation charges, &c.	1.40
Transshipment, wharfage, agents, clerk's office, rent, &c., at Georgetown	30
Cost on board of vessels	\$3.85
Add for royalty on the coal	.25
	\$4.10

This gives the actual cost of coal on board of vessels at tidewater.

The following are the rates of charge per ton by vessels from Georgetown to the points named below during the season of 1870, viz:

Albany, N.Y.	\$2.25	Augusta, Me.	\$3.00
Bangor, Me.	3.00	Bath, Me.	2.75
Boston, Mass.	2.50	Bridgeport, Conn	2.20
Dighton, Mass.	2.40	Fair Haven, Conn.	2.20
Somerset, Mass.	2.25	Fall River, Mass.	2.25
Salem, Mass.	2.75	Hartford, Conn.	2.75
New Haven, Cn.	2.25	New London, Cn.	2.25
Norwalk, Conn.	2.60	Norwich, Conn.	2.39
Wareham, Mass.	2.50	Hudson, N. Y.	2.23
Hoboken, N. J.	1.90	Jersey City, N. J.	1.90
Troy, N. Y.	2.50	Portsmouth, N. H.	2.65
Wilmington, N. C.	2.00	Richmond, Va.	1.25
New Orleans, La.	4.50	Providence, R. I.	2.00
New York City	1.95	Brooklyn, N. Y.	1.95
Portsmouth, Va.	.90	Charleston, S. C.	2.25
Petersburg, Va.	1.25	Mobile, Ala.	4.50
Portland, Me	2.60	Philadelphia, Pa.	1.25
Wilmington, Del.	1.20	Norfolk, Va.	.90
Savannah, Ga.	2.30	Fredericksburg, Va.	1.25
Annapolis, Md.	.60	Havre de Grace, Md.	.78

These being the principal points to which coal from the Maryland Coal Fields are shipped. Hence you will see by consulting the quotations of the coal market at these points during the past year that but little, if any, margin is left to those engaged in producing coal. I also desire to call your attention to the fact that the rates of toll on coal over the Chesapeake and Ohio Canal are nearly 33½ per cent less per ton per mile than any other canal over which coals are carried, except the Erie Canal, in the State of New York, and one of the Ohio canals.

Very respectfully yours
James C. Clarke,

¹ *The Herald and Torch Light*, Hagerstown, Md.

President Chesapeake & Ohio Canal Co.

Wed. 3/8/71, p. 1. ¹ **The Chesapeake and Ohio Canal.** – The report of the President of the Chesapeake and Ohio Canal Company to the directors of the Company has just been made public and shows the total earnings of the Company for the year ending December 31st to be \$357,969.54. The total current expenses and payments for the year 1870, including expenses created by the flood, were \$247,640.06. The President states that he looks forward with anxiety to the early completion of the Western Maryland Railroad to Williamsport, where it is expected a valuable and productive interchange of business, beneficial alike to the interests of the canal and Railroad, will take place at that point. The usual winter repairs are now being made, together with some heavy repairs in masonry, at a number of locks on the Georgetown, Monocacy, Antietam, Hancock and Cumberland divisions, as also the rebuilding of the Williamsport aqueduct and the construction of two new bridges over the canal, together with several new water weirs. All of the repairs are progressing favorably, and it is expected the line will be in readiness to admit water on the 1st of March.

Ibid, p. 4. A steam canal boat is being constructed for use on the Chesapeake and Ohio Canal. The result of the experiment, which will be tested about the first of the coming month, is looked to with great interest by those interested in the Cumberland coal trade.

AG, Thu. 3/9/71, p. 3. – **The Coal Trade** – The coal business on the Chesapeake and Ohio and Alexandria Canals will commence next week, and is expected to be the largest ever done. All the companies engaged in the trade will commence loading boats at Cumberland on Monday next, and those boats

which run day and night are expected to arrive here Thursday night.

Wed. 3/15/71, p. 3. **C. & O. Canal.** – In accordance with previous announcement, the Canal was opened for navigation on Friday last. Up to yesterday noon, 50 boats, (carrying 5,509 tons 5 cwt. of coal) had cleared at the Cumberland office – 40 boats bound to Georgetown and 10 to Alexandria. Several of the companies were anxious to reduce the freight charges 10 cents per ton, but it was finally agreed to pay the last years rates - \$1.45 per ton to Georgetown and \$1.50 to Alexandria.

In a recent report to the Board of Directors of the Chesapeake and Ohio Canal, President Clarke makes some important suggestions touching the future of this work.

Referring to the tunnel as limiting the capacity of the work, and which is generally looked upon as an insurmountable obstacle to a largely increased trade, Mr. Clarke thinks the proximity of the three lift locks, about one-fourth mile below the east end of the tunnel, has a greater bearing upon the question of the capacity of the canal at this particular point than the tunnel itself. After reciting the observations he has made, he argues that by a system of time table and telegraph one mile in length to work that portion of the canal from the lock just below the east to the west end of the tunnel, the time can be so economized that 1,200,000 tons can be passed over that portion of the canal, assuming the period of navigation to be uninterrupted for nine months.

Again, speaking of the valuable and productive interchange of business between the Canal and the Western Maryland Railroad, that will arise upon the completion of the latter to Williamsport, he is of opinion that it will become necessary to keep open the Canal during the winter season between that point and Cumberland. This, he says, can be

readily accomplished by introducing two iron boats, constructed with a view to breaking ice, and have the same propelled by steam power, and, if deemed desirable, those boats could be used in the summer season for towing boats through the tunnel, thereby saving and economizing time at that point if found necessary.

A recommendation is also made that the Canal Company construct three small steam dredges for removing bars and cleaning out the bottom of the Canal. This species of work can only be done now, in the winter season, by the slow process of pick, shovel and wheelbarrow. It is a very unsatisfactory, as well as a very expensive manner of doing this work.

Chesapeake and Ohio Canal Company. – The regular meeting of the Board of Directors of the Chesapeake and Ohio Canal Company was held at Hagerstown on Wednesday last. We take the following report of proceedings from the *Mail*:

On motion of Gilmore Meredith, Esq., it was ordered that the Report of the Pres't be adopted, and that the sum of \$19,500 be appropriated to the payment of the necessary expenses of the Canal in the month of February.

On the motion of Hon. Isaac Young, the contract between the Pres't and the Consolidation Coal Company was approved. Also, that A. H. Blackstone be employed as counsel of the Company for Allegany County on same terms as other counsel of the Company.

On motion of Mr. William Dodge, a committee of four was appointed to examine, count and destroy the coupons paid by Alex. Brown & Sons, financial agents of the Company. Messrs. President, McPherson, Dodge and Young were appointed said committee.

On motion of G. Meredith, Esq., the sum of two hundred dollars was placed in the hands of the treasurer as a contingent fund.

On motion of Dr. W. S. McPherson, the Board then adjourned to meet in Cumberland on Wednesday, April 12th, 1871, at the St. Nicholas Hotel, at 10 o'clock A. M.

AG, Fri. 3/17/71, p. 3. **CANAL COMMERCE** – ARRIVALS – Boat Round Top, cement to Shinn & Co.; boats Morning Sun and Wm. Devecmon to Hamp. & Balt. Coal Co.; boat Henry Wade, limestone to E. Francis; boat Star coal to E. Francis.

DEPARTURES

Boats Noble Grand, (plaster) and Henry Wade for Cumberland.

Resumption of Canal Navigation – Canal navigation after the usual winter suspension – which has been of more limited duration than in former years – has been resumed, and the arrival and departure of boats is again noted. The season of 1871 was inaugurated by the arrival of the boat Round Top, from the Round Top Works, with 1,000 barrels of cement for Shinn & Co.; closely followed by the William Devecmon, from Cumberland, with coal for the H. & B. Coal Co., and the Henry Wade, and the Star, the former with limestone, and the latter with coal, to E. Francis. The whole line of the canal from here to Cumberland is in excellent condition, and telegrams state that a large number of boats are on their way down.

Arrival of Coal Vessels – Many large sized coasters. in the coal trade, arrived up yesterday and last night. Several of them went on to Georgetown but some stopped here, and the port this morning presented, in consequence, a more animated appearance than usual.

AG, Mon. 3/20/71, p. 2. The Williamsport (Md.) *Herald* says there are rumors of a

disposition to reduce freight on coal on the Chesapeake and Ohio Canal.

Ibid. p. 3. **CANAL COMMERCE**
Arrivals – Boats Major E. L. Moore and Charles Robb to American Coal Co.; boat M. McNally to Hamp. & Balt. Coal Co.
Departures – Boats Round Top, Star and Morning Sun, for Cumberland.

AG, Wed. 2/22/71, p. 3. **CANAL COMMERCE** – **Arrivals** – Boats A. D. Brower, John H. Parrott, Jr., Rechabites and Wm. M. Bramhall to American Coal Co.; boat Scotia, gas coal to Sinclair & Agnew; boat H. M. Snyder to Hamp. & Balt. Coal Co.
Departures – Joseph Noble, Goldfinch, M. S. Fernsner, Eagle, John H. Parrott, Jr., Rechabites, P. L. Lemen, A. D. Brower, H. M. Snyder and Wm. M. Bramhall, for Cumberland.

AG, Thu. 3/23/71, p. 3. **The Canal** – As noticed in yesterday's *Gazette*, the repairs to the break in the C. & O. Canal have been completed, and boats commenced to arrive here again this morning, though not freely, in consequence of a jam at Georgetown.

Mule Theft – A valuable mule, belonging to Captain James Nelson of the canal boat *Scotia*, was stolen last night from Fishtown.

ES, Fri. 3/24/71, p. 4. **GEORGETOWN**
The Canal is now in working order throughout and this morning there was a perfect rush of arrivals of boats loaded with grain, coal, wood, bark and bricks.

ES, Sat. 3/25/71, p. 4. **GEORGETOWN**
The Coal Trade for the week ending today was active. The Borden Mining Company received during the week 1,980 tons and shipped 150; the Consolidation 3,800 tons and shipped 5,200; and at Ray's docks the receipts were 5,940 tons and the shipments 836 tons.

Arrivals today (by canal) boat Ida & Willie with bark to Homiller & Duvall, and flour to Wm. H. Donegal.

AG, Sat. 3/25/71, p. 3. **Canal Trade** – Both the Alexandria and Chesapeake and Ohio Canals are now in excellent condition throughout their entire lengths, and boats from Cumberland and along the line are arriving and departing freely.

Wed. 3/29/71, p. 3. **A Leak** on the Georgetown level of the Canal obstructed navigation for a day or two last week, causing a scarcity of boats here on Friday and Saturday, the result of which was very light shipments on those days.

A Strike of several days' duration occurred among the colored laborers at the coal wharves at Alexandria last week. The agents declined to accede to their demands, and the men finally went to work at the old wages. The *Alexandria Gazette* says that the whole movement was instigated and continued by a few white men, pretended friends of their dupes, and done for the sole and only purpose of making them discontented. As it was, it came very near throwing the whole of them out of employment for the entire season.

AG, Fri. 4/1/71, p. 3. **C. & O. Canal** – The president of the Chesapeake and Ohio canal has just issued the following orders to division superintendents, and hereafter information may always be had at the collector's office in Georgetown and Cumberland. "In order to insure more regularity and to impart reliable information, particularly to Cumberland and Georgetown, it will be the special duty of the superintendents to telegraph from the nearest telegraph station to the collectors at Georgetown and Cumberland, when from any cause navigation is suspended on his division, in which message he must state occurrence,

whether leak, break, sunken boat or anything that makes it necessary to draw off the water. He must also state the estimated length of time navigation will be stopped; also, state place where obstruction occurs. No exceptions will be taken for failure to comply with this order."

CA, Wed. 4/5/71, p. 3. *Trade upon the Canal.* – The hum of industry at the boat yards and coal wharves, and the hurrying to and fro of the boatmen, indicate a brisk business upon the Canal, which is sustained by the figures we have obtained from the Canal office. Up to yesterday noon there had been 635 clearances of boats for the season – an increase over last year, to the corresponding date, of 590 boats. During the month of March, 545 boats were cleared, carrying 60,049 tons of coal, 127 tons of fire-brick, 5,000 feet of lumber and 5 tons of sundries. The shipments of coal, by companies and individuals, were as follows:

	<i>Tons</i>	<i>Cwt.</i>
American Company	9,972	19
Borden Company	5,982	00
Consolidation Company	16,152	13
George's Creek Company	3,233	00
Hampshire Company	4,015	14
Maryland Company	14,875	14
Midlothian Company	4,197	17
Individuals	1,619	10
	60,049	07

of which 49,237 tons 14 cwt. went to Georgetown, 9,972 19 to Alexandria, 443 10 to Antietam iron works, 108 14 to Shepherdstown, 104 16 to Williamsport, 106 17 to Hancock and 74 17 to White's Ferry.

There were received and discharged within the month, 170 barrels of flour, 820 bushels of corn, 441 bushels oats, 400 sacks salt, 6 tons merchandize, 58,000 feet lumber and 15,000 shingles.

Boats Sunk. – Canal navigation was somewhat interfered with the early part of last

week by the sinking of the Consolidation Company's boat *E. M. Linthicum* at Dam No. 5 and the Maryland Company's boat *Charles Embrey* at Dam No. 6. The detention was but brief, however, the boats being promptly raised.

DN, Wed. 4/5/71, p. 4. **Canal Commerce** – The trade upon this thoroughfare continues brisk, and yesterday thirty-seven boats left with cargoes of coal for the ports of Alexandria and Georgetown.

Below we give the departures for yesterday, April 4:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hawk	Georgetown	109 11
Poll	"	115 11
Pearl	"	111 15
Minnesota	"	110 11
Demand	"	105 03
Vulture	"	111 10
Fulton	"	107 17
Croton	"	110 03
H. F. Kindle*	"	21 15
N. H. Boyd	"	107 15
T. J. Mehaffey	"	110 12
Adam Norvil	"	111 17
Total		1234 00

*78 05 of fire clay

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. C. Lynn	Georgetown	112 05
G. H. Brandt	"	113 18
Central	"	112 15
Willie Snyder	"	107 19
M. Sinclair	"	111 07
L. Hartley	"	110 02
James Hoble	"	106 16
R. L. Gross	"	115 10
M. Blocher	"	111 01
Thos. Wheeler	"	104 12
Total		1160.05

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
E. F. C. Young	Alexandria	108 01

John W. Bacon	"	110 00
A. J. Thomas	"	112 09
G. N. Wallis	"	105 02
H. B. Cromwell	"	111 09
A. Perkins	"	110 03
Total		657 04

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hanson Willison	Georgetown	114 00
J. R. Humbird	"	110 16
Mountain City	"	108 10
Total		333 06

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Onward	Georgetown	109 11
M. A. Adams	"	110 00
J. R. Masters	"	117 02
Total		336 13

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. Swain	Georgetown	103 10
Industry	"	108 08
Total		211 18

AG, Wed. 4/5/71, p. 3. **Coal Trade** – The Chesapeake and Ohio and Alexandria Canals are in fine navigable order throughout, and boats from Cumberland are arriving in large numbers. The coal trade has had a fresh impetus, and receipts and shipments are steadily increasing. Last week the American Coal Company, whose agent here is Capt. W. J. Boothe, received 4,149 tons of Cumberland coal, and shipped 3,646 tons, and during the same period Mr. J. P. Agnew, agent for the Hampshire and Baltimore and George's Creek Companies, received 2,186 tons and shipped 1,233 tons.

DN, Thu. 4/6/71, p. 4. **Old Hulks** – There are a number of old boat hulks laying about the river dam, which were removed from the canal during the winter. They afford our numerous fishermen unusual advantages, and are daily and nightly availed of by persons with dip-nets, who have been quite successful

in making good hauls of “suckers” and other species of the finny tribe.

Mining Business – Mining coal is now being carried on in this county more extensively and energetically at the present time than ever before in the history of the trade. All the companies are busily at work, and the carrying capacity of the railroads are taxed fully up to their ability to furnish cars. This cheering state of affairs is encouraging to all branches of business, and we hope it will continue without end. With the work at the rolling mill; the large number of boats daily loading at our wharves; the many buildings being erected throughout the city; the increased activity in the mining region, all tend to give us an impetus in business never before reached in this county, and really, it strikes us, that we are making rapid strides to wealth and advancement and an increase of population that we may all feel justly proud of, and, like ourselves, a little elated.

Canal Trade – Good weather and coal freely arriving from the mines make canal boating very lively. Boats arriving quickly find a cargo, and are speedily dispatched with the “black diamonds” for tide water. The number of boats that left this port yesterday was thirty-six, carrying 3,786 19 tons.

The boat J. T. Davis, from Alexandria, discharged a full cargo of salt yesterday at Mr. Jacob Brengle’s Warehouse, consigned to that gentleman.

Below we give the departures for yesterday, April 5:

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Rainbow	Georgetown	108 08
A. Spier	“	113 01
A. Spates	“	103 03
A. Johnson	“	104 07
E. P. Steffey	“	112 14
F. Outman	“	106 09
Peter Quigley	“	108 11

A. Sinclair	“	96 17
C. Embrey	“	112 10
Nanna McGraw	“	107 17
Euphlia	“	104 17
Total		1178 14

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Fred. Beck	Georgetown	104 07
Cherokee Tribe	“	117 03
Hoboken	“	106 09
S. K. Whitford	“	113 02
Jenny Lind*	“	84 17
M. Martha Jane	“	108 03
Linnet	“	107 12
Arthur Cropley	“	112 09
T. J. Nimmo	“	108 09
Wave	“	106 05
Arkansas Traveler	“	109 10
Total		1234 00

*26 12 of fire clay

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. P. Dayton	Alexandria	104 02
A. H. Wallis	“	112 03
Alex. Ray	“	107 08
J. H. Platte	“	106 11
C. F. Livermore	“	108 16
A. J. Clark	“	116 18
Total		655 18

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. S. Lemen	Georgetown	115 01
W. Devecmon	“	116 09
Total		231 10

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Martha	Georgetown	108 04
R. E. Fugitt	“	111 07
Total		219 11

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Charles	Georgetown	108 10
Odd Fellow	“	105 07
Total		213 17

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Canal Trade - 1871

Clearspring	Georgetown	107 00
	<i>By H. T. Weld</i>	
H. W. Dillinger	Antietam	112 03
	Iron Works	

DN, Fri. 4/7/71, p. 2. **Visit of the Board of Public Works to Allegany** – From an Annapolis correspondence of the Baltimore *Sun* of the 5th inst., we learn that the Board of Public Works, consisting of Governor Bowie, Comptroller Woolford and Treasurer Merryman met in Annapolis on Wednesday, for the purpose of appointing State Directors for the several Railroads in which the State is a stockholder; and at which meeting a communication was received from James C. Clarke, Esq., president of the Chesapeake and Ohio Canal Company, inviting the board to visit the coal fields of Allegany county on the 12th instant, in order to become more intimately acquainted with the sources from which the coal traffic of the canal are drawn, which invitation was accepted, and the board are expected to join the directors on that occasion. We can therefore anticipate a visit next week of this august body of officials. A fine opportunity offers here for an interesting tour of observation.

Ibid, p. 7. **Canal Trade** – The canal boat *E. F. C. Young*, loaded with coal for Georgetown, was sunk yesterday on the Cumberland Division, near the canal tunnel, which has caused a temporary stop to navigation at that point. It was expected the *Young* would be raised today, or so far removed as to allow other boats to pass.

The number of boats that left this port yesterday was thirty-seven, carrying 4,064 01 tons of coal.

Below we give the departures for yesterday, April 6:

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
E. Stevenson	Alexandria	110 18
John J. Swift	“	103 18

Maj. E. L. Moore	“	118 11
Wm. Darrow	“	105 09
Ed. Bayer	“	106 13
Henry Kenney	“	107 18
John W. Schenck	“	107 00
	Total	760 07

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Noble Grand	Georgetown	108 15
Jack Topper	“	106 07
Annie	“	112 02
Great Eastern	“	109 15
G. Blackburn	“	110 13
L. G. Stanhope	“	113 05
J. D. Tice	“	112 14
M. P. C. Morrow	“	102 11
Friendship	“	104 11
M. Whitson	“	109 10
M. E. Hageman	“	118 03
Geo. Washington	“	115 00
	Total	1323 06

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. H. Russell	Georgetown	111 14
Ida & Willie	“	108 12
Erastus Corning	“	105 18
A. Vancorlear	“	113 01
Sally Billmyer	“	106 03
Bowery	“	110 12
Charles & Ada	“	113 01
J. B. Varnum	“	110 01
S. S. Cunningham	“	112 00
Peacock	“	110 00
	Total	1101 02

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jebu Corden	Georgetown	102 19
Tilly B. Lynn	“	107 14
Bertha M. Young	“	116 19
Invincible	“	109 14
Vigilant	“	104 17
	Total	542 03

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. M. Jane	Georgetown	115 10
T. Long	“	113 03

Total 228 13

AG, Fri. 4/7/71, p. 2. **The Chesapeake and Ohio Canal** – The Cumberland *Alleganian* of Wednesday says: “The hum of activity at the boat yards and coal wharves, and the hurrying to and fro of the boatmen, indicate a brisk business upon the canal, which is sustained by the figures. – Up to yesterday noon there had been 635 clearances of boats for the season – an increase over last year, to the corresponding date, of 590 boats. During the month of March 545 boats were cleared, carrying 60,049 tons of coal, 127 tons of fire-brick, 5,000 feet of lumber and 5 tons of sundries. The shipments of coal, by companies and individuals, were as follows: American Company 9,972 tons; Borden Company 5,982 tons; Consolidation Company 16,152 tons; George’s Creek Company 3,233 tons; Hampshire Company 4,015 tons; Maryland Company 14,875 tons; Midlothian Company 4,197 tons; individuals 1,619 tons. Total 60,049 tons, of which 49,237 tons 14 cwt. went to Georgetown and 9,972 tons 19 cwt. went to Alexandria.

DN, Sat. 4/8/71, p. 2. **Canal Trade** – The sunken boat E. F. C. Young has been raised, and navigation was only slightly interrupted, and boating is now going on as brisk as usual. The departures yesterday were thirty-three boats, carrying 3,621 06 tons.

Below we give the departures for yesterday, April 7:

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lizzie & Phillie	Georgetown	114 19
James H. Percy	“	108 07
Emerald	“	111 08
J. R. Haines	“	109 01
	Total	<u>443 15</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John O’Brian	Alexandria	109 15
Eagle	“	109 01

Harvey Fisk	“	106 19
J. H. Parrott, Jr.	“	114 07
James Hay	“	111 05
J. B. Cazeaux	“	110 10
	Total	<u>661 17</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. E. Spier	Georgetown	108 10
H. Conrad	“	108 04
Mary Mertens	“	103 07
R. M. Sprigg	“	107 10
J. Hammond	“	109 02
Geo. Snyder	“	114 01
D. Knode	“	104 19
Wm. Moffett	“	112 13
E. E. Spielman	“	108 11
Wm. Doyle	“	111 02
J. H. Gatrell	“	112 03
	Total	<u>1200 02</u>

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Bettie	Georgetown	107 09
J. T. Davis	“	114 12
Blue Bell	“	106 12
W. C. Smith	“	113 04
M. E. Hammond	“	102 17
Allen Campbell	“	108 07
Dalia	“	107 12
	Total	<u>760 13</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Horace Resley	Georgetown	114 01
Jesse	“	112 15
	Total	<u>226 17</u>

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. S. Fernsner	Georgetown	115 05

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. M. Lefevre	Georgetown	109 00
Iowa	Antietam	103 17
	Total	<u>212 17</u>

AG, Sat. 4/8/71, p. 3. **Canal Navigation** – The arrival of boats from Cumberland has been interrupted for a short time by the

sinking of two boats, in the Chesapeake and Ohio Canal, near the tunnel, about twenty-seven miles east of Cumberland; but the delay was only for a short time, both boats being speedily raised and navigation resumed within twenty-four hours after the sinking of the first boat, on the 5th instant.

DN, Tue. 4/11/71, p. 4. **Canal Trade** – The same encouraging state of affairs continues along the line of the canal, and yesterday the departures of boats were 35, carrying 3,880 17 tons of coal, as follows:

GEORGE' CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Scotia	Georgetown	119 11
Quaker City	"	111 00
	Total	230 11

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Chas A. Greene	Georgetown	120 00
T. Ensminger	"	113 15
Geo. H. Colbert	"	110 00
	Total	343 15

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry Delafield	Alexandria	107 06
R. H. Haydock	"	107 08
W. H. Shepherd	"	113 06
Goldfinch	"	110 19
D. Cromwell	"	110 14
Jos. Noble	"	108 08
A. D. Brower	"	107 15
	Total	765 16

Henry T. Weld Antietam 109 08

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. E. DeLacey	Georgetown	114 17
E. K. Boyer	"	106 16
J. V. Nooman	"	109 03
P. Fleckenstein	"	116 01
C. N. Madore	"	112 05
D. Murphy	"	110 12
J. Reeves	"	109 16
W. H. Wilson	"	106 18
Wm. Conrad	"	109 10

J. F. Hitch	"	108 03
J. B. Turton	"	110 12
	Total	1214 13

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. C. Bruce	Georgetown	112 06
Broadway	"	111 15
Fair Play	"	115 06
J. H. Kenel	"	113 02
Dundenburg	"	107 15
E. N. Linthicum	"	111 17
B. F. Charles	"	104 06
	Total	776 07

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Swain	Georgetown	112 01
Asa Willison	"	105 16
H. M. Snider	"	113 11
	Total	331 08

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George Albert	Georgetown	108 19

AG, Thu. 4/11/71, p. 3. **Coal Trade** – The coal trade is now quite active, both the Chesapeake and Ohio and Alexandria Canals being in fine navigable condition and boats arriving in numbers. There are daily arrivals of vessels employed in the coal trade, but many more could be freighted at once and for the remainder of the season coal freights will in all probability be active.

CA, Wed. 4/12/71, p. 3. *Chesapeake and Ohio Canal Board.* – The Board of Directors of the Chesapeake and Ohio Canal Company will hold a meeting in this city today. At a meeting of the Board of Public Works, which constitutes Governor Bowie, Comptroller Woolford and Treasurer Merryman, held last week, an invitation to visit this region in order to a more intimate acquaintance with the sources from which the coal traffic of the Canal is drawn, was received from President Clarke, and the Board signified their intention

to accept it and join the Canal Directors here today.

Chesapeake & Ohio Canal. – The receipts of the Chesapeake and Ohio Canal for tolls for the month of March, 1871, reached the large sum of \$33,840, exceeding that of any previous year, for the same month, by the sum of upwards of \$30,000. The prospect for a large business on the Canal was never better then now, and every endeavor will be put forth by the President and officers of the Company to make it the most successful year in the history of the Canal, both as regards receipts and the curtailment of expenditures. – *Hagerstown Twice a Week.*

CA, Wed. 4/12/71, p. 3. **Interruption to Canal Navigation** – In consequence of an accident, by which two of the lock gates in the Chesapeake and Ohio Canal, at the Point of Rocks, were knocked out, navigation was interrupted yesterday. It is supposed that about twenty-four hours delay will be caused by the accident, a short time being necessary to repair the damage and replace the gates. A number of boats that were this side of the Point of Rocks reached here today.

DN, Wed. 4/12/71, p. 1. **Canal Commerce** – The departures yesterday of some thirty-five boats – about the usual daily number – is indicative of a continued activity in the coal trade, which it gives us great pleasure to chronicle. These boats carried 4,314 08 tons, as follows:

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
G. P. DeWitt	Georgetown	110 08
	<i>Private</i>	

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lady of the Lake	Shepherdstown	116 16

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lewis Smith	Georgetown	110 16

J. O. Reitzell	"	111 15
	Total	222 11

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Loretto	Georgetown	112 06
Excelsior	"	117 19
Leander Lovel	"	120 15
Ida & Sallie	"	113 03
	Total	464 03

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James & Alexandra	Alexandria	110 17
Alex. Walsh	"	110 00
W. M. Bramhall	"	110 00
Plover	"	105 00
Geo. A. Pearre	"	107 04
John P. Moore	"	107 08
	Total	650 09

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Nellie	Georgetown	103 00
Viola H. Weir	"	112 19
Loretto	"	113 05
D. W. Sloan	"	109 10
M. E. McMahan	"	112 16
Mollie Reed	"	112 01
Chas. W. Adams	"	104 09
J. & H. Korns	"	103 08
Mary Willard	"	113 17
Feidt & Shupp	"	113 11
	Total	1098 16

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wren	Georgetown	106 00
J. B. Thomas	"	111 07
Clara L. Brengle	"	116 00
R. P. Getty	"	111 18
Jas. S. Welch	"	112 12
Samuel Boyer	"	115 19
D. Handley	"	111 10
W. R. Snow	"	103 04
H. C. Winship	"	111 14
Dr. J P Delaplane	"	113 07
Dove	"	109 17
J. S. Mackie	"	110 03

	Total	1333
		11
MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. S. Lemen	Georgetown	112 03
Ironsides	“	105 12
M. A. Edward	“	109 19
	Total	327 14

AG, Fri. 4/12/71, p. 3. **The Canal** – As stated in yesterday’s *Gazette*, under the telegraphic head, a leak has been discovered in the Chesapeake and Ohio Canal, on Seven-mile level, which caused the water to be drawn off, and navigation has consequently been suspended until the leak is mended, which will be in a day or two, it is expected.

DN, Thu. 4/13/71, p. 1. **Canal Trade** – The same brisk business continues upon the canal that has so fortunately marked the season so far. The departures of boats yesterday numbered thirty-eight, carrying 4,166 17 tons.

The lateness of the hour at which we received the proceedings of the trial of Black at Frederick compels us to omit our usual report, and therefore we publish only the following:

<i>Name of Company</i>	<i>No. of Boats</i>	<i>Tons</i>
Consolidation	12	1,323 06
Maryland	9	988 14
American	7	747 09
Hamp. & Balt.	3	326 02
George’s Creek	2	227 15
Midlothian	2	221 09
Borden	2	221 02
	Total	4,166 17

Boat C. W. Hooper, by Thomas Weld, for Antietam, 111 tons.

Another Invention for Steam Canal Boat.

In our issue of the 11th instant, we published an article from the *Baltimore Bulletin* about a model on exhibition in that city, of a canal boat, to be propelled by steam

power. This model is now on exhibition at the St. Nicholas Hotel in this city, and has been visited by a number of our scientific men, machinists and persons interested in canal navigation, and also by the Maryland State Board of Public Works, and Hon. J. C. Clarke, President of the Chesapeake and Ohio Canal. The model performs well, and appears to embody the correct principles for successful steam canal navigation. Those of our readers interested in the subject will find a full description of the boat in the *News* of the 11th inst.

Ibid, p. 2. **Excursion to the Mining Region.** – The President and Board of Directors of the Chesapeake and Ohio Canal, and Hon. John Merryman, a member of the State Board of Public Works, accompanied by a number of our coal operators, will today make an excursion to the mining region, over the Cumberland and Pennsylvania Railroad, returning to Cumberland by way of Piedmont tonight. A very pleasant trip is contemplated, and we have no doubt but the visitors will be very favorably impressed with the magnitude and importance of our great coal mining region.

Ibid, p. 4. **meeting of the Canal Board** – The Chesapeake and Ohio Canal Board held a meeting in this city yesterday. There were present, James C. Clarke, President; Dr. Wm. F. McPherson, William Dodge, Gillmor Meredith and Gen. S. Brown. The reports submitted show the earnings of the Canal for the month of March to be \$34,000. And the total expenditures for the month to be \$16,000.

The amounts appropriated and paid by the Canal Company since August, 1870, to this date, have been overdue coupons on the repair Bond Debt, \$116,560. Principal and accrued interest on the same since July 1, 1869, \$110,850. Making a total of -\$227,410.

The prospect of retiring the whole of the Repair Bond Debt during the present season is now very good. After this the overdue coupons on the Preferred Bonds are the next payments in priority in accordance with the decision of the Court of Appeals.

An order was adopted to remove the General office to Frederick, Md.

The Board was in session some three hours, during which time a large amount of business of the usual character was transacted.

The Board passed a vote of thanks to Col. E. L. Moore, President of the Second National Bank for the use of the room furnished by him to the Directors to hold their meeting in.

The Board then adjourned to meet in Baltimore on the 10th day of May, at the Banking House of Alex. Brown & Sons.

DN, Fri. 4/14/71, p. 1. **Canal Trade**

We regret to be compelled to announce that while we have to devote so much space to reports of the Black trial, we shall be compelled to curtail our canal reports considerably, confining ourselves to the number of boats and aggregate of tons shipped.

Yesterday the trade was very good, forty boats, carrying 4,369 16 tons, having been dispatched, as follows:

<i>Name of Company</i>	<i>No. of Boats</i>	<i>Tons</i>
Consolidation	13	1,435 04
Maryland	10	1,096 13
American	5	545 14
Borden	4	469 11
Hamp. & Balt.	3	327 14
George's Creek	2	225 02
Midlothian	2	219 12
Private	1	50 06
	Total	<u>4,369</u> 16

Excursion to the Mining Region

Yesterday, in accordance with previous arrangement, the officials of the Chesapeake and Ohio Canal, accompanied by several members of the State Board of Public Works and other gentlemen, made an excursion to the mining region over the Cumberland and Pennsylvania Railroad. The party left our city about 9 a.m. in a special train, and were accompanied by C. Slack, Esq., Superintendent; Jas. A. Millholland, Esq., Vice President; and W. L. Jordan and Alex. Sloan, Esqs., all of the Consolidation Company. Arrived at Mt. Savage the party disembarked and made a tour of the shops of the Company at that point and were shown everything of interest in and about the same. After a short stay at Mt. Savage, the party having been joined by several ladies, proceeded on to Frostburg, and thence to Borden shaft. Here they were met by A. C. Greene, Esq., Superintendent, who displayed to them the workings of the Shaft, &c. After leaving here, the next halt was made at Lonaconing, where the party was met by O. D. Robbins, Esq., and A. J. Clark, Esq., Superintendents respectively of the Maryland and American Companies. These gentlemen entertained the visitors by showing them around to the various mines and properties of the Maryland and American Companies, and exhibiting to them the workings of the same.

Piedmont was reached in due time, and after looking around a while, the return was commenced. The next halt was made at the new mine of the Consolidation Company at Ocean, where the visitors were shown into and through the mines by Mr. Jas. Thomas, Superintendent. Whilst in the mines, the visitors were frequently surprised by the falling of slate, which it is said alarmed the nervous members of the party no little.

After this inspection, the party proceeded on the return, during which they organized themselves into a meeting, with His Honor, Mayor Banks of Baltimore, in the

chair, and R. W. Baldwin, Esq., of Anne Arundel county, acting as Secretary. Hon. John Merryman, State Treasurer, stated the object of the meeting and moved the appointment of a Committee to draft resolutions.

The chair appointed Messrs. Merryman, Geo. S. Brown, James Grooms, Geo. M. Bokee, President Western Maryland Railroad, and Dr. F. S. McPherson, the Committee, who reported the following resolutions:

Resolved: That we tender Mr. Cornelius Slack, General Superintendent of the Cumberland and Pennsylvania Railroad Company, our thanks for his kindness and gentlemanly courtesy to us during our trip from Cumberland to Piedmont and return, and for the great pains and interest he has displayed in exhibiting to us the interesting features of the coal fields and mines of Allegany.

Resolved: That we tender our thanks to Jas. A. Millholland, Esq., Vice President of said Company, and for his personal attention to us upon the trip, and for the facilities afforded us for examining for ourselves the exhaustless wealth of Western Maryland.

Resolved: That we congratulate the Company upon having obtained the service of two such gentlemanly, intelligent and efficient officers.

Resolved: That our thanks are due to the superintendents and proprietors of the Companies whose mines we have visited, for the uniform courtesy which they have shown us, and which enhanced the pleasure of our trip.

Resolved: That our thanks are also due to the Baltimore and Ohio Railroad Company, and especially to Vice President King, for placing at our disposal a special car, fitted up for us during the trip.

Resolved: That the resolutions be published in the Cumberland papers.

Messrs. Slack and Millholland responded to the resolutions in a felicitous manner.

At Krigbaum's station, the party was met by President Hughart, of the Pittsburgh and Connellsville railroad, on his return from Baltimore.

The party reached our city about six o'clock, and though somewhat travel-worn and exhausted by their trip, expressed themselves in terms of the highest delight over the excursion.

When we add that the refreshments for the excursion were furnished by Capt. John Weir, we could hardly say more, for being from his house they were, of course, of the finest quality, and served in the most tempting and pleasant style.

After returning to the city, the party took supper at Messrs. Ferguson & Cruzen's where was set for them a splendid table, served in the best manner possible.

The lateness of the hour at which our notes of this excursion were received, compel a shorter report than we would like to make.

The following-named gentlemen comprised the party of visitors:

Hon. James C. Clarke, President Chesapeake and Ohio Canal; Gilmore Meredith, W. S. McPherson, Dr. Brown, W. M. Dodge, Esqs., General Wm. Webster, Hon. John Merryman, N. Dickerson, John F. Ehlen, Mr. Griffith, Mr. Baldwin, Mayor Banks, of Baltimore, George M. Bokee, President Western Maryland railroad; James Grooms.

DN, Sat. 4/15/71, p. 4. **Canal Trade.** – Trade on the canal was brisk as usual yesterday, but a slight interruption to navigation at the Point of Rocks on Thursday may cause the detention of up-boats for a day or two. The lock-gates that were injured at the above-named place have been repaired, and the level again filled.

The number of boats departing yesterday with coal was thirty-six, carrying 3,919 05 tons.

<i>Name of Company</i>	<i>No. of Boats</i>	<i>Tons</i>
Consolidation	11	1204 01
Maryland	9	948 19
American	5	553 19
Borden	3	329 06
Hamp. & Balt.	1	110 01
George's Creek	2	225 09
Midlothian	5	546 03
Total		3919 05

Another New Railroad Track.

The Baltimore and Ohio Railroad Company have had another track laid down on the west side of the road, from the depot to the far end of the Consolidation Coal Company's wharf property. This track is designed for the exclusive use of coal trains to the canal wharves of Messrs. McKaig & Walsh, and the Consolidation Company's. There are now five tracks from the points named, and even these will hardly prove adequate to the increasing trade that necessarily concentrates at this point.

The Coming Steam Canal Boat

The engines have been put in the new canal boat of Messrs. Slack, Resley & Hoblitzell, and the boiler will be placed in position today. It is expected to make an experimental trip with the boat during next week. We have great faith in this invention, and hope for permanent success.

DN, Mon. 4/17/71, p. 4. **Canal Trade** – The number of boats dispatched from this port on Saturday numbered forty, carrying 4,396 16 tons.

<i>Name of Company</i>	<i>No. of Boats</i>	<i>Tons</i>
Consolidation	13	1413 10
Maryland	10	1105 19
American	6	658 08
Borden	4	443 15

Hamp. & Balt.	3	325 13
George's Creek	1	115 07
Midlothian	2	223 03
Private	1	111 01
Total		4396 16

DN, Tue. 4/18/71, p. 4. **Canal Trade** – Monday is generally a light day for loading boats, but the number of departures yesterday run up to thirty-two, carrying a total tonnage of 3,526 04 tons, as follows:

<i>Name of Company</i>	<i>No. of Boats</i>	<i>Tons</i>
Consolidation	8	891 02
Maryland	11	1199 18
American	6	657 00
Borden	3	338 05
Hamp. & Balt.	1	107 11
George's Creek	1	113 02
Midlothian	2	219 06
Total		3526 04

CA, Wed. 4/19/71, p. 3. *Excursion to the Coal Fields.* – Upon the invitation of Hon. James C. Clarke, President of the Chesapeake and Ohio Canal, a number of State officials and other prominent gentlemen joined the Board of Directors of the Canal Company here on Wednesday last, for the purpose of accompanying them on a visit of inspections to the coal fields of this county.

The party arrived here in a special car, which was placed at their disposal by the Baltimore & Ohio Railroad Company, on Tuesday night, 11th instant, and spent Wednesday in viewing operations in conjunction with the transshipment of coal by Canal and visiting points of interest about Cumberland and its environs – the Board of Directors of the Canal Company meanwhile holding their monthly meeting.

On Thursday, as per arrangement, an excursion was made to the coal fields, the source of the Canal's trade – the party, with Vice President Millholland, Superintendent Slack and other officials of the Consolidation

Coal Company present and solicitous to make the trip entertaining, setting out in a special train over the Cumberland and Pennsylvania Railroad, at 9 o'clock A. M. Mount Savage, Frostburg, the Borden Mines, the mines of the American and Maryland companies at Lonaconing, the Consolidation company's mine at Ocean, were each successively visited, the local officials of the various railroad and mining interests at these points contributing in every way possible to the entertainment of the visitors. The day was spent very pleasantly, and every opportunity afforded the party to acquaint themselves with the extent of the mineral resources of the region and the means for their development. The gentlemen comprising the excursion party, beside officials of the Consolidation company already named, were Mayor Banks of Baltimore; Hon. John Merryman of the Board of Public Works; R. W. Baldwin, Esq. Secretary of the Board; Hon. James C. Clarke President Chesapeake and Ohio Canal; General George S. Brown, William Dodge, W. L. McPherson and Gilmore Meredith, Esqs. Directors; George M. Bokee President Western Maryland Railroad; Col. B. A. Jamison, Robert L. Dobbin, James B. Groome, Wm. Webster, N. Dickerson and John F. Ehlen, Esqs.

On the return trip a meeting was organized – His Honor, Mayor Banks being called to the chair and Mr. Baldwin acting as Secretary. The object of the meeting was stated by Hon. John Merryman to be the adoption of a series of resolutions expressive of the sense of the excursionists for the opportunity afforded them for acquiring a knowledge of the wonderful mineral wealth of this region by personal examination, and for the kindly welcome and courteous treatment they had experienced. He moved therefore the appointment of a committee for that purpose, and in compliance with the motion the chair named Messrs. Merryman, Brown, Groome, Bokee and McPherson as

said committee, who reported the following resolutions:

Resolved, That we tender Mr. Cornelius Slack, General Superintendent of the Cumberland and Pennsylvania Railroad Company, our thanks for his kindness and gentlemanly courtesy to us during our trip from Cumberland to Piedmont and return, and for the great pains and interest he has displayed in exhibiting to us the interesting features of the coal fields and mines of Allegany.

Resolved: That we tender our thanks to Jas. A. Millholland, Esq., Vice President of said company, for his personal attention to us upon the trip, and for the facilities afforded us for examining for ourselves the exhaustless wealth of Western Maryland.

Resolved: That we congratulate the company upon having obtained the services of two such gentlemanly, intelligent and efficient officers.

Resolved: That our thanks are due to the superintendents and proprietors of the companies whose mines we have visited, for the uniform courtesy which they have shown us, and which enhanced the pleasure of our trip.

Resolved: That our thanks are also due to the Baltimore and Ohio Railroad Company, and especially Vice President King, for placing at our disposal a special car, fitted up for us during the trip.

Resolved: That these resolutions be published in the Cumberland papers.

Appropriate responses were made by Messrs. Slack and Millholland to the complimentary reference to them.

The excursionists reached the city about 6 o'clock, expressing themselves highly gratified with all they had seen. The day's entertainment was concluded with an elegant supper at Ferguson and Cruzen's, got up in the inimitable style which distinguishes the cuisine of this establishment.

Meeting of the Canal Board. – The Board of Directors of the Chesapeake and Ohio Canal Company held their regular monthly meeting in this city on Wednesday last. Present – James C. Clarke, President; Dr. Wm. S. McPherson, Wm. Dodge, Gilmore Meredith and Gen. G. S. Brown, Directors.

The reports submitted show the earnings of the Canal Company for the month of March to be \$34,000; and the total expenditures for the month to be \$16,000.

The amount appropriated and paid by the Canal Company since August, 1870, to this date, has been for overdue coupons on the Repair Bond Debt, \$116,560; one-half principal and accrued interest on same since July 1st, 1869, \$110,850 – making a total of \$227,410.

The prospect of retiring the whole of the Repair Bond Debt during the present season is now very good. After this the overdue coupons of the preferred bonds are the next payments in priority in accordance with the decision of the Court of Appeals.

An order was adopted to remove the General Office to Frederick, Md.

The Board was in session some three hours, during which time a large amount of business of the above character was transacted.

The Board passed a vote of thanks to Col. E. L. Moore, President Second National Bank, for use of the room furnished by him to the Directors to hold their meeting in.

The Board then adjourned, to meet in Baltimore on the 10th of May, at the banking house of Alexander Brown & Sons.

DN, Wed. 4/19/71, p. 2. **The Canal** – Another delay in navigation in the canal was caused on Saturday, by the sinking of another boat at Lock 35, near Harper’s Ferry. The boat has been raised and navigation resumed. – *Alexandria Gazette.*

Ibid, p. 4. **Canal Trade** – Thirty-eight boats left this port yesterday for tide-water, carrying 4,180 tons of coal, as follows:

<i>Name of Company</i>	<i>No. of Boats</i>	<i>Tons</i>
Consolidation	12	1321 05
Maryland	8	861 11
American	6	664 13
Borden	2	225 09
Hamp. & Balt.	4	444 13
George’s Creek	3	333 02
Midlothian	3	329 07
Total		4180 00

AG, Wed. 4/19/71, p. 3. **Canal Commerce** – The canal boat General Grant, belonging to the Consolidation Coal Company, is sunk at Berlin, but it causes no obstruction, and boats are arriving and departing freely.

DN, Thu. 4/20/71, p. 4. **Canal Trade** – Trade at the canal yesterday was quite brisk indeed. There was a rumor current that a boat had been sunk during the day, but we could learn no particulars of the accident, nor could we trace the report to any reliable source.

Thirty-nine boats departed yesterday, carrying 4,275 17 tons of coal, as follows:

<i>Name of Company</i>	<i>No. of Boats</i>	<i>Tons</i>
Consolidation	11	1202 14
Maryland	10	1086 01
American	6	659 09
Borden	5	567 03
Hamp. & Balt.	3	331 14
George’s Creek	1	114 01
Midlothian	3	314 15
Total		4275 17

DN, Fri. 4/21/71, p. 3. **Increase of Pay** – Hon. James C. Clarke, President of the Chesapeake and Ohio Canal Company, issued an order on the 15th instant, making the pay of Lock-Keepers, for single locks, \$50 per month, and, double locks, \$75 per month.

This is but an act of simple justice to these men who have increased duties to perform in consequence of the large increased trade now being done on the Canal. – *Free Press*.

Ibid, p. 4. **Canal Trade** – Thirty-seven boats, carrying 4,081 19 tons of coal, were dispatched yesterday for ports below. This continued activity is a matter of great pleasure to all concerned. The boats were distributed as follows:

<i>Name of Company</i>	<i>No. of Boats</i>	<i>Tons</i>
Consolidation	11	1195 15
Maryland	11	1222 12
American	6	639 15
Borden	4	464 02
Hamp. & Balt.	2	217 03
George's Creek	2	239 00
Midlothian	1	103 12
Total		4081 19

DN, Sat. 4/22/71, p. 4. **Canal Trade** – Business was not as brisk yesterday at the canal as it was for several days preceding – only twenty-right boats having departed with 3,073 02 tons, as follows:

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. M. Snyder	Georgetown	112 12

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gen. J K. Barnes	Georgetown	78 03
Harry Conrad	"	108 08
J. & H. Korns	"	105 17
Total		290 08

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. O. Reitzell	Georgetown	117 16
Mountain City	"	109 07
Total		227 03

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ida & Sallie	Georgetown	116 01
Onward	"	108 07

		Total
		224 08
AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. R. Anderson	Alexandria	118 00
Charles Robb	"	119 05
Robert Marshall	"	111 13
Rechabites	"	115 18
W. W. Shepard	"	113 16
Total		573 12

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry Delafield	Georgetown	110 07
A. Lincoln	"	104 00
Goldfinch	"	112 09
Mollie Reed	"	106 15
A. D. Brower	"	110 00
Total		543 11

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Thomas	Georgetown	108 10
M. E. Hammond	"	109 05
E. M. Linthicum	"	110 01
Dundenburg	"	110 19
R. P. Getty	"	109 03
Erastus Corny	"	109 14
Broadway	"	108 12
B. T. Charles	"	111 03
Dr. J P Delaplane	"	111 17
J. H. Rench	"	112 04
Total		1101 08

ES, Fri. 4/21/71, p. 4. **GEORGETOWN The Coal Trade** was brisk for the week ending today: - The Consolidated Coal Company received 6,540 tons and shipped 5,620 tons; at Agnew's dock 2,700 tons received and 2,800 shipped; the Borden Mining and Coal Company received 2,090 tons and shipped 2,719 tons; the Maryland Coal Company received 8,061 tons and shipped the same amount; the Midlothian Coal Company received 1,568 tons and shipped 1,086 tons. Total receipts for the week 20,859 tons; shipments 20,288 tons.

Sales of Grain – The boat Ada arrived by canal today with 2,000 bushels prime wheat.

ES, Fri. 4/22/71, p. 4. **THE COURTS** – **Making it Lively in Georgetown** – W. H. Dennell, charged with assault and battery with intent to kill Harry Butler. This assault was made on Easter Monday in Georgetown, and Butler, a canal boatman, was badly hurt, his collar bone broken and head badly cut. He was sent to Providence Hospital, where he has been lying ever since. After hearing the testimony, a *nolle prosequi* was entered in the intent to kill, and the accused fined \$50 and costs, or three months in jail. He was then arraigned on the charge of resisting the officer who made the arrest. It was shown that he acted in a most outrageous manner, and the officer was compelled to shoot him before he would come to terms. He was wounded in the leg by the ball from the officer’s pistol and gave up. In consideration that he had been three months in jail, the judge let him off with a fine of \$1, without costs.

GEORGETOWN

Wheat is now arriving in large quantities. Two boat-loads arrived this morning from Alexandria, and one by canal, and these cargoes found ready sale.

AG, Sat. 4/22/71, p. 3. **Navigation Resumed** – Navigation on the Chesapeake and Ohio Canal was interrupted for nine hours on Thursday last by the letting off the water at Berlin so that the boat sunk there on the previous Monday could be raised. At the expiration of that time, however, the obstruction had been removed and boats were again passing.

DN, Mon. 4/24/71, p. 4. **Canal Trade** – Saturday was a brisk day at the several coal wharves. Forty-two boats were loaded and dispatched to tide-water, carrying 4,601 12 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Morning Star	Georgetown	111 00
W. R. Snow	“	103 07
J. H. Welsh	“	107 05
Charles & Ada	“	111 19
G. W. Thacker	“	111 16
C. L. Brengle	“	110 10
Magpie	“	111 04
H. C. Winship	“	114 01
A. J. Center	“	111 16
Poll	“	111 14
Jim Gunning	“	113 02
Mary Jane	“	105 05
Adam Norrie	“	109 19
Total		1432 18

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. H. Bradt	Georgetown	111 06
M. Whitson	“	115 18
M. A. Edwards	“	105 01
A. M. Reed	“	105 09
M. E. McMahan	“	105 02
Sharpsburg	“	109 05
J. A. Suter	“	103 12
H. Gerdeman	“	110 08
Thos, Wheeler	“	106 10
W. H. Ash	“	112 01
Total		1190 04

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James Hoye	Alexandria	114 01
R. H. Haydock	“	110 17
D. Cromwell	“	111 03
George S. Albert	“	107 16
Jas. A. Alexander	“	111 00
Alexander Walsh	“	111 18
Total		666 15

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Loretto	Georgetown	107 17
Sprigg S. Lynn	“	119 00
Hollander	“	114 03
Dr. Grimes	“	106 12
Wm. Marbury	“	95 16
Total		543 07

Canal Trade - 1871

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. C. Clarke	Georgetown	111 09
H. W. Dillinger	"	113 09
Iowa [private]	Antietam	109 02
Nannie McGraw	Harper's Ferry	105 13
Total		439 04

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mary Alice	Georgetown	106 16
M. O'Connor	"	114 05
Total		221 01

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. C. Hamilton	Georgetown	108 03

AG, Mon. 4/24/71, p. 3. **Canal News** – The water in the Georgetown level of the Chesapeake and Ohio Canal, and consequently that in the Alexandria Canal, was drawn off at 12 o'clock on Saturday night last for the purpose of allowing the removal of some rocks that had fallen into that level from the banks. During the lowering of the water the American Coal Company's boat, *A. Schell*, lodged on the bank, in the basin here, and was capsized and sunk. She was raised and righted yesterday. The water was let on again at 12 o'clock last night and boats are now arriving and departing freely.

DN, Tue. 4/25/71, p. 1. **Canal Trade** – Boating coal upon the canal still continues fully up to the capacity of the railroad company delivering to the wharves, and we might add nearly up to the complement of boats upon the canal. The departures yesterday numbered forty-one, carrying 4,394 09 tons, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Julia Manning	Georgetown	108 11
Wm. Hill	"	115 15
Owl	"	115 10
Robin	"	113 05
Creole	"	106 15

T. E. Sheridan	"	107 17
Gen. McClellan	"	106 10
Atlanta	"	105 19
J. W. Forbes	"	111 04
Defiance	"	102 08
Katrina Van Tassel	"	109 11
Total		1203 05

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thos. Hassett	Georgetown	112 18
Pennsylvania	"	108 06
Willie Snyder	"	107 00
Price Hutson	"	106 09
W. H. Boteler	"	108 01
R. L. Gross	"	110 09
Ohio	"	102 02
M. Sinclair	"	108 08
Rose & Nellie	"	108 10
Lavinia Hartley	"	107 01
Total		1079 04

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George A. Pearre	Alexandria	108 06
Charles Clifton	"	108 00
W. A. Myers	"	108 00
G. P. DeWitt	"	106 11
Andrew Clark	"	105 06
Ben Williamson	"	109 02
Total		645 05

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Borden	Georgetown	116 04
A. C. Greene	"	117 08
Tillie B. Lynn	"	106 19
S. H. Thomson	"	118 12
Capt. J R Masters	"	115 17
Total		575 00

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. J. Gatrell	Georgetown	109 17
J. C. Lynn [Private]	Antietam	108 13
Total		218 10

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Morning Sun	Georgetown	110 02
Geo. P. DeWitt	"	111 14

Canal Trade - 1871

Park Agnew	“	109 12
R. Emmet	“	107 10
	Total	438 18

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lewis Smith	Georgetown	110 19
Hero	“	112 09
Chesapeake	“	110 19
	Total	334 07

DN, Wed. 4/26/71, p. 4. **Trade on Canal** – The usual amount of business was done yesterday at the several coal wharves, and thirty-six boats were dispatched to tide-water, carrying 3,961 12 tons, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. H. Delano	Georgetown	114 02
T. J. Mehaffey	“	113 10
Catskill	“	109 15
H. Lowthers	“	118 14
H. J. Kenah	“	108 05
W. H. Boyd	“	114 13
Allen Campbell	“	112 13
J. A. Graham	“	110 17
Ino	“	108 12
J. S. Mackie	“	110 11
Cherokee Tribe	“	115 04
Energy	“	100 06
Bram	“	106 13
	Total	1443 15

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Industry	Georgetown	105 07
Hibernia	“	107 19
Henry S. Miller	“	111 17
Friendship	“	105 05
Euphria	“	105 03
Andy Johnson	“	105 10
	Total	641 01

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
David A. Lowe	Alexandria	118 12
Kate	“	110 09
Henry C. Flagg	“	115 12
Daniel Pomeroy	“	104 15

Plover	“	106 18
	Total	556 06

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. A. Adams	Georgetown	105 11
R. E. Fugitt	“	115 07
Invincible	“	105 03
Bertha M. Young	“	122 06
	Total	448 07

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. H. Wright	Georgetown	101 06
J. G. Greenless	“	109 14
M. McNally	“	114 10
	Total	325 10

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Charles	Georgetown	105 05
J. B. Slattery	“	112 06
	Total	217 11

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
G. H. Bradt	Georgetown	113 10
Pacific Flower	“	110 02
A. Spier	Antietam	105 10
[Private]		
	Total	329 02

AG, Wed. 4/26/71, p. 3. **The Coal Trade** – The Washington correspondent of the New York *Herald* in his dispatch of last Monday night says: - “The troubles of the anthracite coal region are showing their important effects on the business of the Chesapeake and Ohio Canal. Sixty-four boats loaded with Cumberland coal and averaging 112 tons each, were entered and locked at Georgetown today, the largest business ever done in one day. There are now upwards of seventy sailing vessels and steamers loading Cumberland coal at Georgetown for Northern ports, principally New York. Navigation opened on the canal on the 8th of March, and up to the time of opening last year the tolls at the receiving lock were \$34,497. When it is known that nearly all of this toll was collected

on coal, some idea of the large business done this year may be formed. A large fleet of vessels is also at Alexandria loading coal for Northern ports.

DN, Thu. 4/27/71, p. 1. **Increased Demand for Cumberland Coal** – We have heretofore noticed the increasing demand for and large appreciation of Cumberland coal at the North, under the high prices for anthracite coal, growing out of the disturbed condition of the Pennsylvania mining region. The demand has heretofore been exhibited by the increased traffic in Cumberland coal by rail to this point, and now we have an equally satisfactory exhibit from the receipts at other shipping points, Georgetown, D. C., and Alexandria, Va., via the Chesapeake and Ohio canal. Sixty-four boats, loaded with Cumberland coal and averaging 112 tons each, were entered and locked at Georgetown on Monday, the largest business ever done in one day. There are now upwards of seventy sailing vessels and steamers loading Cumberland coal at Georgetown for Northern ports, principally New York. A large fleet of vessels is also at Alexandria loading coal for northern ports. Just one month ago the extent of the coal business being done over the Baltimore and Ohio road was shown by the fact that in six days 85,000 tons of coal had been brought over the road, and the trade has continued fairly active ever since. – *Sun, April 26.*

Ibid, p. 4. **Canal Trade** – Yesterday was the *big day* at the canal, two more boats having cleared than on any previous day this season – forty-four in all. Trade was consequently lively to the utmost. The boats were distributed as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. Hoadley	Georgetown	114 17
Brombones	“	116 11
Jenny Lind	“	110 15

Arthur Cropley	“	116 06
P. J. Smith	“	110 08
Ursula & Estelle	“	112 09
Mary A. Moore	“	108 17
Sunnet	“	109 11
Hawk	“	110 06
T. J. Nimmo	“	110 05
Miami	“	105 11
Frederick Beck	“	108 00
Total		1333 16

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. Ortman	Georgetown	106 12
E. P. Steffey	“	107 17
M. Blocher	“	108 09
F. M. Lefevre	“	115 19
Annie	“	112 18
F. P. White	“	109 00
F. Swain	“	106 07
J. E. Russell	“	110 13
Geo. Blackburn	“	112 00
Antietam	“	106 06
P. Quigley	“	106 16
Total		1102 17

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George Sherman	Alexandria	114 10
Wald Hutchins	“	107 17
H. L. Gilbert	“	103 15
M. Sanford	“	110 04
Henry Reed	“	106 19
W. M. Bramhall	“	110 14
H. B. Cromwell	“	111 04
Total		765 03

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John Cowden	Georgetown	107 15
Jas. R. Haines	“	108 01
Evening Star	“	113 07
Martha	“	104 03
Lizzie & Phillie	“	116 05
Total		549 11

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jack Topper	Georgetown	106 19
John Hammond	“	110 07

Canal Trade - 1871

James Mable	“	111 00
	Total	328 06

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hanson Willison	Georgetown	114 13
Diligent	“	114 04
	Total	228 17

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. Fannon	Georgetown	115 19
Ingomar	“	108 07
John Young	“	105 09
	Total	329 15

Private

C. F. Wheeler	Antietam	108 08
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DN, Fri. 4/28/71, p. 4. **Canal Trade** – The same gratifying state of affairs exist upon the canal that has attended this highway to the sea since the opening in March. Yesterday forty-one boats were dispatched from this port, carrying 4,457 03 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Annie Rinehart	Georgetown	107 17
Minnesota	“	110 06
Eureka	“	107 07
Van Lear Sprigg	“	109 02
Croton	“	107 01
Mary & Annie	“	109 17
H. T. Weld	“	113 07
Rip Van Winkle	“	109 01
S. S. Cunningham	“	113 19
Laura	“	106 13
Gen. Grant	“	104 19
W. H. Russell	“	112 18
Wave	“	107 01
	Total	1419 08

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gibbs & Clay	Georgetown	105 00
R. M. Sprigg	“	110 12
Wm. Moffett	“	112 04
J. E. Silver	“	108 01
Wm. Doyle	“	110 19
Great Eastern	“	108 00

C. Embrey	“	102 08
American Boy	“	105 07
J. M. Resley	“	105 02
W. E. Hagerman	“	109 00
	Total	1076 13

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. H. Stickney	Alexandria	103 00
Daniel Stewart	“	103 16
A. Jackson Clark	“	116 06
W. Laird	“	105 07
Thos. H. Trail	“	112 05
	Total	540 14

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George H. Colbert	Georgetown	115 04
James H. Percy	“	110 10
G. W. Wallis	“	110 15
Emerald	“	111 19
	Total	448 08

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. H. Gatrell	Georgetown	107 18
J. D. Tice	“	109 19
Central	“	106 06
M. E. Spier	“	106 12
	Total	430 15

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Amazon	Georgetown	104 15
W. L. Shaw	“	110 11
P. S. Lemen	“	111 13
	Total	326 19

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Theresa Long	Georgetown	108 16
Ed. Boyer	“	105 10
	Total	214 06

DN, Sat. 4/29/71, p. 4. **Canal Trade** – We have the satisfaction of recording another prosperous day at the several coal wharves in this city. There were forty-one boats dispatched yesterday, carrying 4,504 19 tons of coal, as follows:

CONSOLIDATION COMPANY

Canal Trade - 1871

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Emma Rinehart	Georgetown	105 01
Diamond	"	105 11
J. K. Whitford	"	114 02
R. M. Harper	"	110 03
Dove	"	110 01
Lark	"	106 06
J. W. Bacon	"	104 12
Uno	"	113 11
Maryland	"	112 18
J. T. Davis	"	116 12
Vulture	"	107 02
Harlem	"	107 16
Bowery	"	108 16
Horace Resley	"	113 11
Total		1536 02

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
L. G. Stanhope	Georgetown	113 03
Dr. E. DeLacey	"	113 15
E. E. Spielman	"	108 02
J. & H. Korn	"	101 07
Geo. Washington	"	111 13
Mary Willard	"	110 07
Feidt & Shupp	"	113 01
George Snyder	"	111 12
Annie Bell	"	105 17
R. A. Wagley	"	106 03
Total		1095 00

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. H. Grant	Alexandria	110 05
James Dayton	"	105 02
Michael Lienan	"	107 05
John S. Davenport	"	107 15
James Vandervoort	"	110 01
John P. Moore	"	107 12
Eagle	"	111 07
Total		759 07

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Vigilant	Georgetown	108 06
F. Ensminger	"	113 18
Sallie Ardinger	"	108 01
Charles A. Green	"	115 17
Total		446 02

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. A. Mertens	Georgetown	107 00
J. Dick	"	111 00
M. H. Bellinger	"	110 03
Total		328 03

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. W. Magruder	Georgetown	111 07
Lillie Lemen	"	114 19
M. S. Fernsner	"	113 19
Total		340 05

ES, Sat. 4/29/71, p. 8. **GEORGETOWN - Sale of Corn** - The canal boat Seneca arrived this morning with corn assigned to Wm. H. Burroughs. It was readily sold at 72 cents per bushel.

DN, Mon. 5/1/71, p. 4. **Another Steam Canal Boat** - The steam canal boat *R. H. Castleman* from Georgetown, arrived at this port yesterday morning. The *Castleman* is a screw propeller, driven by a double engine of about ten horsepower, which is placed at the stern of the boat. The boiler stands upright alongside the engines, and the whole machinery work smoothly and well. It is said this boat has advantages over other screw propellers heretofore tried upon our canal, and her owner asserts that she is a success as a steam canal navigator, having proved it in many instances, as she has been in use on the lower part of the canal for a year past. As for ourselves, we know nothing of her merits, and our knowledge of the boat's operations is limited. She is to take on a load of coal at this place today or tomorrow, when all those persons interested in the subject of steam canal navigation will have a fine opportunity of seeing how she works.

Coal Trade - Saturday was another big day at the coal wharves in this city. On that day forty-three boats were loaded and dispatched

Canal Trade - 1871

to tide-water, carrying 4,802 05 tons of coal,
as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. Kidwell	Georgetown	111 06
Hudson	"	109 11
Sallie Billmyer	"	108 04
James Murray	"	112 07
Blue Bell	"	110 07
Samuel Boyer	"	117 00
A. Van Corlear	"	104 03
W. A. Stephens	"	110 12
Bettie	"	109 01
Monongahela	"	101 11
Broadway	"	106 15
Andy Johnson	"	104 09
Black Hawk	"	111 14
D. C. Bruce	"	110 16
Total		1527 16

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Clearspring	Georgetown	108 08
Iowa	"	102 16
D. Knode	"	103 08
J. Rivers	"	111 08
M. P. C. Morrison	"	102 14
Shenandoah	"	107 11
A. Spates	"	111 04
O. D. Robbins	"	105 17
Noble Grand	"	112 09
Juniata	"	102 11
Total		1068 06

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. F. Livermore	Alexandria	109 18
John H. Parrott, Jr.	"	118 02
Major E. L. Moore	"	117 09
John H. Platte	"	108 03
A. J. Thomas	"	108 13
C. P. Dayton	"	104 06
Total		773 02

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. Fred C. Doyle	Georgetown	115 12
Leander Lovel	"	122 12
J. H. Farrow	"	110 04

Excelsior	"	114 06
Total		462 14

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Judge Douglas	Georgetown	103 05
Rainbow	"	105 06
Thomas Hassett	"	107 14
Total		316 05

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Asa Willison	Georgetown	110 11
Lady of the Lake	"	106 09
Wm. Devecmon	"	108 04
Total		325 04

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jessie	Georgetown	111 04
Quaker City	"	112 04
George W. Jones	"	105 10
Total		328 18

Death of Mrs. Geo. A. Pearre – This estimable lady, the wife of Hon. Geo. A. Pearre, died yesterday at about five o'clock A.M., in Washington city, whither she had recently gone on a visit to the family of her father, Reuben Worthington, Esq. Mrs. Pearre has been in declining health for months past, and her friends were not wholly unprepared for the sad announcement. The amiable qualities and Christian virtues possessed by the deceased won her the highest respect of acquaintances, the warmest esteem of friends, and the dearest devotion of relatives. There are many to mourn her death.

DN, Tue. 5/2/71, p. 1. **Canal Trade** – Business continues very good on the line of the canal, and the season thus far is the most successful in the history of this public thoroughfare. Yesterday forty-one boats cleared this port, carrying 4,538 01 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Morning Star	Georgetown	110 16

Canal Trade - 1871

Fulton	“	108 16
R. P. Getty	“	111 10
Dundenburg	“	108 16
G. W. Thacker	“	114 06
E. M. Linthicum	“	111 12
Dr. J. P. Delaplane	“	115 07
R. Bender	“	112 18
J. P. Agnew	“	113 02
F. H. Walcott	“	112 16
Arkansas Traveler	“	112 18
Total		1232 16

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Berry Long	Georgetown	105 00
H. W. Shuck	“	102 10
W. H. Wilson	“	105 13
George Albert	“	111 03
Nannie McGraw	“	104 07
Viola H. Weir	“	111 19
C. W. Adams	“	116 00
Dennis Murphy	“	104 12
E. K. Barger	“	108 19
J. F. Hitch	“	110 10
J. T. Scrivener	“	114 09
Total		1195 02

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John W. Schenck	Alexandria	107 15
E. J. C. Young	“	109 13
J. B. Cazeaux	“	111 08
E. Stevenson	“	114 00
John O'Brien	“	110 18
Harvey Frick	“	104 00
Total		657 14

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Loretta	Georgetown	111 18
Sprigg S. Lynn	“	114 07
Hollander	“	116 11
Dr. Grimes	“	106 14
Ida & Sallie	“	111 10
Total		561 00

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. W. Hedding	Georgetown	107 18
P. Fleckenstein	“	113 15

Folla & Minerva	“	113 12
Total		335 05

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Swain	Georgetown	115 13
Star	“	109 00
Total		224 13

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. R. Humbird	Georgetown	111 04
J. O. Reitzell	“	115 17
Total		227 01

By H. T. Weld [Private]

A. Lincoln	Antietam	106 10
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Ibid, p. 4. **Cargo of Fish** – We

observe that Mr. Jacob Brengle received by canal boat, and unloaded at his warehouse yesterday, a cargo of fresh packed Herrings, which, by reference to advertisement in the *News*, is offered to the trade at low rates.

AG, Tue. 5/2/71, p. 3. **Canal Commerce** –

During the month of April there were 257 arrivals of canal boats at this port, bringing 60,500 hoop poles; 840 perches of building stone; 185 tons of cement; 241,210 tons of coal and 353 perches of limestone. During the same period there were 257 departures, carrying 74 tons of fish, 6 tons of salt, 39 tons of plaster, 5 tons sashes and frames and 330,500 bricks.

CA, Wed. 5/3/71, p. 3. *Canal Trade*. – The

business upon the Chesapeake & Ohio Canal shows that what were considered some years ago wild and extravagant calculations of ardent friends of the work, are now being realized. There were cleared at the Cumberland office within the month of April, just closed, 955 boats, carrying 105,751 tons 2 cwt. of coal, 201 tons 5 cwt. of fire-brick, 1,542 bushels of potatoes, 26,200 feet of lumber and 18½ tons of sundries. The coal shipments were 29,550 tons 3 cwt. in excess of those of the corresponding month of last

Canal Trade - 1871

year; and 7,075 tons 4 cwt. greater than for the month of May last, which showed the largest month's business in the history of the Canal, previous to that of the month just closed. The shipments by companies and individuals, were as follows:

	<i>Tons</i>	<i>Cwt.</i>
American Company	16,886	10
Borden Company	10,887	00
Consolidation Company	31,042	03
George's Creek Company	5,500	09
Hampshire Company	5,512	17
Maryland Company	26,762	14
Midlothian Company	6,411	02
Individuals	2,748	07
	<u>105,751</u>	<u>02</u>

Of this, 103,758 tons 7 cwt. went through, 1,207 tons to Antietam iron works, 223 03 to Shepherdstown, 209 10 to Williamsport, 105 13 to Harpers Ferry, 100 12 to Edwards Ferry, 96 11 to Monocacy and 50 06 to Hancock.

Of up freights, there were reported and discharged within the month, 186 barrels of flour, [illegible], 89 sacks of salt, 50 barrels of fish, 30 tons of sundries and 172,000 shingles.

A Steam Canal Boat arrived here a few days since and after taking on a cargo of coal cleared for Georgetown. She is simply a screw propeller on a small scale and though it is claimed that she has been in successful operation for some time past on the lower Divisions of the Canal, there is nothing novel other than one of propulsion or application of the motive power.

DN, Wed. 5/3/71, p. 4. **Canal Trade** – We are pleased to chronicle the same good state of business on the canal as on previous days during the season. Yesterday forty-one boats left this place, carrying 4,522.10 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Thomas	Georgetown	114 00
Clara L. Brengle	"	113 11

L. L. Grove	"	109 02
W. C. Smith	"	116 07
Pearl	"	106 11
W. R. Snow	"	108 15
H. C. Winship	"	111 15
Mary Jane	"	104 11
Charles & Ada	"	114 04
Fairplay	"	115 16
	Total	<u>1114 12</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. C. Clarke	Georgetown	113 06
A. H. Bradt	"	112 18
J. B. Turton	"	107 02
D. W. Sloan	"	112 13
N. S. Leman	"	109 19
C. N. Madore	"	108 11
Magpie	"	112 06
Thomas Wheeler	"	106 15
J. V. Norman	"	107 02
Mollie Reed	"	109 16
John Oaks	"	106 02
Col. J. C. Lynn	"	112 11
	Total	<u>1319 01</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Corn. DuBois	Alexandria	108 05
W. J. B. Lloyd	"	117 17
W. J. Boothe	"	107 13
A. Schell	"	104 10
W. Darrow	"	109 17
W. J. Shreve	"	111 14
John J. Swift	"	108 09
	Total	<u>768 05</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. D. Borden	Georgetown	118 02
Tillie B. Lynn	"	105 00
H. Delafield	"	113 10
A. C. Greene	"	118 18
	Total	<u>455 10</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. S. Motter	Georgetown	107 07
Sharpsburg	"	109 16
J. A. Suter	"	103 02

Canal Trade - 1871

	Total	320 05
HAMPSHIRE & BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry M. Snyder	Georgetown	112 15
Scotia	"	117 12
	Total	230 07

GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mrs. C. E. Charles	Georgetown	113 10
Mountain City	"	111 00
	Total	224 10

PRIVATE		
Castleman	Georgetown	90 00

DN, Thu. 5/4/71, p. 4. **Canal Trade** –
Thirty-nine boats were dispatched yesterday,
carrying 4,241 11 tons coal, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. J. Center	Georgetown	107 11
Peacock	"	106 02
J. B. Varnum	"	104 00
Julia Manning	"	106 15
J. S. Welch	"	72 00
Mercia M. Jane	"	115 08
Adam Norrie	"	113 04
M. E. Hammond	"	107 19
Erastus Corning	"	108 04
Owl	"	112 02
Hoboken	"	108 10
	Total	1161 15

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Moses Whitson	Georgetown	116 02
M. A. Edwards	"	108 06
W. H. Delinger	"	110 07
Ironsides	"	105 00
M. E. McMahan	"	109 01
A. M. Reed	"	105 06
Willie Snyder	"	104 09
W. H. Ash	"	114 08
R. L. Gross	"	112 10
Pennsylvania	"	107 14
	Total	1093 03

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>

A. Chamberlain	Alexandria	108 02
Robert Marshall	"	105 16
W. W. Sheppard	"	110 07
J. R. Anderson	"	113 15
Rechabites	"	115 04
Charles Robb	"	112 07
Gold Finch	"	108 11
	Total	774 02

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. Clifton	Georgetown	108 18
Geo. A. Pearre	"	106 07
D. Creswell	"	109 14
J. H. Sherman	"	114 03
	Total	439 02

HAMPSHIRE & BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wandering Boy	Georgetown	104 16
Morning Sun	"	112 06
	Total	217 02

MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. Gerdeman	Georgetown	116 05
A. Spier	"	109 07
	Total	225 12

GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hero	Georgetown	108 03

GAS COAL COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
U. C. Hamilton	Georgetown	110 00
	<i>Private, by H. T. Weld</i>	
W. T. Hassett	Antietam	112 12

DN, Fri. 5/5/71, p. 4. **Canal Trade** – Our
record of departures for yesterday comprises
thirty-six boats, distributed as follows,
carrying an aggregate of 3,889 07 tons:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jim Gunning	Georgetown	107 03
Wm. Hill	"	109 03
Robin	"	109 15
Creole	"	114 02
C. P. Manning	"	109 13
Communipaw	"	107 07

Canal Trade - 1871

Gowanus	“	106 03
T. E. Sheridan	“	108 07
Gen. McClellan	“	109 18
Pigeon	“	107 08
J. H. Rench	“	104 17
Total		1193 16

MARYLAND COMPANY

Boats	Destination	Tons
Rose & Nellie	Georgetown	106 14
L. F. Wheeler	“	113 17
Andy Johnson	“	101 18
Industry	“	103 14
Euphlia	“	105 09
Price Hutson	“	106 02
Lavinia Hartley	“	106 00
Total		743 14

AMERICAN COMPANY

Boats	Destination	Tons
A. D. Brower	Alexandria	108 13
Jane Hay	“	111 09
R. H. Haydock	“	109 01
Jas. A. Alexander	“	106 17
J. W. Wellington	“	105 02
G. P. Lloyd	“	104 18
Total		646 00

BORDEN COMPANY

Boats	Destination	Tons
M. A. Adams	Georgetown	112 00
Onward	“	109 13
Thomas Drennen	“	113 08
Capt. J. R. Masters	“	115 08
Invincible	“	105 19
Bertha M. Young	“	109 01
Total		665 09

MIDLOTHIAN COMPANY

Boats	Destination	Tons
L. Smith	Georgetown	102 08
Friendship	“	104 14
M. Sinclair	“	108 19
Total		316 01

HAMPSHIRE & BALTIMORE CO.

Boats	Destination	Tons
Martin O’Conner	Alexandria	111 12

GEORGE’S CREEK COMPANY

Boats	Destination	Tons
Chesapeake	Georgetown	108 15

Samuel Charles	“	104 00
Total		212 15

DN, Sat. 5/6/71, p. 4. **Canal Trade** – We have the pleasure of recording yesterday’s work upon the canal as *the greatest ever known in any one day*. Forty-nine boats were loaded and dispatched from this point, carrying 5,325 08 tons of coal. This highly gratifying state of affairs is encouraging to all persons in the county, and we feel like congratulating everybody interested in the trade over this season of prosperity on the Chesapeake and Ohio canal. The shipments for May 5, 1871, are as follows:

CONSOLIDATION COMPANY

Boats	Destination	Tons
Dahlia	Georgetown	110 18
Defiance	“	104 04
Cherokee Tribe	“	116 13
Wm. Mayberry	“	98 15
W. H. Boyd	“	111 13
T. J. Mehaffey	“	107 19
Katrina Van Tassel	“	109 00
J. H. Delano	“	108 10
Elizabeth	“	100 15
H. Lamther	“	117 00
Atlanta	“	107 10
J. W. Forbes	“	107 19
Total		1300 16

MARYLAND COMPANY

Boats	Destination	Tons
J. Hammond	Georgetown	105 11
Prairie Flower	“	105 06
George H. Bradt	“	110 12
E. P. Steffey	“	109 16
Margaret Blocher	“	109 06
F. M. LeFevre	“	107 04
H. S. Miller	“	111 07
F. Swain	“	105 18
M. J. Gatrell	“	104 16
W. H. Butler	“	114 01
J. E. Russell	“	105 13
S. J. Gross	“	102 03
Annie	“	113 05
Total		1404 18

Canal Trade - 1871

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
David A. Lowe	Alexandria	115 05
Kate	"	108 03
H. C. Flagg	"	115 09
W. A. Myers	"	107 12
Andrew Clark	"	107 19
Ben. Williamson	"	108 06
A. H. Wallis	"	107 13
Total		770 07

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. E. Fugitt	Georgetown	114 13
J. R. Haines	"	104 17
Evening Star	"	107 10
Martha	"	104 06
Lizzie & Phillie	"	112 10
Total		546 06

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. C. Lynn	Georgetown	106 02
Robert Emmett	"	105 11
J. G. Greenless	"	105 06
Total		316 19

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jack Topper	Georgetown	109 05
Mary Mertens	"	102 18
Ohio	"	107 19
Antietam	"	105 14
Geo. Blackburn	"	116 01
Total		541 17

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Capt. John Weir	Georgetown	110 00
J. B. Slattery	"	109 12
M. McNally	"	112 11
Total		332 03

Private

Lucy Hall	Hancock	112 02
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DN, Mon. 5/8/71, p. 4. **Canal Trade** – Business on the canal on Saturday was very good, considering the fact that owing to the high water but few boats could be loaded at the river wharf. The departures on that day

were thirty-six boats, carrying 3,930 03 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Energy	Georgetown	109 09
Ino	"	109 09
Jas. S. Mackie	"	108 14
T. J. Nimmo	"	108 06
John A. Graham	"	108 18
Ursula & Estelle	"	106 10
H. T. Weld	"	111 07
Hawk	"	108 10
H. J. Kenah	"	107 10
S. S. Cunningham	"	106 11
D. Hoadley	"	110 09
Linnet	"	108 07
Total		1304 00

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Great Eastern	Georgetown	104 16
J. D. Tice	"	110 11
Wm. Moffett	"	112 05
Fanny Ortman	"	104 05
J. H. Gatrell	"	108 15
James Noble	"	104 11
P. Quigley	"	108 15
Wm. Doyle	"	111 08
Dr. E. DeLacey	"	111 04
Total		976 10

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Plover	Alexandria	104 10
A. Jackson Clark	"	117 01
Waldo Hutchins	"	107 04
H. B. Cromwell	"	106 07
M. Sanford	"	107 18
George Sherman	"	111 15
Total		654 15

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Emerald	Georgetown	111 12
G. H. Colbert	"	113 17
George P. DeWitt	"	110 15
Total		336 04

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Gen. Washington	Alexandria	105 04
Park Agnew	“	113 14
	Total	218 18

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gibbs & Clay	Georgetown	106 01
R. M. Sprigg	“	112 03
	Total	218 04

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ingomar	Georgetown	107 11
Hanson Willison	“	114 11
	Total	222 02

Over the Dam – The canal boat “Napoleon,” worn out and useless, left a prisoner on the island banks, above Wills’ creek bridge, was lifted by the late rise of water, slipped her moorings, and started adrift on a perilous voyage without crew or pilot. Floating safely past the pier of the mule bridge at the mouth of the creek, she swept on to the whirlpool of waters below the river dam, where, in the foaming, boiling surges, she rolled and groaned as if in agony, courting the dread certainty of destruction that must soon follow.

High Water – The recent rains have swollen the waters of Wills’ Creek and the Potomac river to a freshet height. On yesterday morning these streams had reached far up on the high water mark, but last evening were fast receding, and it is hoped by this P. M. the water will have so far fallen as to allow boats to enter and leave the river lock. Since early Saturday morning, boats were prevented from crossing the mouth of the creek on account of the strong current, and consequently all loading of coal at the Potomac wharf was suspended for the remainder of the day. A fleet has now arrived and is waiting at the locks for the water to subside that they may pass through to the river wharf today. We have not heard of any serious damage having been done from the rise, and it is hoped and

believed that the canal has not sustained any injury.

DN, Tue. 5/9/71, p. 4. **Canal Trade** – The high waters in the Potomac river and Wills’ creek suddenly receded on Sunday night, and early on Monday morning boats were passed through the river lock and taken to the upper wharf, where they were speedily loaded. There was no stoppage of loading boats at that wharf on Saturday; it was only at the lock during the afternoon that boats were unable to be passed through on account of the high water, and the hinderance was only of a half working day’s duration, consequently the interruption was very slight. There were forty boats dispatched from this port yesterday, carrying 4,343 tons 5 cwt. of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Miami	Georgetown	110 15
Jenny Lind	“	108 16
P. J. Smith	“	105 14
F. Beck	“	107 16
Lark	“	107 11
Minnesota	“	113 05
Wave	“	105 00
H. F. Kindler	“	104 17
M. H. Russell	“	116 06
M.A. Moore	“	106 08
	Total	1085 18

MARYLAND COMPANY

L. G. Stanhope	Georgetown	111 10
F. A. Mertens	“	111 08
M. E. Spier	“	114 03
E. E. Spielman	“	108 10
Annie Bell	“	107 07
W. L. Shaw	“	110 10
Geo. Washington	“	106 03
J. M. Resley	“	107 09
J. E. Silver	“	108 04
	Total	985 04

AMERICAN COMPANY

Daniel Pomeroy	Alexandria	104 17
Henry Reed	“	105 03
George W. Wallace	“	105 10

W. Laird, Jr.	“	106 03
Wm. Bramhall	“	107 19
A. Perkins	“	108 03
J. H. Stickney	“	108 00
Total		745 15

BORDEN COMPANY

John Cowden	Georgetown	105 08
James H. Percy	“	105 01
F. Ensminger	“	111 11
Charles A. Green	“	113 10
Leander Lovell	“	124 10
Sallie Ardinger	“	110 12
Total		670 12

HAMPSHIRE & BALTIMORE

M. H. Wright	Alexandria	104 15
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GEORGE'S CREEK COMPANY

Diligent	Georgetown	100 16
T. Long	“	112 06
Total		213 02

MIDLOTHIAN COMPANY

M. E. Hageman	Georgetown	111 08
R. A. Wagley	“	107 01
Charles Embrey	“	107 02
Total		325 11

Private

J. & H. Korn	Williamsport	106 06
Iowa	Antietam	106 02
Total		212 08

AG, Tue. 5/9/71, p. 3. **Canal News** – The Chesapeake and Ohio and Alexandria canals so far as heard from have sustained little damage – only a slight break at “Mercerville” has, as yet, been reported. Boats are detained by high water at “Big Slackwater.” The Consolidation boat “Creole,” sunk at Oldtown on Friday last. It is doubtful whether she can be raised without having her cargo removed.

CA, Wed. 5/10/71, p. 3. *Quick Work on the Chesapeake and Ohio Canal.* Mike Quigley is a crack captain on the Chesapeake and Ohio Canal, and is famous for the number of trips he makes during the season. His boat, the *John Wier*, is one of the best appointed on the canal and his team of six mules is of the

very finest kind. Last Saturday morning at 9 o'clock, Mike began loading his boat at the Duke marble quarries three miles above Harpers Ferry, took on 74 blocks, some of them weighing four tons; left at 6 o'clock, reached G Street wharf in this city before daylight on Monday morning, discharged his cargo and was on his way back before sundown of the same day. This is regarded as the quickest work ever done on the canal, and Mike won a bet in doing it.

The fleet of vessels loading Cumberland coal at Georgetown for Northern ports is still very large. In fact, it rather increases than diminishes. The coal business on the canal, too, is better than ever known before, and President Clarke is exerting all his energies to the work of keeping the canal in perfect order and facilitating navigation. – *Washington Republican.*

DN, Wed. 5/10/71, p. 4. **Canal Trade** – There were forty boats dispatched from this place yesterday, carrying 4,389 09 tons of coal, as follows:

CONSOLIDATION COMPANY

Boats	Destination	Tons
Uno	Georgetown	108 19
Gen. Grant	“	106 09
J. K. Whitford	“	111 16
Diamond	“	106 01
Katskill	“	108 15
Croton	“	110 18
Annie Rhinehart	“	107 04
C. W. Harper	“	112 09
Eureka	“	107 12
Vulture	“	109 12
Maryland	“	115 03
Total		1204 18

MARYLAND COMPANY

Boats	Destination	Tons
Central	Georgetown	108 08
F. P. White	“	108 18
Geo. Snyder	“	114 00
Judge Douglas	“	103 05
Thomas Hassett	“	107 17

Feidt & Shupp	“	112 07
John Reeves	“	111 11
Juniata	“	105 15
A. Lincoln	“	107 03
Clearspring	“	104 07
Harry Conrad	“	102 15

Total 1188 06

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. L. Gilbert	Alexandria	109 05
A. H. Grant	“	113 11
Michael Lienan	“	106 09
Eagle	“	110 18
John H. Parrott	“	117 18
Edward Boyer	“	113 01

Total 661 02

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Horace Resley	Georgetown	113 09
Vigilant	“	106 18
Mary Alice	“	107 10
Martha S. Fernsner	“	120 06
Michael Fannon	“	118 07

Total 566 10

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
L. Leman	Alexandria	112 14
P. L. Leman	“	114 00
Amazon	“	109 00

Total 335 14

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jesse	Georgetown	112 19
J. N. Magruder	“	105 13

Total 218 02

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. Dick	Georgetown	108 16
Rainbow	“	108 01

Total 216 17

DN, Thu. 5/11/71, p. 2. **Chesapeake and Ohio Canal Trade** – The fleet of vessels loading Cumberland coal at Georgetown for Northern ports is still very large. In fact it rather increases than diminishes. The coal

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

Ibid, p. 4. **Canal Trade** – It is beyond all previous examples to expect such a continuance of good luck on the canal as we have had this season, and consequently we must look for some drawbacks. One of these has just occurred, by a scarcity of boats at this port, occasioned by the recent high water preventing boats from entering the river at big slack-water. Because of this, but twenty-six boats were loaded and dispatched yesterday, carrying 2,860 05 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Poll	Georgetown	109 05
Morning Star	“	110 12
Samuel Boyer	“	112 02
James Murray	“	113 03
Frank Kidwell	“	110 16
Sallie Billmyer	“	107 02
Blue Bell	“	106 10
Broadway	“	109 19
V. L. Sprigg	“	108 16
Mary & Annie	“	112 10

	Total	1100 15
MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
American Boy	Georgetown	111 14
Nannie McGraw	“	116 00
David Knode	“	103 09
P. Fleckenstein	“	117 07
W. H. Willison	“	106 09
	Total	554 19

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Maj. E. L. Moore	Alexandria	115 03
C. P. Dayton	“	104 19
Thomas Patton	“	104 00
Joseph Noble	“	107 11
Thomas H. Trail	“	115 06
John H. Platte	“	107 08
James Vandervoort	“	111 14
	Total	766 01

MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Noble Grand	Georgetown	110 17
Ida & Willie	“	107 17
J. M. Hedding	“	109 09
	Total	328 03

HAMPSHIRE & BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John Young	Alexandria	110 17

AG, Thu. 5/11/71, p. 2. **Chesapeake and Ohio Canal** – The Board of Directors of the Chesapeake and Ohio Canal met in Baltimore yesterday. The earnings of the canal for the month of April were \$61,000; the expenses for the month ending 1st of May were \$14,000; showing net earnings to be \$47,000. The business this month so far is fully equal to that done in April. The recent rains caused a rise in the Potomac to such an extent that the banks of the canal were overflowed on the Hancock, Monocacy and Georgetown divisions; but no serious damage was done. Navigation was fully resumed in forty hours. The Board of Directors have resolved to pay twenty-five percent more of the principal of the repair bonded debt, this month. When this

is done, it will show seventy-five percent of the principal and all the overdue coupons on this class of indebtedness, paid during the year the present administration has had charge of the canal. The President, James C. Clarke, is certainly “pushing things.” The shipment of coal for May, up to this date, has averaged 4,500 tons per day from Cumberland. The canal is now in complete order throughout the entire line.

Ibid. p. 3. **Suspension of Canal Navigation** – Information received here this morning that a lock gate had been washed out of the Chesapeake and Ohio canal at Seven Locks, and that navigation would be suspended for a short time in order to allow of the making of the necessary repairs. Boats will be able to pass tonight.

DN, Fri. 5/12/71, p. 4. **Canal Trade** – The fleet of boats from big slack-water have arrived, and yesterday was another big day on the canal. We have the satisfaction of recording the departure of forty-eight boats for tide-water, carrying 5,256 tons of coal, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. A. Stephens	Georgetown	108 14
G. W. Thacker	“	113 11
Dr. J. P. Delaplane	“	114 10
Bettie	“	106 11
A. Van Colear	“	110 13
F. H. Walcott	“	112 07
Monongahela	“	104 03
D. C. Bruce	“	112 02
B. F. Charles	“	109 09
R. P. Getty	“	109 08
Magpie	“	105 17
Bowery	“	106 16
Black Hawk	“	114 08
Fulton	“	114 04
	Total	1542 13

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>

Canal Trade - 1871

J. F. Hitch	Georgetown	110 06
E. K. Ranger	"	108 03
Ben Long	"	104 00
H. W. Shuck	"	109 14
V. H. Weir	"	107 19
George Albert	"	105 19
Dennis Murphy	"	105 04
A. Spates	"	103 04
C. N. Madore	"	108 06
J. T. Scrivener	"	116 07
D. W. Sloan	"	111 15

Total 1190 16

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George K. Listers	Alexandria	103 07
John W. Schenck	"	107 04
Alexander Ray	"	108 04
John P. Moore	"	107 11
C. F. Livermore	"	104 08
E. F. C. Young	"	110 02

Total 640 16

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Sprigg S. Lynn	Georgetown	114 14
J. H. Farrow	"	113 11
Hollander	"	111 14
Dr. F. C. Doyle	"	115 12
Loretto	"	112 08
Tillie B. Lynn	"	109 17
Dr. Grimes	"	107 00

Total 784 16

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. A. Adams	Georgetown	111 07
Thomas Wheeler	"	105 04
Sharpsburg	"	102 16
A. H. Bradt	"	112 16
O. D. Robbins	"	106 07

Total 539 10

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Devecmon	Alexandria	109 01
Lady of the Lake	"	110 02

Total 219 03

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Quaker City	Georgetown	115 01
J. D. Rentzell	"	115 06
J. R. Humbird	"	107 19
	Total	338 06

ES, Fri. 5/12/71, p. 4. **The Coal Trade** – The coal receipts and shipments for the week ending today were as follows: Receipts, 19,744 tons; shipments, 21,647 tons. Of which the Consolidated Coal Company received 6,563 and shipped 7,866 tons. The Maryland Coal Company was in receipt of 6,062 and sent off 6,062 tons. The Midlothian Coal Company received 2,019 and sent away 2,019 tons. Agnew's wharf received 2,500 and shipped 3,100 tons. The Borden Mining Company was in receipt of 2,600 and shipped 2,600 tons.

The River is one forest of shipping, old residents remarking that never before were so many vessels in port at one time. There are now at the docks and in the stream awaiting berth room four ocean steamships, two brigs, two river steamers, five tugs, and eighty-seven schooners, and all that within the limits of half a mile of river front.

AG, Fri. 5/12/71, p. 3. **Resumption of Canal Navigation** – The lock gate at Seven Locks, on the Chesapeake and Ohio Canal, washed out yesterday, was replaced after an interruption of about five hours' duration, and boats are again arriving and departing as usual.

DN, Sat. 5/13/71, p. 4. **Canal Trade** – Boating on the canal continues lively, and everything connected therewith seems to be contributing towards making this season by far the most prosperous ever known upon this great public work. The present good condition of the canal, the active demand for coal, the fair prices paid for boating, and a mutual understanding with operators and shippers, all tend to make the satisfactory

Canal Trade - 1871

state of affairs now existing. Yesterday there were forty-three boats cleared at this port, carrying 4,740 02 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. C. Winship	Georgetown	111 00
Dundenburg	"	111 00
Allen Campbell	"	107 03
Charles & Ada	"	110 17
J. E. Thomas	"	108 02
Bronx	"	110 16
J. T. Davis	"	112 07
E. M. Linthicum	"	108 19
L. L. Grove	"	104 15
Laura	"	106 00
W. R. Snow	"	102 04
Rip Van Winkle	"	107 10
Adam Norris	"	112 10
Total		1413 03

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hibernia	Georgetown	104 17
Willie Snyder	"	105 19
N. S. Leman	"	114 19
J. C. Clarke	"	114 01
J. B. Turton	"	105 13
A. Spier	"	113 09
R. L. Gross	"	112 06
Henry Gerdeman	"	115 08
Naomi	"	109 16
Total		996 08

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
David Stewart	Alexandria	106 16
W. J. B. Lloyd	"	117 00
J. B. Cazeaux	"	111 04
James Dayton	"	103 18
John O'Brien	"	103 14
A. J. Thomas	"	115 06
Henry Delafield	"	103 17
Total		761 15

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ida & Sallie	Georgetown	112 01
Wm. Borden	"	115 19
A. C. Greene	"	116 00

S. H. Sherman	"	115 09
Total		459 09

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. C. Lynn	Georgetown	110 04
J. S. Motter	"	107 06
Total		217 10

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Swain	Alexandria	112 13
Star	"	106 16
W. H. Billmyer	"	108 17
W. H. Snyder	"	111 08
Total		439 14

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mrs. Charles	Georgetown	117 02
Hero	"	113 19
Mountain City	"	107 01
Total		338 02

Private

W. T. Hassett	Antietam	114 01
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DN, Mon. 5/15/71, p. 2. **Canal Trade** – Boating still continues prosperous, and everything connected therewith seems encouraging. On Saturday, forty-three boats left this port, carrying 4,734 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Julia Manning	Georgetown	111 13
A. J. Cutler	"	115 07
Hudson	"	112 13
Arkansas Traveler	"	116 13
M. Martha Jane	"	114 01
Fairplay	"	113 08
Mary Jane	"	104 18
Gen. McClellan	"	112 04
Gold Finch	"	113 08
H. C. Smith	"	113 18
E. Corning	"	108 18
Harlem	"	108 14
J. B. Varnum	"	107 00
Owl	"	120 01
C. L. Brengle	"	118 14

Canal Trade - 1871

		Total	1691 10
MARYLAND COMPANY			
<i>Boats</i>	<i>Destination</i>		<i>Tons</i>
M. P. C. Morrison	Georgetown	105	17
M. Whitson	"	115	02
Mollie Reed	"	109	07
J. V. Norman	"	106	16
Friendship	"	105	10
M. A. Edwards	"	106	05
M. Sinclair	"	108	00
Shenandoah	"	107	00
A. N. Reed	"	103	16
Rose & Nellie	"	107	02
		Total	1074 15

		Total	774 14
AMERICAN COMPANY			
<i>Boats</i>	<i>Destination</i>		<i>Tons</i>
D. Cromwell	Alexandria	110	15
Corn. DuBois	"	105	16
E. Stevenson	"	107	05
W. W. Shepard	"	112	17
Henry Kenny	"	107	12
Robert Marshall	"	106	06
James R. Anderson	"	117	03
		Total	774 14

		Total	446 12
BORDEN COMPANY			
<i>Boats</i>	<i>Destination</i>		<i>Tons</i>
Col. J. B. Masters	Georgetown	116	09
M. A. Adams	"	109	16
John W. Bacon	"	110	11
Invincible	"	109	16
		Total	446 12

		Total	408 09
MIDLOTHIAN COMPANY			
<i>Boats</i>	<i>Destination</i>		<i>Tons</i>
Lucy Hall	Georgetown	68	10
M. E. McMahan	"	119	09
H. W. Dillinger	"	113	00
Pennsylvania	"	107	10
		Total	408 09

		Total	228 08
GEORGE'S CREEK COMPANY			
<i>Boats</i>	<i>Destination</i>		<i>Tons</i>
Chesapeake	Georgetown	109	02
Scotia	"	119	06
		Total	228 08

		Total	109 12
HAMPSHIRE & BALTIMORE CO.			
<i>Boats</i>	<i>Destination</i>		<i>Tons</i>
Morning Sun	Alexandria	109	12

AG, Mon. 5/15/71, p. 3. **Coal Shipment** – In addition to the quantity of coal shipped from this port last week, as stated in the *Gazette* on Saturday, were 1,450 tons shipped by Mr. George Hutton – making the total shipment for the week from the three agencies now located here 7,970 tons.

Narrow Escape – While some colored children were scraping the hold of a canal boat, lying in the basin, this evening for coal, the hatches above them, upon which some fish were piled, suddenly gave way, and, with the fish, fell upon them. They escaped, however, unhurt.

Canal Navigation – The water in the Two-Mile Level, of the Chesapeake and Ohio Canal, near Weverton, was drawn off on Saturday last in order that the necessary repairs might be made to a leak discovered to that level. There was an interruption in navigation of about twenty-four hours, in consequence, but boats were arriving and departing as usual this morning.

DN, Tue. 5/16/71, p. 4. **Canal Trade** – We still have the satisfaction of reporting another good day's work on the canal. There were forty-one boats loaded and dispatched from this port yesterday, carrying 4,469 17 tons of coal, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. H. Haydock	Georgetown	112 16
R. Bender	"	110 09
J. P. Agnew	"	109 18
Robin	"	114 04
Wm. Hull	"	112 05
Peacock	"	111 04
Cherokee Tribe	"	119 12
Arthur Cropley	"	104 03
Pearl	"	106 12
Emma Rinehart	"	108 09
Jim Gunning	"	103 10

Canal Trade - 1871

James S. Welch	“	107 16
W. H. Boyd	“	117 09
	Total	1438 07

MARYLAND COMPANY

Boats	Destination	Tons
Ironsides	Georgetown	106 05
Industry	“	112 17
Gen. Dent	“	59 09
Mary Willard	“	108 13
Andrew Johnson	“	103 04
Euphlia	“	106 10
B. F. Price	“	108 12
L. Hartley	“	111 00
J. A. Suter	“	108 01
F. M. Lefevre	“	112 15
	Total	1037 06

AMERICAN COMPANY

Boats	Destination	Tons
Charles Clifton	Alexandria	110 01
Harvey Fisk	“	107 17
W. J. Boothe	“	106 13
Wm. Darrow	“	103 14
George A. Pearre	“	108 06
Charles Robb	“	115 06
Rechabites	“	114 12
	Total	766 09

BORDEN COMPANY

Boats	Destination	Tons
Bertha M. Young	Georgetown	121 02
Evening Star	“	113 15
R. E. Fugitt	“	114 01
J. R. Haines	“	111 06
	Total	460 04

MIDLOTHIAN COMPANY

Boats	Destination	Tons
G. H. Bradt	Georgetown	113 07
J. & H. Korn	“	104 07
	Total	217 14

GEORGE'S CREEK COMPANY

Boats	Destination	Tons
Capt. John Weir	Georgetown	110 17
Samuel Charles	“	106 11
	Total	217 08

HAMPSHIRE & BALTIMORE CO.

Boats	Destination	Tons
Martin O'Conner	Alexandria	116 01

Wandering Boy	“	106 06
	Total	222 07

Private, H. T. Weld

Iowa	Antietam	110 02
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CA, Wed. 5/17/71, p. 3. A lock gate at Seven Locks, on the Chesapeake and Ohio Canal, washed out on Friday, preventing the passage of boats for about five hours.

Cumberland Coal retains its hold well upon the consumer, and we hear of large transactions in it. It is gratifying to know that manufacturers, owners of steamers and others who appreciate the value of a first-class steam generator, have been so ready to adopt the Cumberland coals. These coals are offered in the market today at \$6.50 from schooners hoisted on rail of steamer or delivered in carts - \$7 alongside in barges. - *N. Y. Engineering and Mining Journal*.

DN, Wed. 5/17/71, p. 1. **Canal Trade** - Business on the canal continues brisk. Yesterday forty-two boats left this port, carrying 4,623 17 tons of coal, as follows:

CONSOLIDATION COMPANY

Boats	Destination	Tons
Defiance	Georgetown	104 02
T. E. Sheridan	“	111 10
K. Van Tassel	“	111 16
Wm. Mayberry	“	103 04
T. J. Mehaffey	“	113 14
Lewis Smith	“	106 05
Energy	“	111 17
J. H. Rench	“	111 04
J. H. Delano	“	110 03
H. T. Weld	“	115 04
Ursula & Estelle	“	118 10
J. S. Mackie	“	108 16
J. A. Graham	“	110 02
	Total	1436 07

MARYLAND COMPANY

Boats	Destination	Tons
Zella & Mina	Georgetown	108 13
E. P. Steffey	“	107 19

Jack Topper	“	110 11
F. Swain	“	105 09
Georg. Blackburn	“	113 03
Great Eastern	“	106 13
R. M. Sprigg	“	107 15
M. Blocher	“	109 07
J. D. Till	“	114 02
Total		983 12

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
U. C. Hamilton	Alexandria	107 09
J. W. Wellington	“	108 15
J. A. Alexander	“	109 02
David A. Lowe	“	108 04
A. D. Brower	“	109 17
Andrew Main	“	108 05
G. P. Lloyd	“	108 01
Total		759 13

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lizzie & Phillie	Georgetown	114 12
Martha	“	105 18
George H. Colbert	“	117 07
Emerald	“	111 10
Total		449 07

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. Emmett	Alexandria	106 06
George P. DeWitt	“	113 03
Mary H. Wright	“	106 06
Total		325 15

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. Hammond	Georgetown	109 08
W. H. Arle	“	112 14
Annie	“	111 16
Total		333 18

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Slattery	Georgetown	112 02
M. McNally	“	113 16
Total		225 18

Private

F. A. Mertens	Antietam	109 07
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Ibid, p. 4. **Engine Shipped** – We observed aboard cars at the depot yesterday a first-class stationary steam engine, built at Beall’s Foundry, in this city, by Messrs. W. W. McKaig & Son, and which is consigned to Messrs. Lichliter & Hanson, Ursine, Pa., on the line of the Pittsburgh and Connellsville Railroad. The engine is about twenty-eight horsepower, and is a fine specimen of workmanship, reflecting creditably upon the skillful mechanics engaged in its construction.

We understand that Messrs. Lichliter & Hanson are erecting a large saw mill and barrel-stave factory at Ursine, and the engine purchased of Messrs. McKaig & Son is to furnish power for the machinery.

AG, Wed. 5/17/71, p. 3. **Infraction of Harbor Regulations** – Complaint was lodged at the Mayor’s office this morning that the steamer *Lady of the Lake* had passed the wharves of the American Coal company with such propinquity and so rapidly that the waves she produced created considerable damage among the shipping and canal boats moored there. Ropes were broken, vessels driven against the pens, tackle deranged, and boats almost swamped. A corporation regulation provides for the rate of speed at which steamers shall traverse the harbor and measures will be taken to enforce its observance. The proprietors of the *Lady of the Lake*, don’t take much pains to please either shippers or passengers from this city, sometime objecting to receiving the former, and never informing the latter of the days or hours of her departure; these inconveniencies can’t be helped, but an express provision of the Corporation’s laws can not be disregarded with impunity.

Navigation Resumed – The obstruction in the Chesapeake and Ohio canal, caused by a sunken boat in the Georgetown level, has been removed and boats are now arriving and departing freely.

Canal Trade - 1871

DN, Thu. 5/18/71, p. 4. **Canal Trade** – As usual this season, boating continues uninterruptedly good on the canal. Yesterday was another big day, there being forty-five boats dispatched from this port for tide-water, carrying 4,959 08 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. Lowther	Georgetown	115 08
T. J. Nimmo	“	112 06
Hawk	“	110 11
Jennie Lind	“	112 17
S. S. Cunningham	“	109 02
Ino	“	108 00
Summit	“	113 03
Atlanta	“	104 14
Lark	“	108 16
Miami	“	109 04
Dahlia	“	109 18
D. Hoadley	“	110 06
Wave	“	107 08
Uno	“	110 18
H. J. Kenah	“	108 01
Andy Johnson	“	104 08
M. H. Russell	“	113 12
Total		1868 12

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. E. DeLacey	Georgetown	113 10
Price Hutson	“	109 19
W. H. Boteler	“	105 00
F. Ortman	“	104 06
L. J. Gross	“	104 07
J. H. Gatrell	“	109 11
Wm. Doyle	“	113 12
John E. Russell	“	108 07
Ohio	“	106 12
J. M. Resley	“	113 18
L. G. Stanhope	“	114 07
Total		1203 09

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James Hay	Alexandria	111 07
John J. Swift	“	104 02
J. C. Clarke	“	114 11

Kate	“	108 08
Henry C. Flagg	“	116 07
H. B. Cromwell	“	114 16
Total		669 11

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James H. Percy	Georgetown	108 19
Onward	“	106 12
F. Ensminger	“	110 07
Charles A. Green	“	113 15
Plover	“	106 14
Total		546 07

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Park Agnew	Alexandria	114 08

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Moffett	Georgetown	111 01
Antietam	“	110 13
M. E. Hagerman	“	121 04
Total		342 18

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ingomar	Georgetown	106 07
Odd Fellow	“	107 16
Total		214 03

DN, Fri. 5/19/71, p. 4. **Canal Trade.** – Thirty-nine boats were loaded and dispatched from this port yesterday, carrying 4,266 17 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gen. Grant	Georgetown	103 09
P. G. Smith	“	110 17
M. A. Moore	“	110 00
F. Beck	“	107 16
Minnesota	“	106 00
J. R. Winthrop	“	113 13
J. W. Forbes	“	109 16
Brombones	“	112 10
Morning Star	“	109 19
Total		984 00

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James Noble	Georgetown	109 16

Canal Trade - 1871

W. L. Shaw	“	105 19
Henry S. Miller	“	110 09
Annie Bell	“	108 15
R. A. Wagley	“	106 02
G. Washington	“	109 10
Wm. T. Hassett	“	109 10
E. E. Spielman	“	113 09
C. Embrey	“	109 09
Gibbs & Clay	“	106 03
Total		<u>1089 02</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Waldo Hutchins	Alexandria	106 09
Henry Reed	“	104 14
A. H. Wallace	“	107 17
Andrew Clark	“	104 19
Geo. Sherman	“	116 08
G. W. Wallace	“	106 10
W. Laird, Jr.	“	110 05
Total		<u>757 02</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Leander Lovell	Georgetown	112 18
John Cowden	“	106 05
M. Sanford	“	109 13
J. H. Parrott	“	117 15
Excelsior	“	117 15
A. Perkins	“	109 13
Total		<u>683 19</u>

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
B. Williamson	Alexandria	109 14
J. W. Magruder	“	105 13
Total		<u>215 07</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. E. Spear	Georgetown	96 19
Thomas Hassett	“	104 09
Total		<u>201 08</u>

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. Willison	Georgetown	116 06
T. Long	“	110 11
Total		<u>226 17</u>

Private, by Hamp. & Balt. Co.

W. H. Billmyer	Shepherdstown	109 02
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ES, Fri. 5/19/71, p. 4. The coal receipts and shipments for the week ending last night were as follows: - Receipts, 25,326; shipments, 26,205 tons.

DN, Sat. 5/20/71, p. 4. **Canal Trade** – We have the pleasure of recording another big day's work at our coal wharves. Yesterday there were forty-six boats loaded and forwarded from this port, carrying 5,052 17 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. E. Hammond	Georgetown	110 02
Vulture	“	105 17
James Murray	“	113 04
Croton	“	108 13
S. Boyer	“	116 12
Maryland No. 2	“	117 05
Hoboken	“	110 02
Katskill	“	106 04
Peglan	“	106 13
Gowanus	“	109 13
Eureka	“	109 12
Dove	“	109 16
Sallie Billmyer	“	106 07
Mohawk	“	113 03
Anna Rinehart	“	105 18
G. W. Thacker	“	109 17
Total		<u>1758 18</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George Snyder	Georgetown	113 17
M. J. Gatrell	“	106 01
Nannie McGraw	“	108 12
J. E. Silvers	“	110 09
J. Rives	“	107 02
J. Dick	“	110 18
Juniata	“	108 11
Peter Fleckenstein	“	119 04
Clearspring	“	111 14
J. M. Hedding	“	108 19
Total		<u>1105 07</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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M. A. Myers	Alexandria	108 05
W. M. Bramhall	"	107 11
Daniel Pomeroy	"	106 12
J. H. Stickney	"	108 06
A. Chamberlin	"	107 12
A. H. Grant	"	117 11
Edward Boyer	"	106 15
	Total	762 12

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Sallie Ardinger	Georgetown	109 14
C. W. Harper	"	113 18
Horace Resley	"	112 00
Thomas Drennen	"	112 03
C. P. Dayton	"	106 11
	Total	554 06

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Amazon	Alexandria	103 14
Lillie Lemen	"	112 10
P. S. Lemen	"	110 00
	Total	326 04

MIDLORHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Lincoln	Georgetown	109 17
Judge Douglass	"	108 19
Central	"	106 19
	Total	325 15

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Diligent	Georgetown	105 16
Quaker City	"	113 19
	Total	219 15

Young Man Killed by Canal Boat – As the canal boat *Greenless*, Capt. Barney McQuade, was passing through "McKenny's Lock," about forty miles below Cumberland [Lock 58], on Wednesday evening, a young man employed with the boat as driver, whilst in the act of adjusting the tow-line over the lock gate, lost his balance and fell between the boat and the lock wall, and was crushed to death. His body was shortly afterwards extricated, but life was totally extinct. The remains were placed aboard the boat and

brought to Cumberland, when Capt. McQuade informed Coroner Strong of the fact. A jury of inquest was summoned and an examination of the body was had on the boat by the jury and Dr. E. P. Duvall. The hands on the boat were duly sworn and their testimony taken in regard to the occurrence. Dr. Duvall said, after an examination of the body, the injuries received were of a character to produce instant death. The jury rendered a verdict in accordance with the facts as stated.

The deceased was about twenty years of age, fair complexion, sandy hair and rather stout for his age. He was only known on the boat by the name of Eugene, and said he came from Ohio. He had made several trips on the *Greenless* this season. This is all that is known of him. Coroner Strong had the body decently interred yesterday evening.

DN, Mon. 5/22/71, p. 4. **Canal Trade** – Saturday was another good day at the canal, there having been forty-two boats dispatched, carrying 4,382 01 tons of coal, distributed as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Broadway	Georgetown	109 09
Dr. J P. Delaplane	"	111 19
Franklin Kitwell	"	110 11
Benj. Charles	"	108 02
Magpie	"	108 08
Blue Bell	"	110 19
F. H. Walcott	"	105 15
Van Lear Sprigg	"	108 08
C. P. Manning	"	112 08
Communipaw	"	110 00
W. A. Stephens	"	109 02
Poll	"	113 10
Monongahela	"	100 14
Charles & Ada	"	110 18
	Total	1530 03

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. Knode	Georgetown	105 12
Rainbow	"	110 06

Canal Trade - 1871

W. H. Wilson	“	106 01
Feidt & Schupp	“	109 04
Thomas Wheeler	“	107 02
H. W. Shuck	“	103 14
C. W. Adams	“	109 19
Total		<u>751 18</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Maj. E. L. Moore	Alexandria	113 15
John H. Platte	“	107 16
John S. Davenport	“	103 15
George K. Sisters	“	104 02
Michael Lienan	“	107 17
E. F. C. Young	“	110 16
H. C. Gilbert	“	107 11
Total		<u>755 12</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Vigilant	Georgetown	104 14
Sprigg S. Lynn	“	112 19
Hollander	“	115 00
Tillie B. Lynn	“	105 14
Loretto	“	107 11
Total		<u>345 18</u>

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John G. Lynn	Alexandria	105 14
Asa Willison	“	104 11
M. S. Fernsner	“	121 16
Total		<u>331 15</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Peter Quigley	Georgetown	109 04
A. Spates	Williamsport	108 15
O. D. Robbins	Antietam	109 18
Iowa	“	112 19
Total		<u>440 16</u>

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. O. Reitzell	Georgetown	115 02
Jessie	“	110 17
Total		<u>225 19</u>

Yesterday forty-two boats cleared this port, laden with 4,612 03 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Black Hawk	Georgetown	113 00
A. Van Corlear	“	112 14
Bettie	“	109 11
Valley	“	107 07
W. K. Snow	“	101 10
Laura	“	112 14
Dundenburg	“	111 09
J. B. Thomas	“	114 17
Total		<u>883 02</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Noble Grand	Georgetown	91 17
Ida & Willie	“	108 19
Viola H. Weir	“	117 03
Sharpsburg	“	109 01
A. H. Bradt	“	113 12
R. L. Gross	“	112 12
D. Murphy	“	111 12
J. C. Clarke	“	114 08
E. K. Barger	“	105 07
American Boy	“	113 11
Col. J. C. Lynn	“	106 08
A. Spier	“	113 02
Total		<u>1317 12</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James Vanderbilt	Alexandria	111 08
Alexander Ray	“	110 11
Chas. T. Livermore	“	107 02
W. J. B. Lloyd	“	112 01
W. J. Shreve	“	114 06
John W. Schenck	“	104 08
H. Delafield	“	107 13
Total		<u>767 09</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. F. E. Doyle	Georgetown	120 14
Dr. Grimes	“	109 02
J. H. Farrow	“	110 17
Wm. Borden	“	116 14
S. H. Sherman	“	114 12
Total		<u>571 19</u>

DN, Tue. 5/23/71, p. 4. **Canal Trade** – Business on the canal is brisk as usual.

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Devecmon	Alexandria	105 17
M. Fannon	“	112 10
Star	“	90 01
Robert Emmett	“	106 14
Total		415 02

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Benj. Long	Georgetown	108 13
George Albert	“	108 05
Friendship	“	107 00
Round Top	Hancock	109 08
Total		433 06

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. R. Humbird	Georgetown	108 07
Mrs. Charles	“	110 18
Total		219 05

CA, Wed. 5/24/71, p. 3. *Killed on the Canal.*
 – A youth, who answered to the Christian name of Eugene, (surname unknown) came to a violent death on Wednesday evening last, on the Canal, about forty miles East of this city. While the boat “Greenless,” Barney McQuade, master, on which the deceased was employed as a tow-boy, was passing through McKenny’s Lock, he attempted to pass the towline over the lock gate and in doing so slipped and fell between the boat and lock wall. When extricated, life was extinct, the motion of the boat having crushed him to death, almost instantaneously. His remains were brought hither and an inquest held upon them by Coroner Strong, when a verdict in accordance with the facts was rendered.

Payment of Canal Preferred Debt. – Official notice is given by Hon. James C. Clarke, President of the Chesapeake and Ohio Canal Company, that the third installment of 25 per cent of the principal of the Repair bonds of the Company, guaranteed by the State of Virginia, with interest thereon to the 20th instant, will be paid on the presentation of

said bonds at the banking house of Alexander Brown & Sons, Baltimore.

DN, Wed. 5/24/71, p. 4. **Canal Trade** – The departure of forty-three boats yesterday gives evidence of another good day on the canal. They were distributed as follows, and carried in the aggregate 4,697 10 tons:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. C. Winship	Georgetown	107 00
J. T. Dans	“	115 18
D. C. Bruce	“	106 01
Julia Manning	“	108 11
L. L. Grove	“	102 14
Fairplay	“	112 00
Mountain City	“	112 05
Fulton	“	110 11
Gen. McClellan	“	109 19
E. M. Linthicum	“	105 04
A. J. Center	“	107 06
Owl	“	111 15
Total		1309 04

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. S. Motter	Georgetown	109 19
H. Gerdeman	“	115 14
N. S. Leman	“	110 10
J. F. Hitch	“	106 05
M. Sinclair	“	108 15
Naomi	“	110 07
M. Whitson	“	113 09
Mollie Reed	“	109 15
M. A. Edwards	“	107 03
Mollie Snyder	“	104 13
J. T. Scrivener	“	114 07
Pennsylvania	“	104 02
Total		1314 19

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John P. Moore	Alexandria	104 03
Joseph Noble	“	104 07
Thomas H. Faile	“	108 04
J. B. Cazeaux	“	107 12
D. Cromwell	“	110 15
C. DuBois	“	110 10

Canal Trade - 1871

A. J. Thomas	“	109 16
	Total	755 07

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. C. Greene	Georgetown	114 17
Capt. J. R. Masters	“	113 00
Ida & Sallie	“	115 14
M. A. Adams	“	111 16
Invincible	“	109 03
	Total	564 10

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. Young	Alexandria	105 19
J. G. Greenless	“	103 07
	Total	209 06

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mary Mertens	Georgetown	106 04
M. E. McMahan	“	106 12
Hibernia	“	108 00
	Total	320 16

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hero	Georgetown	106 06
Scotia	“	117 02
	Total	223 08

DN, Thu. 5/25/71, p. 4. **Canal Trade** – Yesterday was a large day for the canal, forty-seven boats having departed, as follows, carrying 5,101 15 tons of coal:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Diamond	Georgetown	111 04
Rip Van Winkle	“	110 01
C. L. Brengle	“	115 15
A. Traveler	“	115 12
Mary Jane	“	105 17
Goldfinch	“	112 12
H. T. Kindle	“	105 00
Cherokee Tribe	“	115 08
Wm. Hill	“	111 08
R. P. Getty	“	108 11
Mary & Annie	“	101 05
R. H. Haydock	“	112 05
Allen Campbell	“	111 00

Erastus Corning	“	110 12
J. B. Varnum	“	107 07
	Total	1653 17

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ironsides	Georgetown	108 17
Prairie Flower	“	111 001
J. & H. Korns	“	107 13
Rose & Nellie	“	104 06
H. W. Dillinger	“	109 09
A. M. Reed	“	105 04
F. A. Mertens	“	109 17
C. N. Madore	“	110 05
Lucy Hall	“	61 04
J. V. Norman	“	107 16
Shenandoah	“	108 03
	Total	1143 14

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. R. Anderson	Alexandria	117 08
E. Stevenson	“	106 17
Robert Marshall	“	106 16
W. W. Shepherd	“	110 10
James Dayton	“	103 06
David Stewart	“	104 02
Henry Kirby	“	106 16
	Total	755 15

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John W. Bacon	Georgetown	109 11
Evening Star	“	115 16
C. Clifton	“	107 03
Bertha M. Young	“	117 18
Geo. A. Pearre	“	107 09
R. E. Fugitt	“	116 08
	Total	674 05

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lady of the Lake	Alexandria	109 12
Samuel Swain	“	109 17
Morning Sun	“	112 07
	Total	331 16

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. W. Sloan	Georgetown	112 14
Industry	“	110 13

Canal Trade - 1871

Euphlia	“	108 01
	Total	331 08

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Chesapeake	Georgetown	112 01
Samuel Charles	“	98 18
	Total	210 19

AG, Thu. 5/25/71, p. 2. The total amount of coal sent away from the Alleghany regions since January 13th, is 636,442 tons 3 cwt., against 346,512 tons 14 cwt. for the same time last year, which is an increase in the business of the Chesapeake and Ohio canal of 84 percent, in favor of the present season thus far.

DN, Fri. 5/26/71, p. 4. **Canal Trade** – Shipments by canal yesterday were somewhat impeded by the railroad accident recounted elsewhere. Only thirty-two boats cleared, carrying 3,492 08 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. C. Smith	Georgetown	114 04
W.H. Boyd	“	112 19
Robin	“	109 04
H. T. Weld	“	109 13
Hudson	“	106 05
Adam Norrie	“	108 12
Mercia M. Jane	“	111 08
Elizabeth	“	98 15
T. J. Mahaffey	“	112 00
Peacock	“	110 06
	Total	1093 06

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. M. Lefevre	Georgetown	113 06
M. P. C. Morrison	“	104 13
George H. Bradt	“	112 12
E. P. Steffey	“	107 00
J. Hammond	“	104 01
A. Johnson	“	104 00
L. Hartley	“	111 15
J. A. Sutor	“	105 08
F. P. White	“	105 11

F. Swain	“	107 15
	Total	1076 01

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Rechabites	Alexandria	120 17
Wm. Darrow	“	106 13
Charles Robb	“	116 14
W. J. Boteler	“	104 13
J. A. Alexander	“	106 19
J. W. Worthington	“	107 03
	Total	662 19

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Haines	Georgetown	110 19
Lizzie & Phillie	“	109 16
	Total	220 15

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. W. Snyder	Alexandria	111 05

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jack Topper	Georgetown	109 06

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Capt. J. Weir	Georgetown	107 17
	<i>Private</i>	
R. M. Sprigg	Antietam	110 17

AG, Fri. 5/26/71, p. 3. **Canal Navigation** – As no boats have arrived here since yesterday morning it is supposed that a break has occurred or a boat been sunk somewhere along the line of the Chesapeake and Ohio Canal, though no information to that effect has as yet been received.

DN, Sat. 5/27/71, p. 4. **Canal Trade** – Yesterday was an ordinarily active day at the canal, thirty-seven boats having cleared, carrying 4,075 06 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Pearl	Georgetown	108 05
Kat. Van Tassel	“	114 11
Jim Gunning	“	115 14
J. P. Agnew	“	107 13

Canal Trade - 1871

R. Bender	“	109 13
Ursula & Estelle	“	110 19
Bowery	“	110 07
J. S. Welch	“	106 13
Wm. Maybury	“	105 18
Lewis Smith	“	108 17
Creole	“	110 14
Energy	“	109 05
Harlem	“	108 12
Total		<u>1427 01</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. H. Ashe	Georgetown	115 08
Great Eastern	“	109 00
G. Blackburn	“	113 01
Annie	“	116 12
J. D. Till	“	114 01
M. Blocher	“	107 03
S. J. Gross	“	103 00
Total		<u>778 05</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Eagle	Alexandria	110 17
Thos. Poulton	“	118 02
U. C. Hamilton	“	107 02
David A. Lowe	“	114 18
A. J. Clark	“	110 19
Total		<u>561 18</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. H. Colbert	Georgetown	116 08
James H. Percy	“	110 16
Emerald	“	108 14
Martha	“	103 17
F. Ensminger	“	111 01
Total		<u>550 16</u>

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. O’Conner	Alexandria	112 00
Gen. Washington	“	109 06
Wandering Boy	“	106 00
J. Wright	“	101 00
Total		<u>428 06</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. McNally	Georgetown	112 15

Ingomar	“	107 05
Total		<u>220 00</u>

Private

W. L. Shaw	Antietam	109 00
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AG, Sat. 5/27/71, p. 3. **Canal Navigation** – Coal boats from Cumberland commenced to arrive again yesterday evening, the suspension of navigation having been only of five hours duration, and having been caused by the drawing off of the water from Seneca Level in order to allow some repairs to be made to the feeder at that point.

DN, Mon. 5/29/71, p. 4. **Canal Trade** – The departures of canal boats on Saturday last numbered forty, carrying a total of 4,322 04 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hawk	Georgetown	116 03
John A. Graham	“	110 10
T. J. Nimmo	“	108 00
S. S. Cunningham	“	110 19
Wave	“	106 11
J. S. Mackie	“	110 04
Lark	“	108 01
T. E. Sheridan	“	107 07
H. Lowther	“	114 18
Jenny Lind	“	108 16
Atlanta	“	104 16
Linnet	“	105 08
Miami	“	109 03
M. H. Russell	“	112 10
Ino	“	106 06
Uno	“	110 15
Total		<u>1750 07</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Moffett	Georgetown	113 07
J. H. Gatrell	“	106 03
F. B. Turtan	“	108 07
F. Ortman	“	101 08
J. E. Russell	“	108 14
Wm. Doyle	“	113 12
Total		<u>651 11</u>

Canal Trade - 1871

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
G. P. Lloyd	Alexandria	106 09
A. D. Brower	"	107 09
Andrew Main	"	107 17
Harvey Fisk	"	105 01
Total		426 16

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Charles A. Greene	Georgetown	114 12
Leander Lovell	"	121 07
Onward	"	110 04
Total		346 03

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
S. Leman	Alexandria	115 06
G. P. DeWitt	"	110 14
Total		226 00

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. E. DeLacey	Georgetown	112 18
J. M. Resley	"	101 09
Total		214 00

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Slattery	Georgetown	112 00
Odd Fellow	"	100 01
H. Willison	"	113 19
Total		326 00

Private

A. Lincoln	Antietam	109 05
R. H. Castleman*	Georgetown	60 13
Morning Star	"	110 00
A. Spates	Williamsport	101 09

*R. H. Castleman, pig iron, 25 tons.

DN, Tue. 5/30/71, p. 4. **Canal Trade** – This week has opened up very well at the canal, as yesterday thirty-nine boats cleared, carrying 4,314 05 tons of coal, distributed as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. W. Thacker	Georgetown	115 00
D. Hoadley	"	108 19
H. J. Kindle	"	111 08

Joseph Murray	"	115 06
Gen. Grant	"	111 18
J. Crane	"	112 19
Bronx	"	109 16
F. Beck	"	106 14
Mary Moore	"	109 18
Dahlia	"	112 08
J. H. Rench	"	110 05

Total 1224 11

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
O. D. Robbins	Georgetown	110 09
Antietam	"	111 10
M. E. Hagerman	"	115 12
Ohio	"	103 07
Price Hutson	"	108 14
Annie Bell	"	110 00
R. A. Wagley	"	107 11
W. H. Boteler	"	105 02

Total 872 05

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Kate	Alexandria	111 05
Henry C. Flagg	"	114 17
James Hay	"	111 13
Plover	"	107 17
John O'Brien	"	108 05
John H. Parrott	"	114 04
A. H. Wallace	"	107 16

Total 775 17

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John Cowden	Georgetown	109 11
Thomas Drennen	"	108 10
Horace Resley	"	114 05
George K. Sisters	"	107 06
Sallie Ardinger	"	114 04
Sprigg S. Lynn	"	117 08

Total 671 04

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Park Agnew	Alexandria	117 01
Mary Alice	"	104 00
J. N. Magruder	"	107 16

Total 328 17

MIDLOTHIAN COMPANY

Canal Trade - 1871

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. T. Hassett	Georgetown	117 03
Thomas Hassett	"	104 08
Total		221 11

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. Lang	Georgetown	109 17
Diligent	"	110 03
Total		220 00

Tue. 5/30/71, p. 2. **Grant's Latest Job.** - It has been established beyond the possibility of a doubt that Grant is really one of the principal stockholders in what is known as the Seneca Redstone Company. The Seneca red stone quarry, which is located near Washington, was purchased for a song from a man who was ignorant of its value, and the company of which the "Government" is a member directly took possession of it. Directly afterwards Congress passed an act for the erection of a market-house at the capital, stipulating that the material should be "Seneca red stone." Seneca red stone is also to be the Government building material; the new sidewalks on the north front of the Treasury and the north front of the Capitol are laid in "Seneca red stone," at three times the actual cost, and the city is to be paved all over with "Seneca red stone." Great is "Seneca red stone," and great is its profit. Imagine George Washington or Thomas Jefferson or James Buchanan in the "Seneca red stone" business, or any other business by which money is "quarried" out of the Treasury and delivered into the pockets of the President. But the "Government" must be "supported."²

DN, Wed. 5/31/71, p. 4. **Canal Trade** - Yesterday was a good day at the canal, forty-four boats, carrying 4,780 02 tons of coal, having cleared as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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S. Boyer	Georgetown	112 11
Vulture	"	116 06
Dr. J. P. Delaplane	"	111 05
Maryland No. 2	"	114 07
F. H. Walcott	"	110 14
Croton	"	105 03
Arthur Cropley	"	114 08
Eureka	"	108 04
Katskill	"	105 10
Charles & Ada	"	115 06
Magpie	"	110 00
Mohawk	"	111 19
Total		1335 13

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Nannie McGraw	Georgetown	111 00
L. G. Stanhope	"	110 07
M. E. Spier	"	96 17
C. Embrey	"	102 17
George Snyder	"	113 14
Geo. Washington	"	108 13
E. E. Spielman	"	110 19
Col. E. V. White	"	107 18
J. Mable	"	108 17
J. Dick	"	109 11
P. Fleckenstein	"	114 18
Gibbs & Clay	"	109 14
D. Knode	"	105 19
Juniata	"	105 03
Total		1516 07

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. Laird, Jr.	Alexandria	107 08
George W. Wallis	"	107 08
John S. Fox	"	107 19
George Sherman	"	114 19
Waldo Hutchins	"	109 09
H. B. Cromwell	"	108 04
Henry Reed	"	107 12
Total		762 19

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hollander	Georgetown	112 14
Tillie B. Lynn	"	107 08

² *The Star-Democrat*, Easton, Maryland.

Canal Trade - 1871

Vigilant	“	104 09
Loretta	“	105 04
F. C. Doyle	“	115 01

Total 544 16

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. S. Fernsner	Alexandria	117 16
Amazon	“	110 00
P. S. Lemen	“	113 11

Total 341 07

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John Reeves	Georgetown	114 19

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Quaker City	Georgetown	51 01
J. O. Reitzell	“	111 00

Total 162 01

DN, Thu. 6/1/71, p. 4. **Coal Trade** – Forty-one boats, carrying 4,417 02 tons of coal, cleared from our wharves yesterday, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Broadway	Georgetown	107 04
Sally Billmyer	“	106 15
J. K. Whitford	“	111 06
Blue Bell	“	100 00
Annie Rinehart	“	100 05
W. R. Snow	“	98 00
W. A. Stephens	“	106 03
C. W. Harper	“	111 11
Emma Rinehart	“	105 03
Poll	“	105 10
M. E. Hammond	“	106 03
F. Kitwell	“	107 06
Van Lear Sprigg	“	111 01
P. J. Smith	“	110 02

Total 1476 09

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Tillie & Minnie	Georgetown	105 17
Thomas Wheeler	“	109 12
W. H. Willison	“	107 09
C. W. Adams	“	114 07

H. W. Shuck	“	103 00
Central	“	105 00
J. E. Silver	“	109 13
H. S. Miller	“	110 02
Clearspring	“	107 13
Fiedt & Shupp	“	101 07
P. Quigley	“	103 16

Total 1177 16

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. A. Myers	Alexandria	108 09
M. Sanford	“	111 03
A. Perkins	“	107 08
W. M. Bramhall	“	107 19
A. H. Grant	“	113 06
Maj. E. L. Moore	“	113 18

Total 662 03

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Borden	Georgetown	120 11
S. H. Sherman	“	115 09
Dr. Grimes	“	106 14
J. Vandervoort	“	108 01

Total 450 15

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Devecmon	Alexandria	106 16
John H. Platte	“	109 11

Total 216 07

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Rainbow	Georgetown	105 07

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jessie	Georgetown	107 05
Mrs. Charles	“	115 00

Total 222 05

Private

Willie Snyder	Antietam	106 00
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AG, Thu. 6/1/71, p. 3. **Fight** – A fight occurred yesterday evening at the canal locks between two lock tenders named Taylor and Dean and a canal boatman named Denison. A large crowd was attracted by the disturbance,

but before the police arrived everything was quiet.

Canal navigation – As stated in yesterday’s *Gazette* a temporary suspension of navigation has occurred in the Alexandria canal. The water was let off to allow of the removal of some rocks that had fallen into the canal at the stop lock above the basin. It was let on again last night, and boats arrived here today.

DN, Fri. 6/2/71, p. 4. **Canal Trade** – Forty-one boats, carrying 4,490 18 tons of coal, cleared for ports below yesterday, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. C. Winship	Georgetown	110 15
Bettie	“	105 17
Julia Manning	“	103 15
Minnesota	“	105 00
Fairplay	“	107 14
J. P. Davis	“	114 00
Brombones	“	113 02
Black Hawk	“	113 17
J. B. Thomas	“	104 14
Owl	“	116 10
L. L. Grove	“	105 04
Gowanus	“	112 17
	Total	1313 05

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. Murphy	Georgetown	112 09
Geo. Albert	“	108 05
Friendship	“	104 01
A. H. Bradt	“	114 00
V. H. Weir	“	115 06
J. C. Snyder	“	112 09
R. L. Gross	“	112 10
A. Spier	“	110 15
	Total	889 15

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Edward Boyer	Alexandria	105 12
Michael Lienan	“	107 15
Daniel Pomeroy	“	106 00
C. P. Dayton	“	103 15

John S. Davenport	“	108 14
John J. Swift	“	106 04
Andrew Clark	“	103 17
	Total	741 17

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. C. Greene	Georgetown	115 16
Excelsior	“	117 07
J. H. Farrow	“	115 11
Capt. J. R. Masters	“	114 04
H. Delafield	“	112 07
M. A. Adams	“	106 10
	Total	681 15

HAMPSHIRE & BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
N. Fannan	Alexandria	108 01
Scotia	“	114 10
	Total	222 11

MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Sharpsburg	Georgetown	105 16
Judge Douglass	“	103 18
James C. Clarke	“	110 04
E. K. Barger	“	106 15
	Total	424 13

GEORGE’S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hero	Georgetown	109 14
J. R. Humbird	“	107 08
	Total	217 02

ES, Fri. 6/2/71, p. 4. **GEORGETOWN Canal News** – Arrived – Boat Medley, from White’s Ferry, with 3,000 bushels corn to Hartley & Bro.

The Coal Trade – The receipts and shipments of coal for the week ending last night were as follows: Receipts 24,612 tons; shipments 25,891 tons; of which the Consolidated Coal Company received 9,401 tons and shipped 11,280 tons; Maryland Coal Company received 7,107 and sent away 7,107 tons; the Midlothian Coal Company was in receipt of 2,144 tons and sent off 2,144 tons. The receipts at Agnew’s wharf were 2,600

Canal Trade - 1871

tons and shipments 2,000 tons; the Borden Mining and Coal Company received 3,360 tons and sent away 3,360 tons.

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

DN, Sat. 6/3/71, p. 2. **Alexandria Canal** – The water in the Alexandria Canal was drawn off last night in order that an obstruction that had occurred by the falling in of some rocks at the stop lock at the north end of the basin might be removed. The suspension of navigation was of but a few hours duration. – *Alex. Gazette, June 1.*

Ibid, p. 4. **Canal Trade** – Yesterday there were thirty-nine boats cleared from our port for ports below, distributed as follows, and carrying 4,244 13 tons of coal:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Laura	Georgetown	110 03
Dundenburg	“	107 02
C. L. Brengle	“	117 01
Cherokee Tribe	“	114 19
J. Forbes	“	109 01
Hoboken	“	108 18
Dove	“	112 02
A. Van Corlear	“	112 02
E. M. Linthicum	“	107 08
Total		998 16

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Benj. Long	Georgetown	106 05
J. F. Hitch	“	104 08
J. C. Lynn	“	110 05
M. Sinclair	“	109 08

R. M. Sprigg	“	111 07
J. L. Motter	“	108 01
Pennsylvania	“	105 18
M. A. Edwards	“	108 09
F. A. Mertens	“	106 05
Total		970 06

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
E. F. C. Young	Alexandria	108 02
Alexander Ray	“	108 14
Benj. Willison	“	105 13
J. H. Luskney	“	109 07
W. J. B. Lloyd	“	114 15
Total		546 11

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Invincible	Georgetown	110 15
Evening Star	“	115 15
Ida & Sallie	“	112 16
Bertha M. Young	“	118 00
G. A. Pearre	“	103 14
Total		666 18

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lady of the Lake	Alexandria	106 09
J. G. Greenless	“	109 06
John G. Lynn	“	105 14
R. Emmett	“	104 12
Cornelian DuBois	“	107 19
Star	“	86 17
Total		620 17

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. Whitson	Georgetown	113 04

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Huntingdon	Georgetown	113 03
Samuel Charles	“	101 14
Total		214 17

Private

M. F. LeFevre	Antietam	113 04
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AG, Sat. 6/3/71, p. 2. The Directors of the C. & O. Canal met yesterday in Baltimore. The President submitted his report for the year, which was adopted. The earnings of the

Canal Trade - 1871

Canal for the month of May were \$68,036.09, and the expenditures \$13,500. The increase of trade was \$8,000 over the month of April, the receipts being larger than for any preceding month. The number of tons of coal transported during May was 120,000.

DN, Mon. 6/5/71, p. 2. **Chesapeake and Ohio Canal** – The Board of Directors of the Chesapeake and Ohio Canal held a meeting in Baltimore on Friday last. After the transaction of the regular business of the meeting the President, Hon. James C. Clarke, submitted his report for the year, which was adopted. The earnings of the Canal for the month of May were \$68,036.09, and the expenditures \$13,500. The increase of trade was \$8,000 over the month of April, the receipts being larger than for any preceding month. The number of tons of coal transported during May was 120,900. This is certainly a very gratifying exhibit, and highly encouraging to our section.

Ibid, p. 4. **Canal Trade** – Saturday was another gratifying day to those interested in the coal trade upon the canal. The departures numbered forty-four boats, carrying 4,914 06 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. C. Bruce	Georgetown	105 18
Goldfinch	“	107 17
Gen. McClellan	“	108 03
Mary Jane	“	106 09
W. M. Hill	“	112 14
H. T. Weld	“	112 00
R. H. Haydock	“	110 09
W. H. Boyd	“	114 10
C. P. Manning	“	112 04
A. J. Centre	“	106 11
A. Johnson, No. 2	“	109 06
Pigeon	“	111 02
	Total	1317 03

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Prairie Flower	Georgetown	110 12
C. N. Madore	“	111 19
J. T. Scrivener	“	114 07
M. E. McMahan	“	109 07
W. L. Shaw	“	118 01
H. Gerdeman	“	110 09
Industry	“	106 11
P. S. Lemen	“	109 15
Euphlia	“	102 19
American Boy	“	106 10
J. & H. Korns	“	104 01
	Total	1204 11

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. F. Livermore	Alexandria	104 14
John W. Schenck	“	104 05
H. L. Gilbert	“	107 18
J. B. Cazeaux	“	105 10
Joseph Noble	“	107 11
D. Cromwell	“	111 00
A. J. Thomas	“	110 15
Thomas H. Faile	“	108 06
	Total	859 19

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. Clifton	Georgetown	109 00
J. R. Haines	“	113 12
R. E. Fugitt	“	113 02
Lizzie & Phillie	“	111 12
Martha	“	105 18
	Total	553 04

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Morning Sun	Alexandria	106 10
Samuel Swain	“	114 10
Dr. E. DeLacey	“	108 04
	Total	329 04

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Shenandoah	Georgetown	110 10
Naomi	“	109 03
	Total	219 13

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Chesapeake	Georgetown	106 10
Capt. J. Weir	“	109 06

Canal Trade - 1871

Ingomar	“	108 01
	Total	323 17
	<i>Private</i>	
A. Lincoln	Antietam	106 17

DN, Tue. 6/6/71, p. 4. **Canal Trade** – There were forty-one boats dispatched yesterday, carrying 4,468 12 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. P. Getty	Georgetown	111 13
A. Norris	“	110 16
Arkansas Traveler	“	103 13
Valley	“	109 18
Fulton	“	107 13
Peacock	“	108 18
Rip Van Winkle	“	111 16
T. J. Mehaffey	“	106 03
Mountain City	“	117 03
Pearl	“	106 11
Ursula & Estelle	“	105 13
	Total	1199 17

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Andrew Johnson	Georgetown	105 02
M. J. Gatrell	“	108 01
D. W. Sloan	“	110 02
G. H. Bradt	“	112 15
J. Hammond	“	112 17
Rose & Nellie	“	106 11
H. W. Dellinger	“	111 11
E. P. Steffey	“	107 01
Lucy Hall	“	99 18
J. A. Suter	“	104 00
Ironsides	“	107 03
Mary Willard	“	108 13
	Total	1293 14

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James R. Anderson	Alexandria	114 10
E. Stevenson	“	104 08
W. W. Shepherd	“	112 03
John P. Moore	“	105 03

Robert Marshall	“	113 11
James Dayton	“	105 06
Rechabites	“	111 09
	Total	765 10

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. H. Colbert	Georgetown	117 15
F. Ensminger	“	112 19
Emerald	“	112 10
J. H. Percy	“	107 18
Charles A. Greene	“	115 18
	Total	567 00

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John Young	Alexandria	105 00
Martin O’Conner	“	112 11
	Total	217 11

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. M. Reed	Georgetown	100 10

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. McNally	Georgetown	111 11
Asa Willison	“	105 01
	Total	216 12

Private

J. B. Turton	Antietam	108 08
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DN, Wed. 6/7/71, p. 2. **Chesapeake and Ohio Canal.** – The annual meeting of the stockholders in the Chesapeake and Ohio Canal was held at Annapolis on Monday. No stock was represented except that owned by the State. Governor Bowie, Comptroller Woolford and Treasurer Merryman were present. Hon. James C. Clarke, President of the Canal Company, submitted a report giving a detailed statement of the business of the canal during the year. There was some falling off in the transportation of coal as compared with the previous year, occasioned by the stopping of the Bremen line of steamers after hostilities began between Germany and France, and by breaks in the canal occasioned by the great freshet in October last. Sixteen days were required to repair the damage

resulting from this flood, during which navigation was suspended. The tonnage for the last two months has exceeded that of any previous two months in the history of the canal. Mr. Clarke was re-elected President, and the Board of Directors remains as before. A resolution was adopted requiring a publication of the receipts and expenditures for each month in at least one newspaper in Baltimore, Cumberland and Washington. We will publish tomorrow an extract of the proceedings of the meeting.

Ibid, p. 4. **Canal Trade** – There were forty-one boats left this port yesterday, carrying 4,495 18 tons of coal.

Yesterday a gate at Lock No. 7, Georgetown level, “went out,” which will necessarily impede navigation at that point about twenty to twenty-four hours.

The shipments yesterday are as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Communipaw	Georgetown	105 05
Energy	“	108 18
R. Bender	“	112 15
J. P. Agnew	“	111 13
Lewis Smith	“	107 17
F. H. Delano	“	113 19
J. B. Varnum	“	111 14
Morning Star	“	113 01
Hawk	“	110 17
T. Nimmo	“	106 04
Creole	“	107 09
H. D. Kindle	“	107 00
Lark	“	109 10
	Total	1427 02

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jack Topper	Georgetown	106 02
W. H. Ash	“	110 16
Mollie Reed	“	109 08
F. Swain	“	105 04
F. P. White	“	106 06
M. Blocher	“	110 19

J. D. Tice	“	111 13
J. H. Gatrell	“	110 18
Fanny Ortman	“	104 16
	Total	976 02

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. Stewart	Alexandria	107 15
Charles Robb	“	111 10
J. A. Alexander	“	108 18
Wm. Darrow	“	105 10
Eagle	“	108 12
American	“	114 09
	Total	656 14

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Leander Lovell	Georgetown	121 16
Horace Resley	“	112 10
John Cowden	“	102 04
T. Drennen	“	109 15
Sallie Ardinger	“	110 00
Tillie B. Lynn	“	103 05
	Total	659 07

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. A. Wright	Alexandria	105 08
H. M. Snyder	“	112 03
L. Lemen	“	115 18
	Total	333 09

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
G. Blackburn	Georgetown	113 04
Wm. Moffett	“	111 13
	Total	224 17

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Slattery	Georgetown	109 11
H. Willison	“	109 16
	Total	219 07

Wednesday, 6/7/71, p. 3. *Canal Trade*. – The business of transporting coal over the Canal continues brisk. During the month of May 1,105 boats were cleared at the Cumberland office. Their aggregate cargoes footed up 120,921 tons 12 cwt. of coal; an increase of 15,170 tons 11 cwt. over the month of April;

and 22,245 tons 15 cwt. more than were shipped in the month of May of last year. In addition to the coal there were shipped East 45 tons 12 cwt. of fire-brick, 12,000 feet lumber, 26 tons pig iron and 7½ tons sundries. The shipments of coal, by companies and individuals, were as follows:

	<i>Tons</i>	<i>Cwt.</i>
American Company	19,216	01
Borden Company	13,888	06
Consolidation Company	36,833	06
George's Creek Company	5,971	10
Hampshire Company	5,161	13
Maryland Company	28,530	11
Midlothian Company	7,367	09
Individuals	3,952	17
	<u>120,921</u>	<u>13</u>

Of this, 118,742 tons 19 cwt. went through, 1,316 13 to Antietam Iron Works, 217 19 to Shepherdstown, 422 12 to Williamsport, and 221 tons 10 cwt. to Hancock.

Of up freights, there were reported within the month, 131 barrels of flour, 602 bushels of corn, 500 bushels oats, 191 bushels mill offal, 1,502 sacks salt, 255 barrels fish, 110 kegs powder, 15 tons merchandise, 126,000 feet lumber, 37,000 shingles and 25 tons plaster.

 Frederick Boochner, a boy of about 14 years, fell into the Canal at the Consolidation Coal Company's wharf, while suffering from an epileptic fit on Thursday afternoon last, and was drowned.

DN, Thu. 6/8/71, p. 4. **“Water” and “Liquors.”** – We note the arrival of the canal boat Catharine F. Waters, of Georgetown, freighted with 1,000 bushels shelled corn from Antietam for R. D. Johnson, proprietor Mountain City Flouring Mills.

The “Waters” bore upon her bow the following poetic effusion:

“We are sober men, and always straight,
 We will boat anything that pays us freight;
 We are wide awake and full of fun,

But never drink a drop of rum.”

Canal Trade – Yesterday afternoon a sand boat, belonging to Mr. John Renahan, sunk near the stop-lock, about one mile below this city, and a loaded canal boat ran foul of it and stuck fast, thereby interrupting navigation. After considerable work, the canal boat was again floated, but the sand boat still lies at the canal bottom. The water from this level was partly withdrawn last night, and it is hoped the sane boat will be removed this forenoon and navigation resumed.

During yesterday, forty-two boats were loaded at our wharves with a total of 4,447 02 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wave	Georgetown	108 10
America M. Paul	“	109 10
Jim Gunning	“	106 05
J. S. Mackey	“	110 01
H. Louthier	“	111 08
Uno	“	108 14
W. Marberry	“	101 18
Atlanta	“	106 10
J. A. Graham	“	107 00
S. S. Cunningham	“	110 07
Jenny Lind	“	110 16
Robin	“	109 14
Diamond	“	102 16
	Total	<u>1393 09</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
S. Hartley	Georgetown	107 11
J. E. Russell	“	109 05
J. M. Resley	“	103 17
Hibernia	“	103 01
A. Spates	“	100 08
M. E. Hagerman	“	112 16
Ohio	“	104 18
R. A. Wagley	“	110 01
Annie Bell	“	108 08
Antietam	“	109 18
	Total	<u>1070 03</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. W. Wellington	Alexandria	104 17
W. J. Boothe	“	107 11
G. P. Lloyd	“	109 19
Andrew Swain	“	108 04
W. J. Shreve	“	111 17
David A. Lowe	“	115 00
Total		657 08

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Sprigg S. Lynn	Georgetown	117 04
George K. Sisters	“	105 17
Hollander	“	116 01
Onward	“	108 02
Total		447 04

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George P. DeWitt	Alexandria	108 17
Wandering Boy	“	106 08
J. W. Magruder	“	106 03
Total		321 08

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Doyle	Georgetown	112 04
Willie Snyder	“	108 06
Nannie McGraw	“	112 05
Thomas Hassett	“	109 14
Total		342 09

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Odd Fellow	Georgetown	105 11
T. Lang	“	109 10
Total		215 01

ES, Wed. 6/7/71, p. 4. **THE GEORGETOWN STRIKE – Mr. Ray’s Pertinent and Pointed Query** – Yesterday, Alexander Ray, Esq., of Georgetown, addressed a letter to Governor Cooke, saying: “I beg permission to lay before your excellency the simple statement of a grievance which most seriously affects my rights as a private citizen. I am engaged in the business of trans-shipping Cumberland coal, and employ about one hundred colored laborers. They have been well treated, have

received very liberal weekly pay, and up to date seemed perfectly satisfied. But owing to the strike in Washington last week and the concession granted there appeared this morning an evident dissatisfaction on the part of some coal laborers, which culminated in the demand for fifty percent additional wages – an advance which it is impossible to concede without disastrously affecting my business. In the meantime, however, two sets of boat-hands had gone to work; but parties arrived, and with stones in hand and threats compelled those who were willing to work to cease. I respectfully submit to your excellency the inquiry, whether under the new administration of affairs in the Territory, you cannot protect private citizens engaged in business; and whether such persons as are willing and anxious to work for a fair and liberal compensation, cannot be protected from the assaults of reckless combinations of lawless individuals.”

The Governor’s Reply

Last evening Mr. Ray received a response from the Governor, in which the latter says: “In reply to your inquiry, be assured that private citizens engaged in lawful business shall be protected from molestation and interference to the fullest extent of the authority of the government. Measures are now being taken for the protection of such persons as are willing and anxious to work for a fair and liberal compensation, and it is hoped and believed that these measures will be effectual.”

The Strikers Today

The strikers still hold out, and some 200 to 300 lounge all day around the coal wharves. Letters received today by the different agents show that the companies are also determined to hold out, and the principal agents have been ordered to send all their cargoes to Alexandria, Va., hereafter, and no more coal will be shipped from Cumberland to Georgetown by canal for the present. The merchants and others in our sister city already

commence to feel the strike, as not only canal boats, but a large number of vessels, expended a considerable amount of cash there daily.

LATER FROM GEORGETOWN
Fighting at the Coal Wharves

Just as we go to press, we receive the following telegram: Georgetown, D. C., June 7 – Fighting is going on at the coal wharves between the strikers and men at work. The police have arrested some of the rioters.

B.

AG, Thu. 6/8/71, p. 3. **Canal Navigation**

There was a slight interruption in the navigation of the canal yesterday, caused by an injury to a gate at “Seven Locks,” but the damage was soon repaired, and boats are again arriving and departing as usual.

DN, Fri. 6/9/71, p. 4. **Good News.** – We learn that the Consolidation Coal Company have ordered more rolling stock for the Cumberland and Pennsylvania Railroad, which will be placed upon the road as early as possible. This is good news to this community, the canal boatmen and to everybody in the mining region. The carrying facilities of the road have been taxed to their utmost this season, and the managers have exerted themselves most assiduously in accomplishing extraordinary work from their present comparatively limited rolling stock. The new stock will add materially to the transportation of coal by canal, and there need be no idle boats, or not a day’s detention for want of loading. Whilst everything is now so fair and promising, let all alike materially serve each other’s interests, and thereby benefit themselves and everybody connected with the coal carrying trade.

DN, Sat. 6/10/71, p. 4. **Canal Trade** – Yesterday there was a scarcity of boats for loading, occasioned by the laborers’ strike at

Georgetown. We learn that the coal heavers have gone to work again at the old price, and that the unloading of boats is being worked with vigor. We may expect a fleet of boats within a day or two, and business on the canal is likely to go on as prosperously as before.

The departures yesterday numbered but twenty-four boats, carrying 2,639 04 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James Murray	Georgetown	117 00
H. J. Kenah	“	108 02
Maryland, No. 2	“	114 06
F. H. Walcott	“	107 10
Gen. Grant	“	107 18
R. T. Charles	“	109 03
J. H. Rench	“	107 07
Ichabod Crane	“	116 03
Mary Moore	“	110 00
S. Royer	“	108 17
Total		1107 08

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. M. Hedding	Georgetown	107 12
W. H. Wilson	“	108 06
Juniata	“	108 04
J. E. Silver	“	110 01
Total		434 05

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. W. Wallace	Alexandria	105 10
John S. Fox	“	104 07
Harvey Fisk	“	108 13
Henry Kenny	“	107 19
John O’Brien	“	111 14
George Sherman	“	115 12
Total		653 15

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. S. Lemen	Alexandria	113 06

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Diligent	Georgetown	111 07
Quaker City	“	113 05
Total		224 12

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Wheeler	Georgetown	105 18

ES, Sat. 6/10/71, p. 8. **GEORGETOWN** – The strike still continues here, as far as the colored men are concerned; but numbers of white men, assisted by the hands of the boats, continue to unload the coal boats. A large number of the strikers have today expressed a wish to go to work on Monday at the old prices. Very few loungers around today. **Arrived** – Boat R. Talbott with 2,500 bushels corn, all sold; 1,000 bushels yellow at 70¢; 1,500 bushels white at 79¢. Boat Round Top Cement, No. 2, from Hancock, with 540 bbls. cement to George Waters.

DN, Tue. 6/13/71, p. 4. **Canal Trade** – The lately blockaded boats have not arrived in numbers yet from Georgetown, and yesterday was another dull day at the wharves, only twenty boats, carrying 2,173 07 tons, having cleared. We think that by today there will be boats enough on hand. The departures were distributed as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Magpie	Georgetown	109 07

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. W. Adams	Georgetown	111 07
H. W. Shuck	“	106 07
Gibbs & Clay	“	107 07
E. E. Spielman	“	111 05
Feidt & Shupp	“	108 08
	Total	544 14

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Edward Boyer	Alexandria	106 19
A. H. Grant	“	111 17
John S. Davenport	“	106 12
Waldo Hutchins	“	104 16
Daniel Pomeroy	“	105 14
	Total	535 18

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. Fred C. Doyle	Georgetown	111 11
S. H. Sherman	“	116 18
Dr. Grimes	“	103 18
W. M. Border	“	112 11
	Total	444 18

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. G. Greenless	Alexandria	106 07
Morning Sun	“	109 10
	Total	215 17

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hero	Georgetown	109 13
Samuel Charles	“	103 01
	Total	212 14

Private

Iowa	Antietam	109 19
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CA, Wed. 6/14/71, p. 2. The coal-laborers strike at Georgetown, according to our advices, is about arrested, as the places of the strikers were supplied with other laborers who were willing to work at the price paid. Some rioting has occurred, caused by the strikers interfering with those who sought to work in their stead. Whilst labor could not be secured, the coal was sent to Alexandria, and, though causing the shippers some little trouble, the principal loss fell on the strikers. - *News, 9th.*

In the foregoing, our neighbors of the *News* certainly treat lightly a very weighty matter. The "some little trouble" to the shippers, which they sum up as the effect of the negro coal-heavers' strike, gives no adequate idea of the extent of the damage inflicted upon this region. A line of boats ten miles in length lies in the Canal this side of Georgetown awaiting the discharge of their cargoes, and the arrivals here of empty boats are, in consequence, small in number. The clearances from this port are reduced fully one-half, and there is a falling off in the Canal revenues from tolls alone of perhaps \$1,100 per day. To this must be added an aggregate

loss to the boatmen of \$3,000 per day, and when we take into the estimate the loss to the Mining and Railway Companies, to the miners and wharfs, with the consequent damaging effect upon all branches of trade, the "some little trouble" will assume very extensive proportions. The facilities for discharging coal at Alexandria are quite limited, and if the Companies were all to transfer their consignments of coal there, as it would appear the *News* assumed, the trade could in no wise be accommodated. The only boats now arriving here are from Alexandria or such as the crews themselves have unloaded at Georgetown. Up to yesterday morning there was no general resumption of work among the strikers, but the opinion was entertained by those best informed that work would be resumed during the day.

DN, Wed. 6/14/71, p. 2. **BY LATIMER & CLEARY**, Auctions (Successors to Cooper & Latimer,) Southwest corner of Pennsylvania avenue, Washington, D. C.

FREIGHT STEAM CANAL BOAT R. H. CASTLEMAN AT AUCTION

On **MONDAY AFTERNOON**, June 19, 1871, at 3 o'clock, at the wharfs of the Ætna Lime Kilns on Rock Creek, at the head of Pennsylvania avenue, we shall sell the Freight Steam Canal Boat R. H. CASTLEMAN, of 100 tons. Engine 16-horsepower, in perfect condition.

Terms, at sale. **LATIMER & CLEARY**
 Je12td Auctioneers.

Ibid, p. 4. **Canal Trade** – We were somewhat premature in announcing the resumption of work by the coal heavers at the several coal wharves in Georgetown. It appears that only a part of the coal companies put hands to work on Monday. A report came to us last night that all the companies had laborers at work yesterday, and that boats were being rapidly unloaded. If such is really

the case, we can hope for the usual amount of business on the canal within a very few days.

Yesterday there were twenty-four departures, (a slight increase,) carrying a total of 2,589 07 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Charles & Ada	Georgetown	117 15
Mohawk	"	108 13
C. W. Harper	"	109 05
Katskill	"	105 14
	Total	441 07

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Central	Georgetown	107 04
Clearspring	"	106 00
J. Reeves	"	108 00
E. K. Barger	"	107 11
J. Dick	"	113 13
	Total	542 08

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John H. Platte	Alexandria	108 06
Andrew Clark	"	107 05
C. P. Dayton	"	105 02
A. D. Brower	"	108 17
Michael Lienan	"	108 06
W. J. B. Lloyd	"	116 00
E. F. C. Young	"	111 09
	Total	765 05

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Excelsior	Georgetown	96 01
Vigilant	"	105 16
	Total	210 17

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lady of the Lake	Alexandria	106 07
Star	"	90 06
	Total	196 13

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. Murphy	Georgetown	109 08

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. K. Humbird	Georgetown	111 18

Canal Trade - 1871

Chesapeake	“	106 18
Capt. J. Weir	“	113 13
	Total	<u>333 09</u>

DN, Thu. 6/15/71, p. 4. **Canal Trade** – Yesterday was a light day on the canal, in consequence of the non-arrival of empty boats. As work was not *fully* resumed at the several coal wharves in Georgetown until Tuesday morning last, there are but few empty boats arriving at this port, but in a day or two more fleets of them will be coming in, no doubt, requiring the carrying facilities of the coal roads to be exerted to their utmost capacity to meet the demand for loading.

Yesterday twenty-four boats were dispatched from this port, carrying a total of 2,642 18 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. T. Davis	Georgetown	111 12
Vulture	“	111 00
Broadway	“	107 11
P. J. Smith	“	112 08
A. Croyley	“	115 07
Sally Billmyer	“	106 15
Croton	“	105 11
	Total	<u>770 02</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Prairie Flower	Georgetown	105 11
James Noble	“	107 09
Viola H. Weir	“	114 02
R. M. Sprigg	“	112 01
Dr. E. DeLacey	“	116 02
A. Spier	“	114 13
Industry	“	108 06
	Total	<u>778 04</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John W. Schenck	Alexandria	104 17
J. B. Cazeaux	“	110 17
M. A. Myers	“	108 08
John J. Swift	“	112 15
C. F. Livermore	“	104 05
	Total	<u>541 02</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
David Knode	Georgetown	113 00

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. Emmett	Alexandria	109 16
Samuel Swain	“	113 16
John G. Lynn	“	108 06
	Total	<u>331 18</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ingomar	Georgetown	109 12

DN, Fri. 6/16/71, p. 2. **Canal Trade** – Yesterday was a little better day on the canal. A large number of returning boats, it is reported, are on their way to this city from Georgetown, and some of them, it is expected, will arrive today. We may therefore anticipate an immediate resumption of the same good business that has favored the canal for weeks past.

By reference to our advertising columns it will be seen that Latimer & Cleary, Auctioneers, will sell the steam canal freight boat “R. H. Castleman” on the 19th inst. at Georgetown, D. C.

Yesterday twenty-seven boats left this port, carrying a total of 2,989 08 tons of coal, as follows:

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Friendship	Georgetown	105 03
A. H. Bradt	“	111 15
H. S. Miller	“	109 02
R. L. Gross	“	111 16
M. Sinclair	“	109 11
Col. J. C. Lynn	“	115 19
Ben Lang	“	107 18
M. E. McMahan	“	109 01
W. L. Shaw	“	115 19
J. L. Motter	“	111 02
	Total	<u>1107 06</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. J. Thomas	Alexandria	110 18

Canal Trade - 1871

D. Cromwell	“	107 17
C. F. Livermore	“	104 05
Joseph Noble	“	108 18
J. H. Stickney	“	107 11
Rechabites	“	108 18
J. R. Anderson	“	116 06
Thomas H. Faile	“	<u>112 16</u>
	Total	877 09

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Capt. J. R. Masters	Georgetown	114 08
A. C. Greene	“	117 03
R. Herr	“	114 01
M. A. Adams	“	<u>106 08</u>
	Total	452 00

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James C. Clarke	Alexandria	112 03
Lillie Lemen	“	<u>113 04</u>
	Total	225 07

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Huntington	Georgetown	107 10
M. McNally	“	<u>112 05</u>
	Total	219 15

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ida & Willie	Georgetown	107 11

ES, Fri. 6/16/71, p. 4. **GEORGETOWN Arrived** – Canal boat Medley with 2,500 bushels white corn from White’s Ferry to Hartley & Bro.

Some of the Losses by the Strike – The Cumberland *Alleghanian* says: - “A line of boats ten miles in length lies in the canal, just this side of Georgetown, awaiting the discharge of their cargoes, and the arrival’s here of empty boats are, in consequence, small in number. The clearances from Cumberland are reduced fully one-half, and there is a falling off in the canal revenues from tolls alone of perhaps \$1,100 per day. To this must be added an aggregate loss to the boatmen of \$3,000 per day, and when we take

into the estimate the loss to the mining and railway companies, to the miners and wharves, with the consequent damaging effect upon all branches of trade, the ‘trouble’ will assume very extensive proportions.”

DN, Sat. 6/17/71, p. 4. Hon. James C. Clarke, President Chesapeake and Ohio Canal, left our city for his home yesterday, after having paid off the Company’s hands at this “port.”

Canal Trade – Yesterday business on the canal was fully up to the daily average for the season. Empty boats began arriving freely, and now they are coming in as steadily as before the laborers’ strike at Georgetown.

There were loaded at our several wharves yesterday forty-one boats, carrying a total of 4,508 14 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. C. Winship	Georgetown	112 15
J. K. Whitford	“	117 12
J. W. Thomas	“	108 12
Bettie	“	104 14
Fairplay	“	119 11
V. L. Sprigg	“	110 04
Cherokee Tribe	“	112 09
Brombones	“	112 16
Anna Rinehart	“	107 08
W. A. Stephens	“	105 08
Blue Bell	“	<u>102 08</u>
	Total	1204 17

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Judge Douglass	Georgetown	105 00
F. Hatch	“	110 17
Tillie & Minnie	“	105 17
F. A. Mertens	“	113 12
M. Whitson	“	115 19
George Albert	“	108 16
A. Spates	“	100 08
J. T. Scrivener	“	114 18
Naomi	“	108 08
Sharpsburg	“	<u>105 07</u>
	Total	1089 02

Canal Trade - 1871

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
E. Stevenson	Alexandria	112 00
James	"	112 05
Vandervoort		
James Alexander	"	105 18
Robert Marshall	"	108 04
Ben. Williamson	"	105 01
W. W. Shepherd	"	112 13
C. DuBois	"	111 09
	Total	<u>767 10</u>

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Evening Star	Georgetown	112 08
J. H. Farrow	"	112 15
Bertha M. Young	"	114 08
Invincible	"	107 05
Ida & Sallie	"	113 14
	Total	<u>560 10</u>

HAMPSHIRE & BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. M. Snyder	Alexandria	116 03
Amazon	"	106 17
M. O'Conner	"	115 12
	Total	<u>338 12</u>

GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Scotia	Georgetown	112 17
Eureka	"	105 13
H. Willison	"	113 17
	Total	<u>332 07</u>

MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Peter Quigley	Georgetown	106 00
J. Hammond	"	109 16
	Total	<u>215 16</u>

SN, Mon. 6/19/71, p. 4. **Canal Trade** – Business on the canal has assumed its regular state, and the average number of boats are now being loaded.

On Saturday forty-one boats left this port, carrying a total of 4,503 00 tons of coal, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>

Julia Manning	Georgetown	106 15
H. T. Weld	"	113 00
Wave	"	108 09
Minnesota	"	110 00
Laura	"	110 00
Owl	"	115 02
L. L. Grove	"	107 15
Gowanus	"	110 16
W. M. Hull	"	113 02
W. H. Boyd	"	112 10
	Total	<u>1107 09</u>

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Eagle	Alexandria	105 03
Henry Delafield	"	107 12
Charles Robb	"	115 01
A. Jackson Clark	"	115 05
J. W. Wellington	"	105 04
James Dayton	"	104 02
	Total	<u>652 07</u>

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George H. Bradt	Georgetown	111 05
H. Gerdeman	"	111 04
M. A. Edwards	"	106 04
A. Johnson	"	103 01
Rosa & Nellie	"	109 02
E. P. Steffey	"	108 18
Euphlia	"	103 11
Jack Topper	"	104 08
H. W. Dellinger	"	110 08
	Total	<u>974 01</u>

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George A. Pearre	Georgetown	108 04
J. R. Haines	"	110 08
John W. Bacon	"	108 12
R. E. Fugitt	"	112 10
Lizzie & Phillie	"	115 15
	Total	<u>555 09</u>

HAMPSHIRE & BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. P. DeWitt	Alexandria	109 07
M. Fernsner	"	117 10
John Young	"	106 11
J. N. McGruder	"	105 09

GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Slattery	Georgetown	107 13
Minnie Topper	"	110 16
Quaker City	"	111 08
Total		329 17
MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
N. S. Lemen	Georgetown	116 08
J. & H. Korns	"	106 15
Lucy Hall	"	109 01
Wm. Moffett	"	112 06
Total		444 10

DN, Tue. 6/20/71, p. 2. **An Excursion of Artists.** – The Baltimore *Saturday Night* states that Hon. James C. Clarke, President of the Chesapeake and Ohio Canal, has extended to the artists of Baltimore, through Colonel John R. Johnson, the artist, a trip on the canal, tendering them the use of a boat, and the right-of-way to stop when and where they may see fit, for sketching. The excursion party will start about the latter part of June. Several New York artists of note have been invited, also several journalists and members of the press. There is no doubt much pleasure in anticipation for the knights of the brush.

Ibid, p. 4. **Canal Trade** – There were thirty-nine boats dispatched from this port yesterday, carrying a total of 4,250 11 tons of coal, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. L. Brengle	Georgetown	115 12
Gen. McClellan	"	105 15
R. H. Haydock	"	108 14
D. C. Bruce	"	100 18
M. E. Hammond	"	107 03
Pigeon	"	104 19
Mary Jane	"	103 05
Dundenburg	"	114 00
A. Van Colear	"	108 14
Total		968 10

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Shenandoah	Georgetown	109 00
W. H. Reed	"	101 16
American Boy	"	109 14
W. H. Ash	"	111 02
J. A. Luther	"	105 08
Mollie Reed	"	110 10
J. D. Tice	"	110 10
G. Blackburn	"	111 09
Nanna McGraw	"	104 11
C. N. Madore	"	111 09
J. E. Russell	"	107 08
J. B. Turton	"	106 11
Total		1299 08

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Goldfinch	Alexandria	106 18
Andrew Main	"	106 01
H. S. Gilbert	"	107 17
Kate	"	110 18
Henry C. Flagg	"	110 18
David A. Lowe	"	111 18
W. Darrow	"	108 15
J. H. Parrott, Je.	"	116 14
Total		879 19

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. Clifton	Georgetown	105 08
G. H. Colbert	"	114 01
Martha	"	102 12
J. H. Percy	"	112 10
Emerald	"	111 09
Total		546 00

HAMPSHIRE & BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. S. Leman	Alexandria	114 04
Park Agnew	"	116 15
Total		230 19

GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. Long	Georgetown	108 07
MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. Blocker	Georgetown	110 18
Iowa	"	106 10

Canal Trade - 1871

Total 217 08

AG, Tue. 6/20/71, p. 2. Business on the Chesapeake and Ohio Canal has assumed its regular state.

DN, Wed. 6/21/71, p. 4. **Canal Trade.** – Yesterday was a very good day at our wharves. There were forty-six boats loaded and dispatched yesterday, carrying a total of 5,019 02 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mountain City	Georgetown	110 13
James A. Welsh	“	105 06
Peacock	“	106 04
Adam Norrie	“	112 04
Poll	“	114 14
F. Kitwell	“	111 13
Black Hawk	“	115 08
Morning Star	“	111 06
Ursula & Estelle	“	106 18
R. R. Getty	“	108 15
T. H. Delano	“	109 09
A. J. Center	“	108 17
Total		<u>1321 07</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. V. Norman	Georgetown	106 06
J. M. Resley	“	107 18
L. Hartley	“	107 19
Ram Bow	“	104 04
Willie Snyder	“	105 02
J. H. Gatrell	“	110 00
Filonia Swain	“	107 15
D. W. Sloan	“	110 17
Col. E. V. White	“	109 01
Fanny Ortman	“	108 05
Pennsylvania	“	109 12
Ironsides	“	111 05
Total		<u>1297 14</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. H. Wallis	Alexandria	109 18
Geo. Sherman	“	115 10
W. J. Shrieve	“	109 13

G. P. Hoyt	“	109 03
W. Land, Jr.	“	109 05
John P. Moore	“	106 07
David Stewart	“	105 14
Total		<u>765 10</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Leander Lovell	Georgetown	118 18
Charles A. Greene	“	115 00
Horace Resley	“	113 12
Thomas Drennen	“	108 05
Tillie B. Lynn	“	104 02
F. Ensminger	“	113 05
Total		<u>673 02</u>

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. Emmett	Alexandria	107 11
Mary Alice	“	104 03
Wm. Devecmon	“	106 07
Total		<u>318 01</u>

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Odd Fellow	Georgetown	106 17
Asa Willison	“	107 13
Diligent	“	106 06
Total		<u>320 16</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. F. Gatrell	Georgetown	106 09
<i>Private</i>		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. W. Thacker	Glasgow	110 00
Abraham Lincoln	Antietam	106 03
	lumber	3132 ft

DN, Thu. 6/22/71, p. 4. **Canal Trade** – The arrival and departure of boats is now very regular, and everything about the canal trade is moving along satisfactorily. Yesterday forty-three boats were loaded and dispatched from this port, carrying 4,524 12 tons of coal and 76 16 tons of fire brick, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Fulton	Georgetown	109 07
A. Traveler	“	108 10

Canal Trade - 1871

T. J. Nimmo	“	107 17
Lewis Smith	“	108 12
Hawk	“	109 17
Lark	“	109 01
Rip Van Winkle	“	103 01
Hoboken	“	108 12
E. M. Linthicum	“	108 15
Uno	“	107 04
J. P. Agnew	“	110 02
R. Bender	“	114 00
T. J. Mehaffey*	“	45 00
S. S. Cunningham	“	108 02
Total		1460 00

*76 16 tons of fire brick

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hibernia	Georgetown	109 02
Wm. Doyle	“	110 04
Thomas Wheeler	“	106 08
P. Fleckenstein	“	114 04
J. M. Hedding	“	108 09
Wm. Hassett	“	107 13
John Cowden	“	105 17
M. E. Hagerman	“	108 18
Great Eastern	“	109 13
O. D. Robbins	“	107 10
Total		1087 18

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
G. W. Wallis	Alexandria	107 19
John S. Fox	“	108 00
U. C. Hamilton	“	112 08
M. Sanford	“	108 11
A. Perkins	“	111 09
Maj. E. L. Moore	“	117 07
Total		665 14

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Sprigg S. Lynn	Georgetown	114 00
Sallie Ardinger	“	107 09
Hollander	“	117 08
C. F. Waters	“	101 16
W. J. Boothe	“	109 09
Total		550 02

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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M. A. Wright	Alexandria	103 00
Morning Sun	“	109 07
J. O. Reitzell	“	114 05
Total		326 12

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mrs. C. E. Charles	Georgetown	114 14
Dahlia	“	106 10
Total		221 04

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Hassett	Georgetown	98 05
M. E. Speer	“	106 07
Antietam	“	108 10
Total		313 02

DN, Fri. 6/23/71, p. 4. **Canal Trade.** – By an accident to an engine on the Cumberland and Pennsylvania railroad yesterday afternoon, by which the track was obstructed, shipments were somewhat impeded during the close of the day’s work. As it was, thirty-nine boats, carrying 4,301 17 tons, cleared during the day, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Energy	Georgetown	113 05
Bronx	“	111 02
Pearl	“	107 03
M. J. Russell	“	115 00
Creole	“	107 06
E. Rinehart	“	112 13
Jim Gunning	“	116 15
Dove	“	110 14
J. S. Mackie	“	110 09
H. W. Lowther	“	115 00
J. M. Forbes	“	109 04
Wm. Marbury	“	98 16
Total		1327 17

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George Snyder	Georgetown	113 19
C. W. Adams	“	110 15
Annie Bell	“	110 13
R. A. Wagley	“	110 05
Geo. Washington	“	108 15

Canal Trade - 1871

H. W. Shuck	"	110 01
Juniata	"	100 13
F. M. LeFevre	"	111 01
Fridt & Shupp	"	109 19
Gibbs & Clay	"	110 16
Total		1096 17

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. B. Cromwell	Alexandria	112 12
Henry Reed	"	107 04
W. M. Bramhall	"	107 18
John O'Brien	"	108 01
Total		435 15

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George K. Sisters	Georgetown	105 09
Dr. F. C. Doyle	"	111 01
Joseph Murray	"	112 15
Susan Charles	"	121 09
Samuel Charles	"	107 18
S. H. Sherman	"	114 06
Dr. Grimes	"	107 02
Total		780 00

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John E. Silvers	Alexandria	112 19
J. G. Greenless	"	106 18
Capt. J. Weir	"	112 08
Total		332 05

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. Segerson	Georgetown	112 11

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. G. Crow	Georgetown	108 02
F. P. White	"	108 10
Total		216 12

DN, Sat. 6/24/71, p. 4. **Canal Trade** – Yesterday was an elegant day at the canal – forty-six boats, carrying 5,053 07 tons, having cleared for ports below, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Varnum	Georgetown	107 15
Ino	"	107 19

T. E. Sheridan	"	108 19
C. P. Manning	"	110 10
Maryland, No. 2	"	111 18
Dr. J. P. Delaplane	"	110 02
B. F. Charles	"	110 10
F. H. Walcott	"	110 00
Miami	"	109 19
Bowery	"	112 14
H. J. Kenah	"	105 00
Allan Campbell	"	109 12
Linnet	"	106 13
Jenny Lind	"	111 06
Total		1532 17

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Annie	Georgetown	117 11
Charles Embrey	"	107 02
D. Murphy	"	109 12
J. Rives	"	110 07
E. E. Spielman	"	114 03
D. Knode	"	102 18
Prairie Flower	"	111 19
Clearspring	"	107 06
Mary Willard	"	110 10
E. K. Barger	"	105 13
Total		1097 01

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James Hay	Alexandria	111 09
A. H. Grant	"	113 12
Waldo Hutchins	"	104 18
Edward Boyer	"	104 08
Thomas Poulton	"	108 01
Plover	"	108 08
Henry Reed	"	106 06
J. H. Platte	"	107 00
Harvey Fisk	"	104 09
Total		968 11

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Borden	Georgetown	117 05
Excelsior	"	114 01
Capt. J. R. Masters	"	114 11
J. T. James	"	119 09
E. F. Wheeler	"	108 15
Total		574 01

Canal Trade - 1871

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gen. Washington	Alexandria	105 10
M. Fannon	"	114 17
M. McNally	"	116 05
Total		336 12

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jessie	Georgetown	108 13
Chesapeake	"	106 19
J. R. Humbird	"	109 03
Total		324 15

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. Dick	Georgetown	111 00
R. M. Sprigg	"	108 10
Total		219 10

AG, Sat. 6/24/71, p. 3. **Lock Gate Washed Out** – A suspension of only two hours duration in the navigation of the Chesapeake and Ohio Canal, occurred yesterday by the washing out of a lock gate.

DN, Mon. 6/26/71, p. 4. **Canal Trade** – The following telegram was received here yesterday morning by Mr. Edward Mulvaney, Superintendent of Cumberland Division: "Doe Gully, June 25, 1 o'clock A.M. – The Canal boat "Linnet" sunk on the five mile level, one and a half miles below Beall's Lock. The bow is knocked in. Will be compelled to draw the water off, and probably unload the sunken boat.

John McLaughlin"

Mr. Mulvaney, accompanied by mechanics, left yesterday afternoon on the express train to Doe Gully, and the sunken boat will be removed as quick as hard work and skillful management can accomplish it. It is thought that navigation will be but slightly interrupted.

On Saturday last, thirty-nine boats left this port, carrying 4,297 08 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Magpie	Georgetown	109 03
S. Boyer	"	113 13
Valley	"	107 04
Charles & Ada	"	110 13
W. P. Smith	"	109 09
Wren	"	110 18
J. H. Rench	"	105 16
Gen. Grant	"	108 14
Communipaw	"	105 08
J. A. graham	"	108 12
Atlanta	"	106 00
Total		1195 11

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Central	Georgetown	109 17
Geo. W. Grove	"	106 12
L. G. Stanhope	"	113 15
Industry	"	110 05
Viola H. Weir	"	117 09
A. Spier	"	116 04
Dr. E. DeLacey	"	111 02
Friendship	"	105 15
J. Noble	"	112 01
Capt. R. L. Gross	"	112 12
Total		1115 11

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. J. B. Lloyd	Alexandria	115 11
E. T. C. Young	"	111 18
C. P. Dayton	"	104 17
Alexander Ray	"	107 18
J. B. Cazeaux	"	107 19
John S. Davenport	"	104 07
Michael Lienan	"	106 05
Total		758 15

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Evening Star	Georgetown	111 05
A. C. Greene	"	115 11
M. A. Adams	"	109 05
Onward	"	105 04
Total		441 05

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. Sinclair	Alexandria	109 11

Canal Trade - 1871

Samuel Swain	“	115 13
Scotia	“	115 10
	Total	<u>340 14</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ingomar	Georgetown	108 08
Hero	“	107 15
	Total	<u>216 03</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. M. Bradt	Georgetown	115 08
W. L. Shaw	“	114 01
	Total	<u>229 09</u>

SN, Tue. 6/27/71, p. 2. **Canal Trade** – Yesterday was a first-class day at the canal, as forty-two boats, carrying 4,583 04 tons of coal, cleared for ports below, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mohawk	Georgetown	108 13
Fred Beck	“	104 16
I. Crane	“	114 18
Vulture	“	114 09
Robin	“	111 14
J. T. Davis	“	114 03
K. Van Tassel	“	109 00
Broadway	“	107 10
Katskill	“	107 11
Hudson	“	106 06
H. C. Winship	“	112 17
H. T. Weld	“	111 00
Cherokee Tribe	“	113 03
	Total	<u>1435 19</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Sharpsburg	Georgetown	105 00
J. C. Lynn	“	105 15
J. F. Hitch	“	108 16
M. E. McMahan	“	103 05
James C. Clarke	“	113 13
Ben. Lang	“	105 14
Noble Grand	“	112 11
G. H. Bradt	“	112 05
F. A. Mertens	“	112 14
	Total	<u>979 13</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. F. Livermore	Alexandria	108 09
M. A. Myers	“	108 07
A. D. Brower	“	112 15
John J. Swift	“	106 10
D. Cromwell	“	108 08
A. J. Clark	“	105 03
A. J. Thomas	“	112 07
	Total	<u>761 19</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Bertha M. Young	Georgetown	118 03
Loretta	“	107 19
Invincible	“	106 12
Ida & Sallie	“	114 08
R. Herr	“	109 07
J. R. Haynes	“	109 19
	Total	<u>666 08</u>

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Star	Alexandria	104 02
Amazon	“	104 04
Lillie Lemen	“	112 18
	Total	<u>321 04</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Huntington	Georgetown	107 05
Elizabeth	“	97 14
	Total	<u>204 19</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Price Hutson	Georgetown	101 08
Moses Whitson	“	111 14
	Total	<u>213 02</u>

CA, Wed. 6/28/71, p. 3. The canal boat “Linnet” sunk on the Five-mile Level on Sunday, and several hours hard work was required to remove the obstruction to navigation.

C. & O. Canal. - The President and Board of Directors of the Chesapeake and Ohio Canal Company had a meeting at Frederick, on Thursday, at which the usual standing

Canal Trade - 1871

committee were appointed for the ensuing year. They are as follows:

Finance - Messrs. George S. Brown, Gilmore Meredith and Dr. W. S. McPherson.

Construction and Repairs - Messrs. W. S. McPherson, Wm. Dodge and Isaac Young.

Transportation - Messrs. J. C. Berrett, I. Young, William Dodge, Gilmore Meredith and W. S. McPherson.

The trade of the canal from 6th June to the 16th of June was materially affected by the strike in the District of Columbia of laborers engaged in unloading coal. Since their resumption of work the trade of the canal continues promising for large shipments.

The fourth and last installment of the repair bonds and accrued interest, which by the decision of the Court of Appeals was made the first lien, will be entirely liquidated during the month of July next. The next lien under the decision of the Court of Appeals will be the preferred bonds.

DN, Wed. 6/28/71, p. 4. **Canal Trade** – Yesterday was one of the *big days* of the canal, forty-six boats, carrying 5,024 19 tons of coal, having cleared, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Thomas	Georgetown	108 09
Harlem	“	107 13
Diamond	“	105 14
P. J. Smith	“	113 03
A. Cropley	“	111 17
Brombones	“	110 05
Wave	“	104 03
Fairplay	“	108 19
Owl	“	113 07
W. H. Boyd	“	110 11
Julia Manning	“	104 07
Croton	“	109 19
W. M. Hill	“	110 19
M. A. Moore	“	105 16
	Total	1523 02

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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George Albert	Georgetown	102 00
J. Hammond	“	116 09
Mary Mertens	“	104 10
J. L. Motter	“	111 03
H. S. Miller	“	103 14
A. Johnson	“	106 14
W. H. Boteler	“	107 11
L. H. Gress	“	104 12
Peter Quigley	“	110 07
Rose & Nellie	“	106 12
Lucy Hall	“	106 05
	Total	1179 17

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Rechabites	Alexandria	115 12
Thomas H. Faile	“	111 10
J. A. Alexander	“	109 11
James R. Anderson	“	116 02
James Vandervoort	“	109 01
Eagle	“	107 07
J. W. Schenck	“	105 09
	Total	774 12

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James H. Farrow	Georgetown	116 13
George A. Pearre	“	104 07
Vigilant	“	107 06
R. E. Fugitt	“	117 11
G. H. Colbert	“	116 04
	Total	562 01

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Quaker City	Alexandria	112 10
H. W. Snyder	“	112 19
G. P. DeWitt	“	106 14
John Young	“	103 12
	Total	435 15

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. Willison	Georgetown	115 02
J. B. Slattery	“	111 16
	Total	226 18

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ida & Willie	Georgetown	111 09
Euphlia	“	103 02

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	Total	214 11
	<i>Private</i>	
Iowa	Antietam	106 03

DN, Thu. 6/29/71, p. 2. **Canal Trade** – Thirty-seven boats, carrying 3,931 02 tons of coal, cleared from our wharves yesterday, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. K. Whitford	Georgetown	115 15
S. Billmyer	“	107 10
C. W. Harper	“	110 16
Bettie	“	108 16
Gen. McClellan	“	113 18
Mary & Annie	“	113 10
Blue Bell	“	106 06
W. A. Stephens	“	109 10
R. H. Haydock	“	110 10
C. N. Madore	“	104 06
Yonkers	“	112 06
Laura	“	108 11
	Total	1321 14

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Nannie McGraw	Georgetown	109 02
A. Lincoln	“	110 03
A. M. Reed	“	103 14
Wm. Moffett	“	115 07
W. H. Ash	“	110 12
Mollie Reed	“	110 19
J. A. Suter	“	107 01
Jack Topper	“	107 19
H. W. Dellinger	“	108 16
	Total	983 13

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Joseph Noble	Alexandria	108 00
Robert Marshall	“	108 01
E. Stevenson	“	105 06
A. J. Clark	“	116 00
J. H. Stickney	“	104 08
Charles Robb	“	115 12
	Total	657 07

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Lizzie & Phillie	Georgetown	112 09
Martha	“	105 10
Emerald	“	112 06
	Total	330 05

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. O’Conner	Alexandria	109 17
R. N. Castleman	“	96 00
Lady of the Lake	“	105 16
	Total	311 13

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Minnie Topper	Georgetown	110 05

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. A. Edwards	Georgetown	103 16
G. Blackburn	“	112 09
	Total	216 05

AG, Thu. 6/29/71, p. 2. **Georgetown Wheat Market** – The canal boat Nettie Graham arrived yesterday from Berlin, with 678 bushels of wheat and 3,200 bushels of yellow corn, consigned to George Waters. The canal boat E. Bradford Hartley, arrived yesterday from Berlin, with 700 bushels of wheat and 3,000 of corn, consigned to George Waters.

DN, Fri. 6/30/71, p. 4. **Canal Trade** – Thirty-nine boats were loaded and dispatched from this port yesterday, carrying a total of 4,265 13 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Goldfinch	Georgetown	109 19
A. Van Colear	“	110 14
E. Camming	“	111 00
C. L. Brengle	“	112 08
D. C. Bruce	“	106 00
Pigeon	“	110 09
Dundenburg	“	111 10
Ursula & Estella	“	107 12
Black Hawk	“	113 02
Anna Rinehart	“	104 16
	Total	1097 02

MARYLAND COMPANY

Canal Trade - 1871

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
American Boy	Georgetown	104 03
J. D. Tice	"	108 00
Shenandoah	"	100 14
J. E. Russell	"	110 17
J. H. Gatrell	"	109 15
Willie Snyder	"	106 13
E. P. Steffey	"	107 02
Thomas Wheeler	"	107 05
J. B. Turton	"	104 16
M. E. Spier	"	108 04
Total		1073 09

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Corn. DuBois	Alexandria	110 11
W. W. Shepherd	"	111 12
H. Delafield	"	107 17
J. W. Wellington	"	107 03
J. W. Bacon	"	104 12
Total		541 15

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. Ensminger	Georgetown	110 15
C. Clifton	"	107 17
Leander Lovell	"	117 09
Morning Star	"	112 01
J. H. Percy	"	109 15
Horace Resley	"	113 04
Total		671 07

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wandering Boy	Alexandria	103 13
M. S. Fernsner	"	117 03
J. M. Magruder	"	108 04
Total		329 00

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. Lang	Georgetown	111 18
Eureka	"	106 10
Total		218 08

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. M. Resley	Georgetown	107 14
M. Blocher	"	113 00
Wm. Doyle	"	114 04
Total		334 18

AG, Fri. 6/30/71, p. 3. **Canal News** – The boat John Young belonging to the Hampshire and Baltimore Coal Company, was sunk on the 28th in the Nine-Mile Level, near Cumberland, but was raised without causing a further suspension of navigation. The outlet lock at Georgetown has been damaged, and boats for Washington have now to come through the Alexandria Canal and be towed up to that city.

DN, Sat. 7/1/71, p. 1. **Canal Boat Sunk** – A loaded boat belonging to the American Coal Company sank at Big Pool, on the Chesapeake and Ohio Canal, seventy miles this side of Cumberland, on Sunday last, but navigation was not suspended in consequence. – *Alexandria Gazette*.

Ibid, p. 4. **Canal Trade** – Forty-two boats, carrying 4,530 18 tons of coal, cleared from our wharves yesterday, distributed as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. J. Nimmo	Georgetown	110 04
Peacock	"	113 05
H. J. Kindle	"	106 06
R. P. Getty	"	105 18
S. S. Cunningham	"	113 12
T. H. Delano	"	114 15
L. L. Grove	"	105 16
G. W. Thacker	"	110 03
Mountain City	"	108 11
Total		988 10

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
L. Hartley	Georgetown	108 19
New Boat	"	77 01
Tillie & Minnie	"	107 00
J. M. Hedding	"	110 16
F. Swain	"	105 14
Wm. T. Hassett	"	103 17
Great Eastern	"	107 01
Naomi	"	113 01

J. & H. Korns	“	103 04
M. E. Hagerman	“	110 05
	Total	<u>1046 18</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John H. Parrott	Alexandria	117 18
David A. Lowe	“	114 16
Kate	“	110 04
Henry C. Flagg	“	111 08
B. Williamson	“	108 17
James Dayton	“	104 17
G. P. Lloyd	“	105 06
Geo. Sherman	“	117 18
	Total	<u>891 14</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Drennen	Georgetown	110 01
Charles A. Greene	“	113 16
Tillie B. Lynn	“	108 00
John Cowden	“	108 15
Sprigg S. Lynn	“	115 03
Hollander	“	113 14
	Total	<u>669 09</u>

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John G. Lynn	Alexandria	107 03
R. Emmett	“	105 14
P. S. Lemen	“	111 15
Mrs. C. E. Charles	“	111 18
	Total	<u>436 10</u>

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Diligent	Georgetown	112 05
Odd Fellow	“	105 15
	Total	<u>218 00</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ironsides	Georgetown	103 12
	<i>Private</i>	
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
U. C. Hamilton	Antietam	64 05
Round Top	Hancock	113 00
	Total	<u>177 05</u>

Extraordinary Business – For some months past the business on the several railroads

through Cumberland has been extraordinarily large. We have taken pains to ascertain the number of cars entering and passing through our city in *one day*, and the following is the result: On the Baltimore and Ohio road there passed through this city on Wednesday last sixty-eight trains, numbering fourteen hundred and forty-five cars! Over the Pittsburgh and Connellsville railroad, for the same time, seventy-one cars. Delivered to the canal by the Cumberland and Pennsylvania road, four hundred and eighty cars (loaded with coal.) Cars delivered in the city by Baltimore and Ohio railroad, thirty-nine, making a grand total of 2,035 cars in one day. When the Pittsburgh and Connellsville road is in full operation, which we hope will be soon, we will then probably have on an average at least *three thousand cars passing through our city* in every twenty-four hours.

ES, Sat. 7/1/71, p. 8. **GEORGETOWN**

Coal market for the Week – The Consolidation Company's receipts for the week ending today are 7,830 tons, shipments 7,802 tons; the Maryland Company's receipts are 5,286 tons and shipments the same; Midlothian Company received and shipped 1,609 tons; Agnew's wharf, receipts 1,600 tons and shipments 900 tons; Borden Mining Company's receipts 3,360 tons and shipments 2,500 tons. Besides this there were received and shipped to Alexandria during the week 3,415 tons, making the total receipts during the week 23,100 tons, and the shipments 21,412 tons.

The Canal – Two hundred and thirty-three boats arrived during the present week, of which 225 were loaded with coal, and 1,000 during the month of June. The collections at the Georgetown office during the month of June amounted to \$9,219.41; total canal collections during the same month from \$60,000 to \$65,000.

AG, Sat. 7/1/71, p. 3. **Canal Navigation** – Navigation on the Chesapeake and Ohio Canal, which has been interrupted for several days' past by the sinking of boats and washing out of lock gates, has been resumed again, and boats are now arriving and departing freely.

DN, Mon. 7/3/71, p. 2. **A Watery Subject** It has been rumored on the streets for a day or so past that President Clarke, of the Chesapeake and Ohio canal, proposed getting out an injunction against the city water-works drawing a supply of water from the river above the dam, on the ground that it would work an injury to the established rights of the canal. We have made inquiry as to the truth of the rumor, but can find no foundation for it, and hence conclude it must have originated as a hoax.

We do not think the water-works will interfere with the canal, in the first place; nor do we think the canal could maintain such an injunction as mentioned, for by a higher charter than that of the canal we hold our right as a community to use of the water referred to.

Ibid, p. 4. **Canal Trade** – Departures on Saturday forty-two boats, carrying 4,509 05 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. Lowther	Georgetown	111 13
T. J. Mehaffey	"	113 00
Mary Jane	"	109 01
Uno	"	108 04
Hawk	"	109 18
James Murray	"	116 02
Adam Norrie	"	112 16
M. E. Hammond	"	106 12
Lewis Smith	"	105 07
Lark	"	106 08
J. S. Mackie	"	105 11
M. H. Russell	"	116 11
Total		1321 03

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. Ortman	Georgetown	106 03
O. D. Robbins	"	110 01
Thomas Hassett	"	101 03
Feidt & Shupp	"	111 03
W. H. Wilson	"	103 07
P. Fleckenstein	"	112 13
George Snyder	"	114 07
D. W. Sloan	"	110 02
M. P. C.	"	106 00
Morrison		
Total		974 19

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Maj. E L Moore	Alexandria	115 01
A. Perkins	"	111 13
M. Sanford	"	110 17
Andrew Main	"	107 05
W. Laird, Jr.	"	112 00
W. M. Bramhall	"	106 17
Total		663 13

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Benj. Charles	Georgetown	109 06
Dr. Grimes	"	108 04
C. F. Waters	"	100 18
S. Ardinger	"	113 00
Dr. F C Doyle	"	115 06
Total		546 14

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Morning Sun	Alexandria	111 00
Park Agnew	"	116 10
M. H. Wright	"	102 18
Total		330 08

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jessie	Georgetown	110 04
C. Segerson	"	116 13
Total		226 17

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. W. Shuck	Georgetown	102 15
D. Murphy	"	109 06
M. F. LeFevre	"	108 15

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Juniata	“	100 00
	Total	420 16
	<i>Private</i>	
James S. Walsh	Shepherdstown	105 15

DN, Tue. 7/4/71, p. 1. **Canal Trade** – The canal boat “A. Willison,” with a cargo of coal, was sunk on Sunday night in the seven mile level, near the canal tunnel, completely obstructing navigation. As it will require some time, perhaps a day or more, to raise the boat, navigation at that point will necessarily be suspended, and a scarcity of boats here for loading will be the consequence. However, it will not prove so great a drawback, inasmuch as today being the great National Holiday but little work will be done at the mines or elsewhere.

There were thirty-eight boats loaded at this port yesterday, carrying 4,184 06 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. J P Delaplane	Georgetown	109 08
Frank Kidwell	“	113 13
J. P. Agnew	“	114 15
R. Bender	“	112 08
Linnet	“	106 01
Pearl	“	109 02
E. M. Linthicum	“	108 08
Maryland, No. 2	“	117 01
Fulton	“	111 16
Miami	“	111 08
A. J. Centre	“	108 01
Magpie	“	105 18
	Total	1327 19

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. M. LeFevre	Georgetown	111 19
J. Reeves	“	107 04
Pennsylvania	“	111 03
E. E. Spielman	“	112 03
C. W. Adams	“	107 04
M. J. Gatrell	“	102 07
Gen. Washington	“	104 06
C. Embrey	“	105 14

Rainbow	“	106 01
R. M. Sprigg	“	110 05
Annie	“	118 10
C. P. White	“	112 09
	Total	1311 05

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. H. Grant	Alexandria	109 08
John O’Brien	“	107 08
Henry Reed	“	104 14
H. B. Cromwell	“	111 18
	Total	433 08

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
S. H. Sherman	Georgetown	111 16
Evening Star	“	110 04
Capt. J. R. Masters	“	114 02
Wm. Borden	“	113 10
Excelsior	“	115 12
	Total	565 04

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. Devecmon	Alexandria	108 11

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Chesapeake	Georgetown	107 14
J. O. Reitzell	“	114 12
	Total	222 06

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hibernia	Georgetown	105 09
J. E. Silver	“	110 04
	Total	215 13

The Steam Canal Boat ‘Skedaddler.’

Mr. John Wiesbrode is placing new machinery and boiler in his steam canal boat, with a view of an experimental trip by taking a cargo of coal from this place to Georgetown. We wish him success.

CA, Wed. 7/5/71, p. 3. *Canal Trade.* - The shipments of coal via the Canal, notwithstanding the interruption occasioned by the strike of the coal heavers at Georgetown, foot up handsomely for the

month of June. There were 992 boats cleared within the month, carrying 107,211 tons 10 cwt. of coal. Compared with the corresponding month of last year, there is an increase of 15,647 tons 6 cwt., but 13,710 tons 3 cwt. less than were shipped in the month of May. There were also shipped East 76 tons 16 cwt. fire-bricks, 40,000 feet lumber and 6 tons sundries. The shipments of coal by companies and individuals, were as follows:

	<i>Tons</i>	<i>Cwt.</i>
American Company	18,797	04
Borden Company	13,677	08
Consolidation Company	28,880	11
George's Creek Company	5,897	07
Hampshire Company	7,242	01
Maryland Company	25,731	07
Midlothian Company	5,343	06
Individuals	1,638	06
	<u>107,211</u>	<u>10</u>

Of this, 106,056 tons 11 cwt. went through, 716 tons to Antietam Iron Works, 226 05 to Shepherdstown, 100 08 to Williamsport and 112 tons 6 cwt. to Hancock.

The up-freights reported and discharged consisted of 309 barrels of flour, 2,873 bushels of corn, 663 bushels oats, 46,000 pounds mill offal, 839 sacks of salt, 70,900 feet lumber, 10,000 shingles and 30 tons merchandise and sundries.

AG, Wed. 7/5/71, p. 3. **Canal News** – The boat *Hawk*, of the Consolidation Company sank in Cumberland level on the 1st instant.

The American Company's boat *John S. Fox*, which sunk in Big Pool, has been raised.

The boat *H. Willison* of the George's Creek Company, sunk in the Tunnel on the 2nd instant.

None of these accidents occasioned any interruption to the navigation of the canal, and boats are arriving and departing freely.

DN, Thu. 7/6/71, p. 1. **Canal Trade** – The sunken boat "H. Willison," near the canal tunnel, has been raised and navigation is again free and uninterrupted throughout the entire line of the canal.

Owing to a scarcity of boats, and no work on the 4th of July, but 31 boats were loaded yesterday, carrying a total of 3,367 04 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. H. Walcott	Georgetown	107 10
Mercia M. Jane	"	116 16
J. W. Forbes	"	109 19
Poll	"	109 12
Creole	"	107 13
	Total	<u>551 10</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Iowa	Georgetown	112 13
Industry	"	106 10
D. Knode	"	102 09
R. A. Wagley	"	102 01
Annie Bell	"	114 07
Antietam	"	101 01
J. Dick	"	111 04
Gibbs & Clay	"	108 12
E. K. Barger	"	105 02
Dr. E. DeLacey	"	113 03
	Total	<u>1077 02</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James Hay	Alexandria	111 16
Waldo Hutchins	"	107 15
W. J. B. Lloyd	"	114 08
A. H. Wallis	"	108 16
W. J. Shrieve	"	110 02
Geo. K. Sisters	"	100 13
	Total	<u>653 10</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Susan Charles	Georgetown	114 00
A. C. Greene	"	112 08
Bertha M. Young	"	114 03
John T. James	"	110 17
	Total	<u>451 08</u>

Canal Trade - 1871

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Charles	Alexandria	88 17
Ingomar	"	109 11
Total		198 08

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. Sinclair	Georgetown	109 12
Friendship	"	105 01
F. P. White	"	105 15
Total		320 08

DN, Fri. 7/7/71, p. 4. **Canal Trade** – Yesterday morning the loaded canal boat “W. J. Shreve,” belonging to the American Coal Company, was sunk in the canal at a point about ten miles East of Cumberland, but fortunately those having her in charge managed to let her sink on one side of the channel, so that a passage for boats was left, consequently navigation was not interrupted. Hands left this city yesterday afternoon for the purpose of raising the boat, which is expected can be done without drawing the water from the level.

The departures of loaded boats yesterday were thirty-eight, carrying a total of 4,179 19 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. R. Shaw	Georgetown	108 15
Energy	"	108 19
Charles & Ada	"	115 14
S. Boyer	"	115 15
H. J. Kenah	"	103 16
Jim Gunning	"	111 14
Bowery	"	109 15
Total		774 08

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
V. H. Weir	Georgetown	111 15
A. H. Bradt	"	112 09
Clearspring	"	108 10
Sharpsburg	"	108 04
W. L. Shaw	"	113 11
R. L. Gross	"	111 15

L. G. Stanhope	"	115 05
J. G. Lynn	"	110 00
J. F. Hitch	"	106 01
James Noble	"	112 02
George Albert	"	108 16
A. H. Bradt	"	115 09
Total		1333 17

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
David Stewart	Alexandria	108 03
John H. Platte	"	103 12
John S. Fox	"	107 05
Harvey Fisk	"	104 10
Alexandria Ray	"	108 05
E. F. C. Young	"	110 19
W. J. Boothe	"	108 12
Michael Lienan	"	108 03
Total		859 09

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ida & Sallie	Georgetown	113 05
M. A. Adams	"	107 04
Invincible	"	106 03
E. F. Wheeler	"	109 01
Loretta	"	104 12
J. D. Haines	"	109 19
Total		650 04

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. Fannon	Alexandria	115 08
Scotia	"	117 19
Total		233 07

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Huntington	Georgetown	109 09
H. Willison	"	111 11
Total		221 00

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. G. Greenless	Georgetown	107 14

AG, Fri. 7/7/71, p. 3. **LOCAL BREVITIES**

– It is reported that a loaded canal boat was sunk in Log Wall Level day before yesterday, but boats are still arriving.

DN, Sat. 7/8/71, p. 2. **A GRAND PICNIC
ON BOARD THE "WASHINGTON,"**

July 6, 1871

As an invited guest, it was our pleasure to accompany the choir of the English Lutheran church of this city in their excursion down the canal today. Through the kindness of Hon. James C. Clarke, the fine packet boat of the canal company was tendered the choir for this special occasion. The morning was most propitious, and at 7 A.M. all were "on board" with smiling faces, and the boat cleared in fine style. As the boat glided smoothly on, the choir discoursed some of the finest music, a thing for which this choir is so deservedly popular. The outfit for a pleasure excursion was complete. In the first place there was an abundance of good humor – none of your somber faces and ponderous hearts – prophetic of evil times. There was plenty of Morris' delicious ice cream and of the *substantial* – a fine organ, of Mr. John E. Buck's establishment of this city, and of Taylor & Farley's make, at which the organist of the choir and Prof. Wolf presided with their usual skill. There were also a number of other musical instruments on board, and these, blended with the sweet voices, treated everyone along the canal with rare music. After a well relished breakfast and a most delightful ride of some eight miles – we were landed on the banks of the beautiful grove of Mr. Pollock. Here all hands joined most heartily in various amusements, hilarity, singing, &c. After this, all resorted to the boat and were regaled with a lavish treat of ice cream. It was then proposed that the party proceed farther down the "raging canal," which was done. By 2 P. M. we were again returned to our original landing and after a brief delay, we sat down to a repast that is seldom equaled for completeness in all its parts and was much better *relished* than can be described. The afternoon was spent in the most delightful manner, in the woods, *all* enjoying the day.

Prior to the return to the boat the choir was organized into a business meeting, when, after some happy speeches, the following resolutions were unanimously adopted:

Resolved, by the Choir of the English Lutheran Church, of Cumberland, Md., That the Hon. James C. Clarke, President of the Chesapeake and Ohio Canal Company, is entitled to and is hereby tendered our hearty thanks for his kindness in granting us the use of the Company's handsome packet on this, the occasion of our first annual picnic.

Resolved, That feeling thankful to Edward Mulvaney, Esq., Superintendent of Cumberland division of the canal; George Hughes, Esq., and Capt. P. Mills, we beg to tender them severally our grateful acknowledgments for providing us with a good team, for the admirable arrangements of the packet, and for a safe and pleasant voyage on the canal.

As evening set in, we soon were homeward bound. With the sweet music, glorious sunset, magnificent display of fireworks, and the cooling breezes of the evening, the voyage home was perfectly charming, and we landed safely in the city at nine and a half P. M. Thus ended, in all respects, the finest, the happiest and the most delightful picnic we *ever* had the pleasure of attending. There were no regrets – all enjoyed themselves to their hearts' content. There was nothing to mar the pleasure of any one, only that the *Reporter* was left minus a hat, which the evening breezes gently deposited in the canal. This is an *irreparable* loss. It was his Sunday-go-to-meeting-hat. Long may it float.

Reporter.

Ibid. p. 4. **Canal Trade** – A lock gate was displaced at the locks near the tunnel Thursday night, but it was expected to have been replaced yesterday forenoon, and boats enabled to be locked through.

Canal Trade - 1871

Yesterday thirty-eight boats left this port, carrying a total of 4,151 03 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jenny Lind	Georgetown	108 18
H. T. Weld	"	112 05
Hoboken	"	110 05
T. E. Sheridan	"	119 12
Wren	"	111 14
Gen. Grant	"	107 10
D. Hoadley	"	106 08
Uno	"	109 01
Emma Rinehart	"	105 10
J. B. Varnum	"	105 03
Ichabod Crane	"	112 08
Total		1208 14

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Prairie Flower	Georgetown	106 07
Nanna McGraw	"	110 06
A. Spier	"	113 06
Central	"	102 06
Ida & Willie	"	110 19
J. Hammond	"	111 08
A. Spates	"	107 02
A. Johnson	"	104 01
B. Long	"	105 04
M. E. McMahan	"	106 05
Total		1077 04

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Chas. F. Livermore	Alexandria	107 00
C. P. Dayton	"	104 07
U. C. Hamilton	"	112 12
J. B. Cazeaux	"	111 16
J. S. Davenport	"	106 18
D. Cromwell	"	108 09
Total		650 02

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. Herr	Georgetown	109 10
Vigilant	"	103 11
W. M. Hill	"	114 03
H. C. Winship	"	113 18
Total		441 02

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mary Alice	Alexandria	106 18
Star	"	104 10
L. Leman	"	114 04
S. Swain	"	108 10
Total		434 02

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Slattery	Georgetown	113 03
W. H. Boyd	"	110 10
Total		223 16
<i>Private</i>		
Cherokee Tribe	Knoxville	116 03

ES, Sat. 7/8/71, p. 4. **GEORGETOWN**

The Canal – Boats were detained ten hours yesterday at No. 12 water station, West Virginia, on account of the lock-gate being out at the tunnel at that point.

The Grain Trade – Arrived, canal boat Seneca with corn, flour and mill feed to Wm. H. Dougal.

DN, Mon. 7/10/71, p. 1. **Canal Trade** – Thirty-nine boats left this port on Saturday last, carrying a total of 4,243 16 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Rip Van Winkle	Georgetown	108 12
Dove	"	108 17
J. T. Davis	"	114 05
L. R. Fechtig	"	110 04
C. P. Manning	"	108 15
F. Beck	"	112 10
R. P. Getty	"	105 18
E. R. Hartley	"	111 08
J. B. Thomas	"	106 12
Broadway	"	110 02
A. Traveler	"	107 06
Total		1204 09

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. Gerdeman	Georgetown	112 08

F. A. Mertens	“	109 18
J. C. Clarke	“	108 12
Rose & Nellie	“	106 02
Noble Grand	“	111 10
Price Hutson	“	104 03
Euphlia	“	104 16
J. L. Motter	“	108 10
J. D. Tice	“	111 07
Thomas Wheeler	“	104 18
W. H. Ash	“	113 04
J. T. Scrivener	“	109 00

Total 1304 08

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George A. Pearre	Alexandria	104 03
John J. Swift	“	107 00
A. J. Thomas	“	113 19
Eagle	“	107 03
W. Darrow	“	104 18
A. J. Clark	“	114 16

Total 651 19

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wave	Georgetown	103 11
Fair Play	“	108 03
J. H. Rench	“	109 09
Geo. H. Colbert	“	114 05
Lizzie & Phillie	“	115 12

Total 551 00

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Minnie Topper	Georgetown	108 03
J. R. Humbird	“	108 08

Total 216 11

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. H. Gatrell	Georgetown	102 00
Lucy Hall	“	104 10

Total 216 10

Private

A. Lincoln		104 19
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AG, Tue. 7/11/71, p. 3. **Suspension of Canal Navigation** – It was mentioned in yesterday's *Gazette* that two lock gates had been washed out of the Chesapeake and Ohio Canal at the

Tunnel. No boats have arrived here since yesterday morning, and it is supposed that the suspension of navigation has resulted from the accident alluded to, as reports of no other cause of obstruction have as yet reached here.

CA, Wed. 7/12/71, p. 3. *Homicide at Paw Paw, W. Va.* – A lamentable occurrence, resulting in the death of Joseph Wagoner, a resident of this city, and the reported death of Alfred Mose, a resident of Sharpsburg, Washington County, transpired at Paw Paw, W. Va. on the 4th instant. The deceased were engaged in boating on the canal, and, with three or four other boatmen, the whole party considerably under the influence of liquor, left their boats, which were lying on the seven-mile level, near the Canal tunnel, and proceeded across the river to the store of Mr. Leonidas Bevans, at Paw Paw. There they demanded liquor of the person in charge, Dr. Campfield, upon whose refusal to furnish what they required, they became violent and uncontrollable and set about destroying the goods. Finding it impossible to restrain them, Dr. Campfield obtained a revolver, with which he fired several shots among the boatmen, some of the discharges taking effect upon Wagoner and Mose, as above stated, when the whole party fled from the store and returned to their boats. Upon examination it was found that the wounds of the two men were of a very serious nature, and Wagoner was at once brought to his mother's residence here and Mose conveyed to his home at Sharpsburg. Wagoner survived until Thursday afternoon, and the injuries sustained by Mose are also reported to have resulted fatally. A jury was summoned by Coroner Strong, and an inquest held over the remains of the first named, but a verdict as to the manner in which he came to his death is suspended for want of evidence, the fact that the shooting took place in West Virginia causing delay in securing attendance of the

witnesses who are cognizant of the circumstances.

 A boy employed on the canal boat *S. S. Cunningham*, in the Consolidation Coal Company's line, was struck on the head by a passing boat and instantly killed near Shepherdstown, on Wednesday last, while lying asleep on the deck with the upper part of his person resting over the guard plank.

DN, Wed. 7/12/71, p. 1. **Canal Trade** – Yesterday was a very good day at our several coal wharves. Forty-four boats were dispatched, carrying 4,797 01 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. A. Stephens	Georgetown	106 17
Bettie	“	108 14
Morning Star	“	108 10
C. L. Brengle	“	116 11
Yonkers	“	112 06
W. C. Smith	“	110 01
Wm. Manley	“	102 08
J. K. Whiteford	“	110 07
Atlanta	“	105 18
T. J. Nimmo	“	109 07
A. Van Colear	“	108 10
Henapley	“	105 10
Blue Bell	“	109 04
Total		1425 09

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Sherwood	Georgetown	110 12
P. Quigley	“	105 00
J. B. Turton	“	106 08
J. M. Resley	“	105 15
M. E. Spier	“	107 02
Wm. Doyle	“	112 14
A. M. Reed	“	108 17
Wm. T. Hassett	“	119 08
Great Eastern	“	109 10
American Boy	“	109 02
W. H. Wilson	“	106 09
Total		1194 17

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. H. Haydock	Alexandria	111 11
W. W. Shepherd	“	108 03
Robert Marshall	“	108 06
E. Stevenson	“	104 11
Henry Delafield	“	107 10
Thomas Patton	“	111 04
John H. Parrott, Jr.	“	113 16
Total		765 07

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Tillie B. Lynn	Georgetown	103 02
Horace Resley	“	110 10
Joseph H. Farrow	“	110 03
Onward	“	111 18
Charles A. Greene	“	115 08
Emerald	“	111 04
John Cowden	“	104 11
Total		766 16

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Odd Fellow	Georgetown	100 14
F. Lang	“	107 18
Diligent	“	106 01
Total		314 13

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. M. Heading	Georgetown	109 11
H. W. Dellinger	“	111 13
Total		221 04

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. M. Snyder	Alexandria	108 15

Boatmen's Benevolent Society – This is the title of an organization effected yesterday by boatmen of the Chesapeake and Ohio Canal. The charter was obtained under the General Act of 1868, and the Society is therefore duly incorporated. The object, as its name implies, is, for the present, for benevolent purposes to its members. Any boatman, above the age of 21 years, can become a member by the payment of \$5 initiation fee, and regular dues of \$1 per month. The following gentlemen

were yesterday duly qualified as offices: George Rossworm, President; Peter Quigley, Vice President; L. W. Turner, Secretary; Jacob Brengle, Treasurer; John Cole, John Wilson, G. H. Brooks and John Seaman, Directors.

The books were opened at 11 a.m. yesterday, and by evening upwards of one hundred persons had made written application for membership. It seems to be remarkably popular with the boatmen, and we predict it is but the bud that will yet blossom into an association of great proportions and strength, the legitimate fruit of which will be the control of the carrying trade, and general management of boating on the canal, regulating prices and conditions to the best interests of the boatmen. It also bids fair, by enlarging its powers, to become a monied institution with considerable capital. We hope it may never prove otherwise than of general good.

ES, Wed. 7/12/71, p. 4. **ALEXANDRIA Scarcity of Vessels** – For two weeks past vessels have been scarce at this port and at Georgetown, and freights have consequently advanced considerably to all points in the north, or rather to all ports to which Cumberland coal is shipped. The absence of shipping creates a dullness about the coal depots, which is the more apparently because of the unusual activity latterly prevailing there.

AG, Thu. 7/13/71, p. 2. The monthly meeting of the Directors of the Chesapeake and Ohio Canal Company took place in Baltimore yesterday. It was stated that 107,211 tons of coal had been transported during the month of June. The receipts of the Company during the month were \$60,023.58, and the expenses \$16,069.32. The board unanimously elected Richard Gott, clerk and treasurer, in place of N. C. Dickerson, resigned.

DN, Fri. 7/14/71, p. 2. **Chesapeake and Ohio Canal Company** – The Board met in Baltimore City on Wednesday. There were present the Hon. J. C. Clarke, President and Messrs. Dodge, Brown, McPherson, Meredith and Berret, directors.

The trade of the canal for the month of June amounted to \$60,023.58.

The current expenses for the month were \$16,069.32.

The number of tons of coal transported: 107,211 10.

Ibid, p. 4. **Canal Matters** – The suspension of shipments was of course the main topic of conversation yesterday amongst canal men. There was a temporary compromise of matters between the American Company and the boatmen, by which a few boats cleared, at a deduction of \$5 per boat on the ‘trippage.’

We are not posted as to the probabilities of the duration of the strike, but hope soon to hear of the adjustment of all troubles

The following is an account of yesterday’s business:

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John W. Bacon	Alexandria	104 12
J. H. Stickney	“	106 13
David A. Lowe	“	110 06
Kate	“	111 02
	Total	432 13

ES, Fri. 7/14/71, p. 4. **The Canal** – Arrived, the boats E. M. Rinehart, W. Darrow, J. C. Kendry, Price Hutson, Lucy Hall, Owl, J. C. Scrivener, Noble Grand, Energy, Davis Stewart and Little Bob, all loaded with coal. Total number of boats arrived since and including the 14th instant, 79; of which 75 were loaded with coal, 3 with stone, and 1 with grain.

The Coal Trade – During the present week (estimating tomorrow); the receipts and shipments have been as follows: The Borden Company, receipts 3,300 tons and shipments 1,170 tons; Agnew’s wharf, receipts 1,400 tons, shipments 800 tons; Consolidation Company, receipts 7,166 tons, shipments 4,490 tons. By order of Mr. Hudson, agent of the Maryland Company, the receipts and shipments of this company are withheld for the present. There have been but few shipments during the week owing to the scarcity of vessels, which are now beginning to arrive.

AG, Fri. 7/14/71, p. 3. **Canal Navigation** – Boats are still arriving, notwithstanding the strike among the boatmen at Cumberland.

DN, Sat. 7/15/71, p. 4. **Canal Trade** – After three days’ excitement and two days’ suspension of work at the coal wharves the disaffected boatmen have accepted the situation, and yesterday afternoon a resumption of loading boats took place. The prices paid by the several companies, and the charges per trippage, remain at the same figures as immediately before the strike.

Yesterday afternoon twenty-eight boats were manifested, with cargoes of coal aggregating 3,038 06 tons, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mountain City	Georgetown	110 00
K. Van Tassel	“	109 18
Harlem	“	106 10
E. Corning	“	111 18
Lark	“	109 14
Lewis Smith	“	104 01
S. S. Cunningham	“	110 10
James Murry	“	114 03
Minnesota	“	107 18
Total		984 12

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. Snyder	Georgetown	107 13

Ironsides	“	103 17
M. Blocher	“	106 06
Total		317 16

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. C. Flagg	Alexandria	110 16
George W. Wallis	“	105 10
Goldfinch	“	111 08
Plover	“	107 14
T. W. Wellington	“	107 16
Total		543 04

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. F. Waters	Georgetown	99 03
Evening Star	“	114 15
Dr. C. F. Doyle	“	113 16
S. H. Sherman	“	114 14
Dr. Grimes	“	102 17
Capt. J. R. Masters	“	115 06
Total		660 11

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. W. Magruder	Alexandria	105 07
Valley	“	92 01
Park Agnew	“	110 05
Mrs. C. E. Charles	“	112 17
Total		420 10

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. Segerson	Georgetown	111 13

ES, Sat. 7/15/71, p. 5. **GEORGETOWN - The Canal** – Arrived – Boats F. Ensminger, J. K. Barnes, Martha, J. A. Graham, J. A. Suter, Willie Snyder, A. J. Thomas, J. A. Alexander, T. H. Faile, Arkansas Traveler, M. E. Hagerman, Hoboken, James H. Posey, Mollie Reed, P. J. Smith, Joseph Noble and M. E. Spier. All of these boats were loaded with coal.

The Boatmen’s Strike at Cumberland – Capt. John R. Masters, agent of the Borden Mining Company, received letters from New York this morning stating that dispatches from Cumberland represented that boats had

again started. It seems the strike was confined to a few boatmen on what are known as "outside" boats, and did not affect the regular boats. On the 1st of the present month the rate for loading was reduced to \$1.40 per boat, the strike was for \$1.45. The coal boats are now running as usual.

ALEXANDRIA

Canal Navigation – Boats are still arriving, notwithstanding the strike among the boatmen at Cumberland.

DN, Mon. 7/17/71, p. 4. **Canal Trade** – Business on the canal is being resumed with some vigor, and no doubt the departures of boats this week will equal those of any other week during the season. The differences between the boatmen and the companies, although not permanently settled, are waived for the present, and we hope for the balance of the year, and once again there is a prospect of an extraordinary business season on this great public highway.

There were thirty-two boats dispatched from this port on Saturday last, carrying a total of 3,499 13 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Adam Norrie	Georgetown	109 17
D. C. Bruce	"	106 17
Ursula & Estelle	"	109 02
Sally Billmyer	"	104 18
Pigeon	"	109 00
	Total	539 14

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Annie Bell	Georgetown	110 08
D. Murphy	"	109 10
O. D. Robbins	"	104 07
H. W. Shuck	"	104 13
C. N. Madore	"	104 12
J. V. Norman	"	110 18
D. W. Sloan	"	112 04
	Total	756 12

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George Sherman	Alexandria	112 07
G. P. Lloyd	"	108 12
W. Sanford	"	111 08
Maj. E. L. Moore	"	116 12
A. Perkins	"	111 00
Henry Kenny	"	104 16
Edward Boyer	"	105 03
James Dayton	"	108 10
C. DuBois	"	106 14
	Total	985 02

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Borden	Georgetown	114 08
Excelsior	"	116 06
Bertha M. Young	"	114 08
Susan Charles	"	115 05
A. C. Greene	"	119 00
	Total	579 07

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jessie	Georgetown	111 05

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Hassett	Georgetown	107 02
Feidt & Shupp	"	109 15
J. & H. Korns	"	104 11
T. Swain	"	103 03
	Total	424 11

Private

A. Lincoln	Antietam	103 02
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No Boating on the Sabbath – By reference to notice of President Clarke, of the Chesapeake and Ohio Canal, published elsewhere in the *News*, it will be seen that on and after the first Sunday in August next, no boats will be allowed to pass through any of the locks on the Chesapeake and Ohio canal on the Sabbath day. There has been an order against Sunday boating for some time, but it has never been rigidly enforced. We are now informed by those in authority that the order will be strictly carried out in future.

AG, Mon. 7/17/71, p. 2. The boatmen on the C. & O. Canal, as usual, made nothing, but lost much, by their strike, and have gone back to the old prices.

 The strike on the Chesapeake and Ohio Canal has ended. On Friday the boatmen resumed work, and twenty-eight boats were cleared that day at Cumberland.

Ibid, p. 3. **Canal Navigation**

The strike among the boatmen at Cumberland having ended, boats are now arriving and departing freely.

DN, Tue. 7/18/71, p. 4. **Canal Trade** – The shipment of coal by canal yesterday was not so brisk as we had hoped. The cause is attributed, we believe, to an indifference assumed by the coal companies in regard to loading boats. It seems that some time must elapse before the trade fully recovers from the late strike.

Yesterday but twenty-six boats cleared at this port, carrying a total of 2,819 17 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Annie Rinehart	Georgetown	103 06
Julia Manning	“	107 18
Diamond	“	102 12
T. J. Mehaffey	“	113 13
	Total	427 09

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. M. LeFevre	Georgetown	114 06
Naomi	“	112 03
Pennsylvania	“	104 00
C. W. Adams	“	117 16
U. S. Lemon	“	104 14
Mary Mertens	“	106 01
J. Reives	“	109 07
	Total	768 07

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ben Williamson	Alexandria	103 06

Andrew Main	“	111 02
W. M. Bramhall	“	108 02
Henry Reed	“	106 16
	Total	429 16

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. A. Adams	Georgetown	106 15
Invincible	“	106 05
R. Herr	“	109 01
J. R. Haines	“	112 04
	Total	434 05

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Charles	Georgetown	106 11
Chesapeake	“	116 05
Hero	“	106 17
	Total	323 13

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
G. Washington	Alexandria	103 00
	<i>Private</i>	
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ida & Willie	Falling Waters	110 09
J. Noble	Hancock	114 06
Iowa	Antietam	108 12
	Total	333 07

ES, Tue. 7/18/71, p. 4. **GEORGETOWN**

The Canal – The following canal boats have arrived: M. O'Connor, J. L. Kidwell and W. S. Huntington, all loaded with coal. The boat Round Top No. 2 arrived from Hancock, Md. last night with 500 barrels of cement for George Waters.

ALEXANDRIA

Malicious Assault – On Saturday night last, a brutal and malicious assault was made by the Captain of a canal boat named *James Scott* upon a crippled man named John Smith, one of his hands. The boat left here for Cumberland late Saturday evening, and had reached Four-Mile Run when Smith expostulated with the Captain for maltreating a woman who was on board. The Captain responded by seizing a hatchet and cutting

him severely in the back and assaulting him so furiously that he had to jump overboard and swim ashore and conceal himself. Smith lay hid all night, but yesterday morning managed in his wounded condition to crawl as far as the turnpike, where he was found by Mr. Piper and brought to town in a wagon. Telegrams have been sent to points along the canal authorizing the arrest and commitment of Scott. Smith's wounds are represented to be of a severe though, it is thought, not mortal character.

AG, Tue. 7/18/71, p. 2. The order of the President and Directors of the C. & O. Canal against boating on the Canal, on Sundays, is hereafter to be strictly enforced. On and after the first Sunday in August next, no boats will be allowed to pass through any of the locks on Sunday.

CA, Wed. 7/19/71, p. 3. *Boatmen's Strike.* – The large business upon the Canal was suddenly stopped on Wednesday last by what is called a “strike of the boatmen.” In seeking an explanation of the trouble, we have found that the affair is a good deal in coal and that it looks as much like a struggle among the mining companies as to which shall get their coal to market cheapest, as a contest between the companies and boatmen. It appears that one of the larger companies has been in the habit of extracting a bonus of \$5 for loading outside boats, that is, boats belonging to individuals, which do not pay trippage to the company. On the first of July two other companies, as an offset to this, reduced the freight five cents per ton to *outside boats* running in their lines, and one or more of the companies increased the trippage of some of their boats \$5. On Wednesday it was rumored that the company first referred to, proposed a reduction of five cents per ton freight for all their boats, with the addition of the \$5 bonus to “outsiders.” This was the straw that broke the camel's back. About one o'clock on that

day a body of boatmen proceeded to McKaig & Walsh's wharf and prevented the workmen from loading; they next went to the Consolidation wharf and dismissed the loading force there; and then to Lynn's wharf where the same thing was done. The plan was so suddenly carried out that no counter action was taken by the wharf or coal companies. On Thursday, Capt. Boothe, of the American company, which had not reduced the rate of freight, agreed at once to a bare \$5 trippage on a certain class of its boats, and loading for this company was re-commenced. The other companies are also loading under some arrangement, which, however, from the talk among the boatmen, is not perfectly satisfactory, and the indications at present are that the shipments will not be nearly so large as they have been for some month's past.

It is due to the Boatmen's Benevolent Society, an association recently organized among the boatmen for the purpose of mutual aid in case of misfortune or sickness, to state that they wholly disavow the statement, which had gained some currency, that they inaugurated or were in any manner the cause of the strike.

The Cumberland Coal & Iron Company's old basin, near the Wills Creek bridge, is being dredged with a view to render it navigable for lumber boats, Peter Hein, Esq., having leased the property for a lumber yard.

DN, Wed. 7/19/71, p. 4. **Canal Trade** – Yesterday was an old-fashioned day at the canal, as forty-two boats cleared from our wharves, carrying 4,566 02 tons of coal. This looks like business, and if the trade has fully recovered from the prostration of the recent strike, all hands we think should feel rejoiced.

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hudson	Georgetown	110 12
Robin	“	109 15
Dundenburg	“	106 18

Canal Trade - 1871

B. T. Charles	“	111 05
Mary Jane	“	108 03
Hawk	“	113 11
	Total	<u>660 04</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. Sinclair	Georgetown	107 18
M. Whitson	“	114 12
Tillie & Minnie	“	108 09
E. E. Spielman	“	114 12
R. M. Sprigg	“	109 15
G. Washington	“	108 08
Fanny Ortman	“	106 12
Antietam	“	107 18
Dr. E. DeLacey	“	110 02
Friendship	“	105 10
Mary Willard	“	112 00
R. L. Gross	“	112 14
	Total	<u>1318 10</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Daniel Pomroy	Alexandria	103 09
Waldo Hutchins	“	110 18
H. B. Cromwell	“	110 15
James Hoy	“	110 03
W. J. B. Lloyd	“	113 05
Charles Clifton	“	107 02
H. L. Gilbert	“	108 10
A. H. Wallis	“	108 03
	Total	<u>872 05</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ida & Sallie	Georgetown	113 04
Vigilant	“	109 12
John T. James	“	115 15
H. C. Winship	“	112 14
M. H. Russell	“	115 16
	Total	<u>567 01</u>

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ingomar	Georgetown	111 03
Huntingdon	“	113 08
	Total	<u>224 11</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Industry	Georgetown	108 06

R. A. Wagley	“	108 05
Annie	“	119 15
Charles Embrey	“	106 00
	Total	<u>442 06</u>

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
L. Lemon	Alexandria	112 04
R. H. Castleman	“	97 01
J. P. Reitzell	“	115 03
	Total	<u>324 08</u>

Private

Andy Johnson No 2	Nowland F	42 12
Shepherdstown		114 05
	Total	<u>156 17</u>

ES, Wed. 7/19/71, p. 4. **GEORGETOWN Break in the Canal** – Unofficial reports have been received at the collector's office of a break in the canal at Mercerville, about eighty miles above this point. Mr. George Waters has received a dispatch stating that the break, which occurred on Sunday or Monday, is thirty feet wide, and is ten feet below the bottom of the canal. Light boats will be able to pass tomorrow, and the breach will probably be wholly repaired before the end of the week. Owing to the cause mentioned, but few boats have arrived here within a day or two.

AG, Wed. 7/19/71, p. 3. **Interruption to Canal Navigation** – On Saturday last a break occurred in the Chesapeake and Ohio Canal at Mercerville on Feeder's Level, below Dam No. 4, to repair which required five days, and for that length of time navigation will be suspended. The T. Patton, a loaded boat, belonging to the American Coal Company, was sunk at the same time and place.

DN, Thu. 7/20/71, p. 4. **Canal Trade** – A break has occurred in the canal tow-path at a point about five miles below Dam No. 4, which is reported as a rather serious affair. Navigation is entirely suspended on that level, but it is expected empty boats will be enabled

to pass the break by tomorrow, and loaded ones by Saturday next. A large force of workmen are employed day and night in repairing the damage.

We are glad to state that thirty-six boats, carrying an aggregate of 3,942 01 tons of coal, cleared from our wharves yesterday, the different companies being represented as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
V. L. Sprigg	Georgetown	114 05
Uno	"	109 11
Dr. J. P. Delaplane	"	116 11
M. E. Hammond	"	107 05
H. F. Kindle	"	105 14
Linnet	"	112 01
Miami	"	110 11
Total		775 18

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Rainbow	Georgetown	102 08
Sharpsburg	"	108 00
Hibernia	"	108 19
A. H. Bradt	"	109 16
E. K. Barger	"	105 05
R. L. Gross	"	109 17
V. H. Weir	"	112 03
W. L. Shaw	"	111 17
J. C. Lynn	"	109 12
Nannie McGraw	"	104 03
Total		1082 00

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John O'Brien	Alexandria	110 10
George K. Sisters	"	106 09
Alexander Ray	"	107 19
E. F. C. Young	"	110 19
Eagle	"	111 03
A. J. Clark	"	114 07
Total		661 07

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Frank Kidwell	Georgetown	114 13
Maryland No. 2	"	114 14
Cherokee Tribe	"	113 04

Pearl	"	103 16
Loretto	"	106 07
Total		555 14

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Slattery	Georgetown	108 13
H. Willison	"	112 02
Total		220 15

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jerry Dick	Georgetown	113 12
J. F. Hitch	"	109 07
Clearspring	"	103 05
Total		326 04

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. Emmett	Alexandria	106 12
Morning Sun	"	109 01
W. H. Wright	"	104 10
Total		320 03

NR, Thu. 7/20/71, p. 4. **GEORGETOWN - The Canal** – Arrived at Consolidation Company's wharf: Boats Arthur Cropley and Thomas Croton. Arrived at Borden Mining Company's wharf: Boats Hollander, Thomas Drener and S. Ardrige.

ES, Thu. 7/20/71, p. 4. **GEORGETOWN The Canal** – No coal boats arrived yesterday or today, owing to the break near Mercerville. Light boats, it is said, will be able to pass the break today, and the breach will be entirely repaired by Saturday. The Medley arrived this morning, from Conrad's Ferry, with 1,800 bushels of wheat and 600 bushels of corn for Hartley & Brother.

AG, Thu. 7/20/71, p. 3. **Escaped** – James Scott, the canal boat captain who committed an assault upon John Smith, near Four-Mile Run, on Saturday night last, and was arrested therefor at Sandy Hook, on the Chesapeake and Ohio Canal in consequence of a telegram from this city, escaped while on his way to jail, and is yet at large. The Commonwealth's

Attorney for this county had a requisition prepared for him, and was on the eve of forwarding it to the Maryland authorities, when informed of his escape.

Canal Navigation – Advices from Mercerville, the site of the late break on the Chesapeake and Ohio Canal, state that the damage has been repaired, and that the water was let on again last night. Feeder’s level in which the break occurred, is seven miles long, and about forty-eight hours will be spent in filling it, after which navigation will be resumed.

DN, Fri. 7/21/71, p. 4. **Canal Trade** – Thirty-six boats, carrying 3,929 03 tons of coal and 64 05 tons of coke, cleared from our wharves yesterday. The supply of empty boats was exhausted, as by the break mentioned yesterday no boats could reach our city during the day. It is understood that full passage at the damaged point will be secured today.

The following is the distribution amongst the several companies of yesterday’s shipments:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. S. Welsh	Georgetown	105 04
Magpie	“	111 02
J. S. Mackie	“	107 03
A. J. Center	“	111 14
H. T. Weld	“	111 11
F. H. Walcott	“	115 13
	Total	662 07

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Prairie Flower	Georgetown	107 11
George H. Bradt	“	111 12
D. Knode	“	105 19
J. Hammond	“	111 12
George Albert	“	107 07
J. P. White	“	113 13
Andrew Johnson	“	104 00
M. J. Gatrell	“	105 15

J. E. Silver	“	107 06
Juniata	“	104 08
C. E. White	“	108 12
	Total	1187 15

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D, Cromwell	Alexandria	108 12
Andrew Clarke	“	102 16
John S. Fox	“	107 00
W. Laird, Jr.	“	105 08
Michael Lienan	“	103 15
J. S. Davenport	“	108 18
	Total	636 09

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. P. Agnew	Georgetown	112 03
Richard Bender	“	112 07
Maria & Anna	“	107 06
Wm. I. Boyd	“	114 05
Laura L. Grove	“	103 07
W. R. Snow	“	102 17
Samuel Boyer	“	116 11
	Total	768 16

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. T. Davis	Georgetown	111 07

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. Gerdeman	Georgetown	118 09
L. J. Stanhope	“	112 13
	Total	231 02

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Devecmon	Alexandria	104 03
H. M. Snyder	“	116 12
Capt. J. Weir	“	110 12
	Total	331 07

Private

P. Fleckenstein*	Antietam	64 05
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*Loaded with coke from P. & C. R. R.

ES, Fri. 7/21/71, p. 4. **GEORGETOWN The Coal Market** – The receipts and shipments of coal for the week ending today have been as follows: - Consolidation Company, receipts 5,139 tons and shipments

6,596 tons; Agnew's wharf, receipts 700 tons and shipments 1,200 tons; Borden Mining Company, receipts 1,400 tons and shipments 3,500 tons. With but one or two exceptions no coal boats have arrived since Tuesday, on account of the break in the canal near Mercerville. The receipts of coal during the week have consequently been unusually small.

The Canal – The boat Edwin B. Hartley, from Berlin, arrived this morning with 4,000 bushels of wheat for Hartley & Bro. Everything is unusually dull at the collector's office, and with one or two exceptions no boats are to be seen on the canal. It is reported that loaded boats will be able to pass the break at Mercerville some time tomorrow. Early next week there will be a large number of arrivals of boats detained for three days past above the break. Strange to say, no official intelligence of this break has yet been received at the collector's office.

Messrs. Herr & Welch have just received, per canal boat Medley, 2,000 bushels of choice red wheat from Loudon county, Virginia.

AG, Fri. 7/21/71, p. 3. **Canal Navigation** Affairs at the coal wharves were comparatively quiet this morning, as no boats arriving in consequence of the late break at Mercerville, on the Chesapeake and Ohio Canal. Nor are any expected until Monday.

DN, Sat. 7/22/71, p. 4. **Canal Trade** – It seems that the canal is having a succession of bad luck latterly. Immediately upon the heels of the late strike comes the "break" near Dam No. 4, and although it was thought empty boats would be enabled to reach here yesterday, the supposition was groundless, as, for lack of boats, only fifteen clearances, with an aggregate of 1,669 08 tons of coal were

effected yesterday, distributed amongst the several companies, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
E. M. Linthicum	Georgetown	108 04
Charles & Ada	"	115 09
M. M. Jane	"	116 18
Fulton	"	113 03
J. M. Forbes	"	110 06
	Total	564 00

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. A. Mertens	Georgetown	112 00
Thomas Noble	"	104 16
J. C. Clarke	"	110 00
	Total	326 16

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jenny Lind	Georgetown	114 06
R. E. Fugitt	"	115 00
Wren	"	106 17
W. H. Lathers	"	113 04
	Total	449 07

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. R. Humbird	Georgetown	110 08

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ben. Long	Georgetown	104 14

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. McNally	Alexandria	114 02

ES, Sat. 7/22/71, p. 5. **GEORGETOWN - The Canal** – A few limestone and grain boats have arrived. Wm. B. Hutton, Esq., engineer of the canal, arrived here from the break last evening. He reports that it was repaired on Wednesday, but that on account of low water no boats were able to pass until last night. A large number of boats are expected here tomorrow.

The Grain Trade – The canal boat J. N. Thomas arrived this morning with 2,200 bushels of wheat and 800 bushels of corn

consigned to J. G. Waters. During the week the receipts of new wheat have amounted to about 20,000 bushels, all of which were taken by millers at prices varying from \$1.40 to \$1.56. The quality this year is generally good. About 2,000 bushels of corn have been received this week. It sold at 75 for yellow and 83 cents for white.

AG, 7/22/71, p. 2. **Coal Shipments** – In consequence of the suspension of navigation on the Chesapeake and Ohio Canal, the shipments of coal from this city during the week ending today show a considerable decrease when compared with that of the previous weeks this season. They were as follows: American Coal Company 1,883 tons, J. P. Agnew 2,490 tons, and Hampshire and Baltimore Coal Co. 1,653 tons.

Canal Navigation – Advices from along the line of the Chesapeake and Ohio Canal report Feeder's Level, on which the late break occurred, was filled last night, and that boats passed the scene of the late obstruction this morning. As stated yesterday, arrivals are expected here on Wednesday.

DN, Mon. 7/24/71, p. 4. **Canal Trade** – Boats are arriving and departing freely, and business again is improving. The break near Dam No. 4 is reported as being so far repaired on Saturday last as to admit of the resumption of navigation at that point, and loaded boats were passed on that day.

The departures from Cumberland on Saturday were thirty-nine boats, carrying a total of 4,271 03 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. Hoadley	Georgetown	111 08
Broadway	"	106 15
Jim Gunning	"	106 13
H. J. Kindle	"	107 16
Gowanus	"	110 16
Ichabod Crane	"	117 12

Total	661 00
MARYLAND COMPANY	
<i>Boats</i>	<i>Destination</i> <i>Tons</i>

James Noble	Georgetown	110 11
J. D. Tice	"	110 01
J. S. Motter	"	116 13
Willie Snyder	"	106 14
J. H. Gatrell	"	105 18
Lucy Hall	"	105 18
M. E. McMahan	"	105 03
M. E. Hagerman	"	113 01
J. T. Scrivener	"	111 08
Total		985 07

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. A. Pearre	Alexandria	108 02
U. C. Hamilton	"	107 06
John J. Swift	"	107 13
Wm. Darrow	"	105 04
John H. Platte	"	105 11
J. A. Alexander	"	108 06
John H. Parrott, Jr.	"	115 05
Chas. F. Livermore	"	108 02
John W. Schenck	"	105 00
Total		970 09

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. H. Colbert	Georgetown	115 11
Lizzie & Phillie	"	114 11
B. L. Slack	"	117 10
Leander Lovell	"	120 12
James H. Percy	"	110 01
Martha	"	112 08
Total		690 13

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Rose & Nellie	Georgetown	106 02
Euphlia	"	105 04
J. E. Russell	"	106 19
G. Blackburn	"	110 04
Total		428 09

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. Long	Georgetown	110 08
Minnie Topper	"	107 17
Diligent	"	107 08

Odd Fellow	“	101 09
	Total	427 02

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John G. Lynn	Alexandria	108 03

ES, Mon. 7/24/71, p. 4. **GEORGETOWN The Grain Trade** – The canal boat Seneca has arrived with flour and feed for Wm. H. Dougal and 1,600 bushels of corn for B. Talbott. The canal boat William H. Billmyer, from Shepherdstown, Va., arrived this morning with 3,070 bushels of new red wheat, 750 bushels of white corn and 28 barrels of flour, all consigned to George Waters.

Another Break in the Canal – A telegram dated Sandy Hook, Md., this morning, received at the Collector’s office, states that another break has occurred in the canal on Five Mile Level, about four miles below the late break at Mercerville. The cause of the last break was the giving away of a stone wall. The division superintendent says the break is a bad one, and as there are no materials at hand and it is difficult to get at it, he thinks it will be some time, a week at least, before it can be repaired sufficiently for boats to pass. These breaks seriously interrupt the business of our coal and grain merchants. But eight loaded boats arrived at the collector’s office this forenoon.

The Aqueduct Bridge – On examination, it is found that more extensive repairs are necessary than were originally contemplated. It is not probable that the cars will be able to cross the bridge before the 8th or 10th of August.

AG, Mon. 7/24/71, p. 3. **Canal Navigation** After an interruption of some days, in consequence of a break in Feeder’s Level, on the Chesapeake and Ohio canal, navigation has again been resumed. – Loaded boats from

Cumberland commenced arriving at 7 o’clock this morning.

DN, Tue. 7/25/71, p. 4. **Canal Trade** – It seems that bad luck is brooding over the affairs of the canal recently. We have to report another serious break in the tow path, at Kilnsbury, a half mile below Grove’s Landing, near Sharpsburg, which occurred about ten o’clock A. M. on Sunday last. It is said the break extends about fifty feet in length, and seven feet below the bottom of the canal. About one hundred boats had reached this point from the other break, just repaired, near Dam No. 4, and they safely passed through the level before the latter break occurred. We did not learn how many days would likely be required to repair the damage, but it is supposed it will take about a week.

There were thirty-five boats loaded at our wharves in this city yesterday, carrying a total of 3,887 07 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. P. Getty	Georgetown	113 05
Ino	“	106 18
Fairplay	“	116 01
Energy	“	111 05
Poll	“	116 16
Mohawk	“	108 09
	Total	672 14

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Spier	Georgetown	113 15
J. A. Suter	“	111 12
E. P. Steffey	“	108 11
W. H. Ash	“	109 01
Shenandoah	“	104 18
J. M. Hedding	“	108 17
Price Hutson	“	106 14
Ida & Willie	“	111 05
Wm. Doyle	“	114 17
Wm. T. Hassett	“	111 05
M. A. Edward	“	114 11
H. S. Miller	“	112 08
	Total	1327 15

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas H. Faile	Alexandria	111 14
Joseph Noble	“	108 04
C. P. Dayton	“	108 11
Harvey Fisk	“	108 02
R. H. Haydock	“	112 09
Robert Marshall	“	114 18
W. W. Shepherd	“	112 08
Rechabites	“	118 15
	Total	895 12

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Tillie B. Lynn	Georgetown	106 09
F. Ensminger	“	120 02
	Total	226 11

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. E. Spier	Georgetown	106 06
J. M. Resley	“	112 03
	Total	218 09

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Elizabeth	Georgetown	99 06
Morning Star	“	113 06
	Total	212 12

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wandering Boy	Georgetown	103 18
G. W. Thatcher	Washington	115 01
Hollander	“	114 15
	Total	334 14

NR, Tue. 7/25/71, p. 4. **GEORGETOWN - The Canal** – Arrived, the C. E. Clarke and Park Agnew with coal for Mayfield & Hieston; Blue Bell, T. X. Delano, T. J. Murray, Mountain City and F. H. Walcott with coal for the Consolidation Company; Evening Star, B. M. Young, Fred. C. Doyle, C. F. Waters and S. H. Shearman with coal for the Borden Mining Company; Seneca with flour and mill feed for W. H. Dougal and 1,600 bushels wheat for Benson Talbott; Wm. H. Billinger with 3,100 bushels wheat for G. Waters and 800 bushels corn.

AG, Tue. 7/25/71, p. 3. **C. & O. Canal**

A dispatch from Weverton, Md., dated yesterday says: - “Quite a serious break in the Chesapeake and Ohio Canal took place at Shepherdstown, W. Virginia, this morning, which will impede travel thereon for several days. The break near this point, which occurred several days since has just been repaired. A large force of workmen has been sent to Shepherdstown, and the break will be repaired with all possible speed.”

The Cumberland *News* of yesterday says that the business is improving and boats are arriving and departing freely. The departures on Saturday were thirty-nine boats, carrying a total of 4,271 tons 3 cwt. The break near Dam No. 4 is so far repaired that boats passed that point on Saturday. The break above referred to, will interfere for some days with the regular business of the canal.

CA, Wed. 7/26/71, p. 3. *Another Break on the Canal.*

– The damage on the Canal at Mercerville was scarcely repaired before another serious breach in the tow-path near Sharpsburg was reported. It is represented to be forty to fifty feet in extent and several feet below the bed of the canal. A considerable number of upward-bound boats are on this side of the washed-out level, and shipments from this port will not in consequence be interfered with at present. Several days, it is understood, will be required to make the necessary repairs and toward the latter part of the week the trade will probably begin to feel the effect of the obstruction to navigation at that point by a scarcity of boats here.

The break in the Chesapeake and Ohio Canal at Mercerville, five miles from Dam No. 5, which greatly interfered with navigation last week, has been repaired and boats are again arriving in sufficient numbers to accommodate the trade.

DN, Wed. 7/26/71, p. 4. **Canal Trade** – We have nothing further from the break near Sharpsburg. About one hundred and twenty-five boats are reported as lying between the scene of the disaster and this city. Seven boats are aground near the break, but it is thought they have not sustained any damage.

There were thirty-three boats loaded at our wharves yesterday with 3,618 07 tons of coal, distributed as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Thomas	Georgetown	113 11
W. M. Hill	“	109 09
Bowery	“	109 10
Owl	“	116 13
J. A. Graham	“	106 07
T. E. Sheridan	“	114 02
E. Rinehart	“	109 16
Total		779 08

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. H. Willison	Georgetown	107 18
H. M. Dellinger	“	112 00
W. H. Boteler	“	108 08
Gibbs & Clay	“	106 03
A. M. Reed	“	105 16
M. P. C. Morrison	“	104 07
American Boy	“	105 14
M. S. Fernsner	“	112 11
Quaker City	“	110 17
Samuel Swain	“	108 10
Total		1082 14

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. J. Thomas	Alexandria	111 15
W. W. Shepherd	“	108 18
J. R. Anderson	“	115 08
M. A. Myers	“	108 18
E. Stevenson	“	104 02
James Vandervoort	“	111 09
John P. Moore	“	108 12
Total		769 02

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>

Horace Resley	Georgetown	112 15
Charles A. Greene	“	114 07
Emerald	“	111 07
J. R. Farrow	“	114 16
Total		453 05

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. Fannon	Georgetown	114 11

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Eureka	Georgetown	105 02

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. W. Harper	Georgetown	111 02
Sprigg S. Lynn	“	115 05
A. Spates	Williamsport	105 18
Total		322 05

AG, Wed. 7/26/71, p. 3. **Canal Boats** – The Secretary of the Treasury has decided that canal boats navigating the navigable waters of the U. S. are subject to the same enrollment and license as coasting vessels. This decision is of considerable importance and interest at all ports where canal boats arrive and depart daily, with coal, etc., and by the terms of the decisions are liable to its requirements.

In consequence of a break in the Chesapeake and Ohio canal, boats are not expected here from Cumberland before Monday next, if then.

DN, Thu. 7/27/71, p. 4. **Canal Trade** – Reports from the canal break near Sharpsburg are to the effect that water will be let into this level this (Thursday) evening, and empty boats may be enabled to pass by Friday noon, and loaded ones on Saturday. We hope it will be so.

There were only twenty boats loaded at our wharves yesterday, carrying a total of 2,175 13 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Vulture	Georgetown	108 12

J. H. Rench	“	107 02
P. J. Smith	“	110 17
A. Traveler	“	107 00
A. Campbell	“	109 06
Katskill	“	104 06
Wave	“	106 10

Total 753 13

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Amazon	Georgetown	105 14
Geo. P. DeWitt	“	110 02

Total 215 16

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Charles Robb	Alexandria	116 10
W.J. Boteler	“	107 19
David Stewart	“	108 10
W. J. Shreve	“	107 15

Total 440 14

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John Cowden	Georgetown	105 06
Sallie Ardinger	“	115 18
Thomas Drennen	“	106 04

Total 327 08

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lady of the Lake	Georgetown	105 04
M. O’Conner	“	110 02

Total 215 06

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Bettie	Georgetown	109 08

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. L. Brengle	Washington	113 08

NR, Thu. 7/27/71, p. 4. **GEORGETOWN - The Canal** – Arrived – Vallie with coal for Mayfield & Hieston; E. B. Hartley, from Berlin, with 3,800 bushels of wheat for Hartley & Bro.; Lark, with coal, for Consolidation Company; Susan Charles, M. A. Adams, Invincible, J. R. Haines, R. Herr, Ida & Sallie, with coal for Borden Mining Company; General Mills and C. W. Hayden

with red stone for Seneca Stone Company; Benson Talbott, from Montgomery, with 2,000 bushels of wheat for Benson Talbott.

GEORGETOWN AFFAIRS

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

The Aqueduct Bridge – It is thought by the contractors for the repair of the Aqueduct bridge that the street cars will be able to cross about the 15th of August.

DN, Fri. 7/28/71, p. 4. **Canal Trade** – Yesterday was a very light day at the canal. The break near Sharpsburg has occasioned a lack of empty boats, and the departures were consequently few, being limited to fourteen, with an aggregate of 1,546 05 tons, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. J. Merriman	Georgetown	110 00
Black Hawk	“	112 04
Atlanta	“	104 16
Total		327 00

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. J. Bower	Alexandria	109 13
Henry Delafield	“	108 00
Total		217 03

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Onward	Georgetown	109 13
John C. Hassett	“	115 17
Peacock	“	110 18
H. Cropley	“	112 13
Total		449 01

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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J. K. Whiteford	Georgetown	113 12
	<i>Private</i>	
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gen. Grant	Hancock	109 18
Star	Georgetown	112 00
J. G. Greenless		112 02
Juniata	Williamsport	<u>105 19</u>
	Total	439 19

ES, Fri. 7/28/71, p. 4. **GEORGETOWN**
The Grain Trade – There is still but little doing on the grain market. Mr. George Waters received today, per canal boat Nettie Graham, 2,500 bushels of good medium wheat, raised in Frederick county, Md.

The Coal Market – The receipts and shipments of coal during the present week have been comparatively light, owing to the break in the canal near Sharpsburg. No boats of any kind are on the canal, and the coal heavers for the time are out of employment.

The Canal – A dispatch was received at the collector’s office this morning from J. C. Clarke, president of the Chesapeake and Ohio Canal Company, in which he says that the break in the canal near Sharpsburg was repaired at noon yesterday. A large number of boats will probably arrive here on Sunday night or Monday morning. The harbor master for the canal, Mr. J. H. Kendle, has notified the millers and others that the water will be drawn from the Georgetown level at six o’clock this evening, for the purpose of removing obstructions just above the city, caused by the heavy rain of last night. It is expected that the canal will be cleared and again filled by noon tomorrow.

AG, Fri. 7/28/71, p. 3. **Canal Navigation**
 Telegrams received here state that water was let on the Antietam or Five-Mile Level, of the Chesapeake and Ohio Canal, in which the late break occurred, last night, and that light boats passed the point of the recent obstruction this

morning, and that loaded boats would pass there tonight. Arrivals from Cumberland may therefore be expected on Sunday.

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

DN, Sat. 7/29/71, p. 5. **Canal Trade** – The following telegram from President Clarke, of the Canal, was received by Collector Weber, at this port, yesterday forenoon:

Hagerstown, July 27, 1871.
 Put water on Antietam Division today.
 Empty boats will pass up tonight. Loaded boats down on Friday night.

James C. Clarke.
 Yesterday but six boats were loaded at this place, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. C. Smith	Georgetown	112 13
Yonkers	“	114 12
W. A. Stephens	“	108 00
Gen. McClellan	“	109 14
Dove	“	<u>108 16</u>
	Total	553 15
<i>Private</i>		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. S. Trundle	White’s Ferry	62 06

ES, Sat. 7/29/71, p. 4. **GEORGETOWN**
The Grain Trade – The canal boat Medley has brought to Hartley & Bro., 2,500 bushels. B. Talbott & Son have received per canal boat Medley, 1,400 bushels of prime wheat.

Harbor Master of the Canal – Mr. J. H. Kendle is not harbor master of the canal. Mr. Robert G. Connell has held that position for about a year past.

The Coal Market – The receipts and shipments for the week ending today have been as follows: Agnew’s wharf, receipts 600 tons, shipments 700 tons; Borden Mining Company, receipts 1,800 tons, shipments the same; Consolidation Company, receipts 1,748 tons, shipments 6,147 tons; Maryland Company, receipts 999 tons, shipments 1,508 tons; Midlothian Company, receipts 647 tons, shipments 1,037 tons.

The Canal – During the present week 110 boats have arrived, 97 of which were loaded with coal, 6 with grain and 7 with stone. Workman are still engaged in removing from the canal large stones which recently fell into it from the walls. Water will be again turned on a 4 p.m. today. Loaded boats are not expected before tomorrow night.

AG, Sat. 7/29/71, p. 3. **Coal Shipments** – Owing to the existing suspension of navigation on the Chesapeake and Ohio Canal, the shipments of coal from this port during the week ending today have been limited: American Coal Company 2,410 tons; J. P. Agnew 2,852 tons.

C. & O. Canal – As nothing has been heard here of any injuries received by the Chesapeake and Ohio Canal from the heavy rains of last Thursday night, it is supposed, as mentioned yesterday, the loaded boats will reach here tomorrow or Monday.

DN, Mon. 7/31/71, p. 4. **Canal Trade** – We are happy to announce that the recent break near Sharpsburg was so far repaired as to allow of the resumption of navigation at that point on Friday night last. Loaded boats were passed at that time, and empty ones earlier during the day. Returning boats began to arrive at Cumberland yesterday forenoon, and by night quite a fleet was about the coal wharves. Today promises to be an active one

in the canal coal trade, and the railroad facilities for bringing coal to the wharf will no doubt be taxed to the utmost.

There were but fifteen boats loaded at this port on Saturday last, carrying a total of 1,526 14 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dove	Georgetown	108 16
C. P. Manning	“	105 16
Communipaw	“	107 10
A. Van Colear	“	111 12
Canton	“	106 17
Brombones	“	108 09
Creole	“	112 01
Laura	“	108 13
F. Beck	“	108 04
Rip Van Winkle	“	108 07
J. B. Varnum	“	108 04
Total		1194 09

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. T. Allen	Georgetown	107 01
P. Quigley	“	104 19
Total		212 00

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. & T. Coulehan	Georgetown	113 00
<i>Private</i>		
Ohio	Antietam	107 05

NR, Mon. 7/31/71, p. 4. **Georgetown**
 A large fleet of vessels are at the different wharves awaiting cargoes. Now that the canal is once more in order there will be an abundance of coal arrive.

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

ES, Mon. 7/31/71, p. 4. **GEORGETOWN Strike of Coal Miners** – A letter received by Mayfield & Hieston, coal merchants, dated the 29th, from the Hampshire and Baltimore mines, on George’s Creek, near Cumberland, represents a strike in progress among the miners. The writer states that no coal will probably be shipped from that point before the middle of this week.

The Canal – Boats began to arrive as usual this morning. They should have been here yesterday, but soon after passing the point where the late break occurred, they encountered a sand bar, and it was found necessary to draw off the water from the level and remove the obstruction.

The Canal Boat Westfield has arrived with 35 cords of wood for Mayfield & Hieston; also, the canal boat J. O. Reitzell with coal for the same firm.

The Grain Trade – The canal boat J. N. Thomas has arrived with 2,500 bushels of wheat, 500 of corn, and 75 barrels of flour for J. G. Waters. Mr. Talbott received today, per canal boat Monocacy, 1,800 bushels of Montgomery county wheat, 1,609 bushels of corn, and 400 bushels of oats.

AG, Mon. 7/31/71, p. 3. **Canal Navigation** Though no new breaks have been reported on the Chesapeake and Ohio Canal, contrary to expectations, no boats had arrived here from Cumberland at three o’clock this evening.

DN, Tue. 8/1/71, p. 4. **Canal Trade** – Boats are arriving freely from the vicinity of the recent break, and a scene of activity prevails at our coal wharves once more. Yesterday thirty-eight boats were loaded and dispatched from this port carrying a total of 4,135 10 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hoboken	Georgetown	109 18
Lewis Smith	“	102 11
Mountain City	“	109 17
Adam Norrie	“	110 19
Pigeon	“	108 07
S. S. Cunningham	“	102 06
T. J. Mehaffey	“	108 17
J. Murry	“	112 07
Brant	“	107 08
	Total	972 10

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Iowa	Georgetown	113 10
George Snyder	“	108 00
Wm. Moffett	“	111 09
P. Fleckenstein	“	113 19
Mollie Reed	“	106 04
Thomas Hassett	“	104 06
Jack Topper	“	105 07
D. Murphy	“	110 11
J. Reeves	“	109 12
Industry	“	105 11
Feidt & Shupp	“	108 16
	Total	1199 05

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
David A. Lowe	Alexandria	114 02
John Bacon	“	104 15
Plover	“	108 01
Henry Kenny	“	105 14
George Sherman	“	110 01
Goldfinch	“	101 12
G. W. Wallis	“	108 02
	Total	752 07

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Evening Star	Georgetown	110 17
Bertha M. Young	“	116 04
Dr. F. C. Doyle	“	115 17
L. H. Sherman	“	115 13
Capt. J. R. Masters	“	112 19
	Total	571 10

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Pennsylvania	Georgetown	105 07
GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Charles	Georgetown	102 00
Hero	"	112 07
	Total	214 07
<i>Private</i>		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Lincoln	Antietam	104 13
Mrs. C. E. Charles	Georgetown	114 01
Lucy Hall	Williamsport	103 10
	Total	322 04

NR, Tue. 8/1/71, p. 4. **The Canal** – Arrived – boats J. O. Reitzell with coal for Mayfield & Hieston; B. F. Childs, M. Moore, Julia Manning with coal for Consolidation Company; Ingomar with coal for George's Creek Company; J. N. Thomas, form Point of Rocks, with 2,800 bushels of wheat and 450 bushels of corn for J. G. Waters; Monocacy with 1,255 bushels of wheat for B. Talbott; H. C. Winship, M. H. Russell and Vigilant with coal for the Borden Mining Company.

AG, Tue. 8/1/71, p. 3. **LOCAL NEWS**
Canal Commerce – During the month of July there were 213 arrivals at this port, bringing 540 perches of stone, 628 railroad ties, 20,785 tons of coal, 86 perches of limestone and 10 tons of sand. The departures during the same period were 214, carrying 560 bushels of oats, 1 ton general merchandise, ½ ton of salt, 1,163,000 bricks, and 2 tons mill work. The total arrivals for the season have been 1,181 and the same number of departures. During July, navigation was suspended fourteen days in consequence of breaks on the Chesapeake and Ohio Canal.

Canal Navigation Resumed – The late breaks on the Chesapeake and Ohio Canal having been repaired, navigation has again been resumed. The first boat from Cumberland loaded with coal arrived at 3

o'clock yesterday evening and since then boats have been arriving continually.

Coal Wharves – The resumption of canal navigation has produced a great change in the appearance of things about the coal wharves. The quiet and listlessness that have prevailed in these localities for a week past, have given way to the bustle and activity consequent upon the employment of a large number of laborers.

CA, Wed. 8/2/71, p. 2. *The Canal Trade* during the month of July, was interrupted by the "boatmen's strike" and two "breaks" on the Antietam Division of the Canal, and as a consequence the shipments of coal did not come up to those of the preceding month, by 24,576 tons. There were cleared for the month from the Cumberland office 757 boats, carrying 82,635 tons 7 cwt. of coal and 40 tons of other articles. This is 15,449 tons 15 cwt. more than were shipped in the corresponding month of last year. The shipments of coal, by companies and individuals, were as follows:

	<i>Tons</i>	<i>Cwt.</i>
American Company	14,698	01
Borden Company	11,712	06
Consolidation Company	19,974	03
George's Creek Company	4,553	12
Hampshire Company	2,421	05
Maryland Company	20,026	10
Midlothian Company	4,429	17
Individuals	4,819	13
	82,635	07

Of this, 80,452.05 tons went through, 167 tons 12 cwt. to Noland's Ferry, 111 08 to Berlin, 116 03 to Knoxville, 697 19 to Antietam Iron Works, 225 07 to Shepherdstown, 110 09 to Falling Waters, 530 to Williamsport and 224 tons 4 cwt. to Hancock.

Of up freights there were reported and discharged at Cumberland, 154 barrels flour, 134 bushels wheat, 1,000 bushels oats, 3 tons

Canal Trade - 1871

corn meal, 398 sacks salt, 10 tons merchandize, 129,000 feet lumber, 25,000 shingles and 50,000 laths.

The Canal. - The breach in the tow-path of the Canal below Sharpsburg landing was repaired on Thursday and boats are again arriving at this port in sufficient numbers to accommodate the trade. The larger number of boats were, however, on this side of the break when it occurred and there may in consequence be a scarcity here by the latter part of the week.

DN, Wed. 8/2/71, p. 4. **Canal Trade** – There were thirty-one boats loaded and dispatched from this port yesterday, carrying 3,414 08 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. H. Delano	Georgetown	111 11
E. Corning	“	109 01
Lark	“	110 04
K. Van Tassel	“	108 14
P. L. Lemon	“	115 17
Harlem	“	106 08
	Total	661 15

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Great Eastern	Georgetown	109 08
Moses Whitson	“	113 08
Ironsides	“	104 00
J. V. Norman	“	108 04
Naomi	“	111 08
M. Blocher	“	108 07
	Total	654 15

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. Perkins	Alexandria	108 02
Mary L. Moore	“	113 18
M. Lanford	“	107 15
A. H. Grant	“	112 03
Kate	“	110 06
Henry C. Flagg	“	111 16

Corn. DuBois	“	109 03
	Total	773 03

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. R. Haines	Georgetown	107 13
A. C. Greene	“	115 12
Excelsior	“	113 10
Wm. Borden	“	114 01
	Total	450 16

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
O. D. Robins	Georgetown	107 07
C. N. Madore	“	106 03
C. W. Adams	“	108 18
H. W. Shuck	“	101 10
	Total	423 18

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Chris Segerson	Georgetown	113 03
Dahlia	“	111 03
	Total	224 06

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Park Agnew	Georgetown	114 02
L. Lemen	“	111 13
	Total	225 15

Wed. 8/2/71, p. 2. **Break in the Canal.** – As soon as the break at Mercerville was repaired, another occurred at the Five Mile Level below Grimes’ warehouse. It is attributed by a Correspondent “to the subterranean workings of that industrious little animal known as the muskrat, which has within the last few years greatly augmented in numbers, and has been making sad havoc along the line of the Canal with mill and other dams.” The break was quite an extensive one, but we understand that it has already been closed up and that boats are running.³

NR, Wed. 8/2/71, p. 4. **GEORGETOWN AFFAIRS – The Strike** – Work has been

³ *The Herald and Torch Light*, Hagerstown, Md.

resumed at the George's Creek mines, and all is again quiet.

Georgetown

The Canal – Arrived, boats Robert Emmett with coal for Mayfield & Hieston; Charles & Ada, J. S. Welsh, Delaplaine, Dunderberg, Uno, Kindle, William H. Thomas, B. L. Sprigg, Linnet, Hammond, Diamond, Hawk, Minnesota, Magpie, Mary Jane and Miami with coal for Consolidation Company; Chesapeake, H. Willison, J. B. Slattery and J. T. Davis with coal for George's Creek Company; F. Kitwell, Cherokee Tribe, Loretta, J. T. James and W. H. Boyd with coal for Borden Mining Company; Seneca with 400 bushels of wheat and 500 bushels corn for B. Talbott & Son.

DN, Thu. 8/3/71, p. 1. **Canal Trade** – None of the boats that were delayed on the down trip at the recent break have returned to this port yet, consequently, but few boats were at the wharves here yesterday for loading. It is expected the up boats will begin arriving today. There is a fleet reported on the way, and they may be expected soon in large numbers.

There were but sixteen boats loaded at the wharves yesterday, with 1,725 11 tons of coal, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Blue Bell	Georgetown	107 13
MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
S. Hartley	Georgetown	110 03
G. W. Groves	“	110 03
F. M. LeFevre	“	110 01
	Total	330 07
AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Bramhall	Alexandria	103 10
J. W. Wellington	“	104 12
James Dayton	“	108 08
G. P. Lloyd	“	108 11

Edward Boyer	“	106 12
J. H. Stickney	“	104 01
Henry Reed	“	103 17
	Total	739 11

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. A. Adams	Georgetown	107 18
Invincible	“	109 00
Susan Charles	“	113 19
R. Kerr	“	108 19
Ida & Sallie	“	108 04
	Total	548 00

ES, Thu. 8/3/71, p. 4. **GEORGETOWN**
The Canal – For the past two days boats have arrived in large numbers, and a line of them now extends two miles above.

Activity on the Canal – The various coal companies have increased their force of laborers in order that loaded boats may be discharged as soon as possible and return to Cumberland, where just now there is a scarcity of boats. Since the 1st instant 166 boats have reported at the Collector's office. During the month of July there were 800 arrivals.

Mr. George Waters has just received 7,100 bushels of wheat per the canal boats Nettie Graham and Wheeler. By canal cement boats [Round Top] Nos. 1 and 2, the Baltimore and Potomac Railroad Company has received 1,325 bushels [*sic.* barrels] of cement.

Two Canal Boats have arrived with coal and wood for Mayfield & Hieston.

Canal Commerce – Since Monday evening at three o'clock loaded boats from Cumberland have been continually arriving at this port, and the American Company, which at the time did not have a ton of coal, has now six thousand tons at their wharves, or in the canal basin and other agencies are also receiving large supplies.

DN, Fri. 8/4/71, p. 4. **Canal Trade** –
Twenty-four boats were loaded and
dispatched from this port yesterday, carrying
a total of 2,599 08 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. C. Bruce	Georgetown	108 10
H. C. Winship	“	111 07
W. H. Russell	“	114 02
B. F. Charles	“	108 03
Total		442 02

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. Sinclair	Georgetown	105 08
A. Spates	“	102 02
N. S. Lemen	“	107 04
J. B. Turton	“	111 00
Sharpsburg	“	107 00
Ohio	“	106 01
Scotia	“	112 00
R. M. Sprigg	“	108 11
Dr. E. DeLacey	“	111 16
Annie Belle	“	105 12
R. A. Wagley	“	102 06
Total		1179 00

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. Grimes	Georgetown	108 06
Nathan Williams	“	113 12
Total		221 18

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Patton	Alexandria	105 11

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ingomar	Georgetown	107 01

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. W. Sloan	Georgetown	111 09
Geo. Washington	“	109 07
Antietam	“	105 16
Total		326 12

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Friendship	Georgetown	106 07

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. P. DeWitt	Williamsport	110 02

AG, Fri. 8/4/71, p. 2. **Washington Items** –
Operations upon the canal have again
resumed their wonted regularity, and a large
amount of business is quietly being done.
There is a scarcity of boats at Cumberland,
and boats on their arrival are unloaded with
all possible dispatch, in order that they may
return at once.

Coal Trade – Vessels are scarce owing to the
fact that many which were chartered to load
here, were sent to Baltimore during the breaks
in the Canal. Orders are now numerous and
coal abundant.

DN, Sat. 8/5/71, p. 4. **Canal Trade** – Up
boats are not arriving very freely, and
consequently the shipments are light. The
river at this point is very low; lower, we
believe, than for a number of years past. A
dredging machine is kept at work in fron to
the locks to deepen the channel, that being the
most shallow place in the river.

But twenty-three boats were
dispatched from this port yesterday, carrying
a total of 2,385 05 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. A. Moore	Georgetown	107 16
Maryland, No. 2	“	113 00
Julia Manning	“	109 00
Hawk	“	106 11
J. C. Hoffman	“	108 06
Cherokee Tribe	“	112 17
Mary Jane	“	100 15
H. T. Weld	“	112 10
Total		870 15

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. Ortman	Georgetown	100 19
J. F. Hitch	“	105 06
Nana McGraw	“	107 10

V. H. Weir	“	119 09
W. L. Shaw	“	106 08
J. C. Lynn	“	110 05
	Total	<u>649 17</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Vigilant	Georgetown	103 15

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James Hay	Alexandria	108 11
A. H. Wallis	“	108 07
H. B. Cromwell	“	107 17
	Total	<u>324 15</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Huntingdon	Georgetown	104 07
H. Willison	“	110 07
Chesapeake	“	102 16
	Total	<u>317 00</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. H. Bradt	Georgetown	113 02
Annie	“	106 01
	Total	<u>219 03</u>

NR, Sat. 8/5/71, p. 4. **FROM THE WHARVES** – Arrived – barge Alliance, from Round Top, with cement for the work on Long Bridge.

Georgetown

The Canal – Arrived, boats E. B. Hartley, from Berlin, with 3,800 bushels of wheat for Hartley & Bro.; Andrew Johnson for Cumberland with 110 tons of coal for J. G. Waters; Arkansas Traveler, Creole, W. C. Smith, Marcia, Martha Jane, Hudson, [Silver] Wave, Campbell, Vulture, Gowanus, C. P. Manning and Kennah with coal for Consolidation Coal Company; Hero, Coulehan, Bennett, J. K. Witford and Eureka with coal for George’s Creek Company; John P. Agnew, Richard Bender, Horace Resley, Tillie B. Lynn, Martha Leander, Lovell and B. L. Slack with coal for Borden Mining Company.

DN, Mon. 8/7/71, p. 4. **Canal Trade** – Navigation upon the canal has been re-established at the maximum rate of the successful spring trade, and boats are arriving and departing freely. Owing to low water in the river, from which a supply for the Cumberland level is obtained, boats are not allowed to draw over four feet six inches, and this rule is to be strictly enforced as long as a low stage of water exists.

President Clarke telegraphed on Saturday last to Collector Weber, inquiring the cause of such comparatively few departures of boats during the close of last week. The cause was quickly explained to be a lack of boats for loading, occasioned by the recent “break” near Sharpsburg.

On Saturday last forty boats were loaded and dispatched from this port carrying a total of 4,178 10 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. W. Harper	Georgetown	110 09
Miami	“	110 02
Magpie	“	107 05
Dr. J. P. Delaplane	“	113 11
Gen. Grant	“	109 06
H. T. Kindle	“	107 00
W. R. Snow	“	102 09
Diamond	“	104 08
Charles & Ada	“	113 15
	Total	<u>978 05</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hibernia	Georgetown	98 09
Charles Embrey	“	102 05
R. L. Gross	“	108 16
E. K. Barger	“	105 08
J. Dick	“	105 17
H. Gerdeman	“	112 02
George Albert	“	101 01
Thomas Wheeler	“	109 13
	Total	<u>753 11</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Loretta	Georgetown	105 03
John T. James	"	109 17
J. O. Reitzell	"	107 01
Wm. H. Boyd	"	112 18
Frank Kidwell	"	107 01
L. L. Grove	"	102 05
	Total	644 05

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. J. B. Lloyd	Alexandria	112 02
Geo. K. Sisters	"	104 10
W. Hutchins	"	108 02
Eagle	"	108 05
A. J. Clark	"	111 06
Alexander Ray	"	102 00
Andrew Main	"	103 17
D. Cromwell	"	104 12
E. F. C. Young	"	105 06
	Total	960 00

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. Long	Georgetown	107 01
J. B. Slattery	"	105 00
Jessie	"	106 17
Wm. Marbury	"	97 01
J. R. Humbird	"	107 08
	Total	523 07

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. H. Brandt	Georgetown	109 13
A. Johnson	"	102 13
	Total	211 16

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Robert Emmett	Shepherd'tn	107 06

NR, Mon. 8/7/71, p. 4. **GEORGETOWN** – **The Canal** – Arrived, boats Little Lemmon with coal for Mayfield & Hieston; Medley, from White's Ferry, with 2,200 bushels of corn, 600 bushels of wheat for Hartley & Bro.; Catherine Waters, from Sharpsburg, with 3,100 bushels [wheat] for George Waters; George Long, from Hancock, with bark for John E. Cox.

DN, Tue. 8/8/71, p. 4. **Canal Trade** – Recent rains west of this region have somewhat swollen the water in the river at this place, and within the past twenty-four hours there has been a rise of about fifteen inches, which greatly facilitated boats entering the locks from the river.

Yesterday thirty-seven boats were loaded at this place, carrying a total of 4,013 18 ton of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dundenburg	Georgetown	111 11
Uno	"	109 15
A. S. Centre	"	114 15
S. Boyer	"	111 18
Linnet	"	110 04
Anna Rinehart	"	107 00
I. Crane	"	118 05
	Total	783 08

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Rainbow	Georgetown	108 18
Gen. Washington	"	102 06
F. A. Mertens	"	110 09
Willie Snyder	"	103 16
M. E. Hagerman	"	109 11
E. E. Spielman	"	112 18
M. A. Wright	"	101 03
J. E. Russell	"	105 00
John Hammond	"	113 12
	Total	967 13

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. E. Fugitt	Georgetown	110 17
Morning Star	"	107 04
G. H. Colbert	"	114 10
Horace Resley	"	109 08
Lizzie & Phillie	"	109 03
	Total	550 02

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Chas. Clifton	Alexandria	105 18
John O'Brien	"	104 06
J. H. Parrott	"	109 08
Andrew Clark	"	106 17

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John S. Fox	“	104 01
W. Laird, Jr.	“	108 00
Michael Lienan	“	107 11
	Total	<u>745 15</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Minnie Topper	Georgetown	107 05
Capt. J. Weir	“	108 03
	Total	<u>215 08</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. Knode	Georgetown	107 00
S. J. Gross	“	105 08
George Albert	“	104 01
L. G. Stanhope	“	110 02
J. E. Silver	“	107 04
Ben. Long	“	106 08
	Total	<u>648 03</u>

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. T. Davis	Georgetown	111 09

NR, Tue. 8/8/71, p. 4. **GEORGETOWN** – **The Canal** – Arrived, boats Valley, Parke and Agnew with wood and coal for Mayfield & Hieston; McClellan, Atlanta, E. M. Linthicum, C. P. Mabrey, W. P. Smith, Anna Campbell, Arkansas Traveler, Vulture, Hawk, Owl, Robin, Dove, Ino and Uno with coal for Consolidation Coal Company; B. M. Young, Evening Star, John C. Hazeith, Peacock and Thomas Drennen with coal for Borden Mining Company; J. & H. Rooms, from Hancock, with 350 barrels Round Top Cement for George Water.

CA, Wed. 8/9/71, p. 2. *The Canal*. - Another break occurred yesterday morning on the Canal near Mercerville, in the vicinity of the [illegible]. The probability is that there will be boats enough arriving here to avoid interruption in shipments until the latter part of the current week.

DN, Wed. 8/9/71, p. 4. **Canal Trade** – Another disaster has befallen the canal, as a

large break is reported, which will stop navigation for some days. Just as we were congratulating everybody interested in the canal coal trade upon the prospect of an uninterrupted season of boating to the end, the following unwelcome report reaches us, to cast a shadow over our expectations:

Mercerville, Md., Aug. 8, 1871.

We have another break on this level, at about one hundred and fifty yards below the other break that occurred a few weeks since, and considerably larger. At this hour, 5:30 A.M., the water is still cutting away the banks.

S. Boyer

There were thirty-four boats loaded and dispatched from this port yesterday, carrying a total of 3,571 01 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Broadway	Georgetown	103 10
Fairplay	“	110 16
V. L. Sprigg	“	105 13
W. M. Hill	“	113 11
Pearl	“	106 14
J. A. Graham	“	106 13
J. E. Thomas	“	108 02
T. J. Nimmo	“	107 03
Jim Gunning	“	107 16
H. Lathers	“	111 08
Owl	“	112 12
Mohawk	“	113 05
Ino	“	107 05
	Total	<u>1412 08</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Devecmon	Georgetown	102 19
James Noble	“	112 06
J. C. Clarke	“	111 08
J. D. Tice	“	106 13
M. E. Spier	“	104 11
J. L. Motter	“	113 12
J. T. Scrivner	“	107 13
A. Spier	“	108 00
	Total	<u>868 02</u>

BORDEN COMPANY

Canal Trade - 1871

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
G. W. Thacker	Georgetown	112 06
Sprigg S. Lynn	“	100 14
J. H. Percy	“	107 16
David Shaw	“	104 17
Total		434 12

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John W. Schenck	Alexandria	104 12
John J. Swift	“	104 11
John H. Platte	“	105 07
John S Davenport	“	104 11
Total		421 01

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. McNally	Georgetown	115 11
Eureka	“	101 00
Diligent	“	105 01
Total		322 01

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. H. Gattrell	Georgetown	109 14

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Lincoln	Antietam	103 03

AG, Wed. 8/9/71, p. 2. Business has again been actively resumed on the Chesapeake and Ohio Canal. All damages have been repaired, and the shipments of coal from Cumberland are heavy. (A slight break is reported today, to be repaired immediately.)

Ibid p. 3. **Another Break in the**

Canal – Another break has occurred in the Chesapeake and Ohio Canal; three within as many weeks; each larger than its predecessor, and all at the same place – Five-Mile Level. Of course, navigation on the Alexandria Canal is again suspended, and the reception of coal at this port again discontinued. The boatmen are by no means mealy mouthed in their expression concerning these repeated breaks, and assert with earnestness that other than physical agencies are at work in causing them.

DN, Thu. 8/10/71, p. 4. **Canal Trade** – We have no reliable reports from the late break near Mercerville, but it is rumored it is a very serious affair, and may require several days to repair damages.

Yesterday was a busy day at the wharves, as forty-four boats were loaded, with a total of 4,810 01 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Energy	Georgetown	114 12
P. J. Smith	“	109 14
H. J. Kenah	“	106 19
Katskill	“	104 14
R. P. Getty	“	107 11
Bowery	“	107 09
Gen. McClellan	“	105 11
J. K. Whitford	“	116 04
Robin	“	111 07
Fulton	“	110 06
Total		1094 07

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
G. Blackburn	Georgetown	109 08
Rose & Nellie	“	103 12
Tillie & Minnie	“	107 13
W. H. Ash	“	109 17
Ida & Willie	“	112 18
Prairie Flower	“	106 16
J. M. Hedding	“	109 10
Clearspring	“	109 09
M. E. McMahan	“	101 04
W. T. Hassett	“	112 07
Samuel Swain	“	110 09
Total		1193 03

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Amazon	Georgetown	103 14
Leander Lovel	“	119 06
Jacob Kesser	“	106 10
F. Ensminger	“	109 01
B. L. Slack	“	112 16
Charles A Greene	“	115 18
Emerald	“	111 18

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
	Total	779 03
Rechabites	Alexandria	108 05
Wm. Darrow	“	104 04
R. H. Haydock	“	109 01
J. B. Cazeaux	“	107 03
W. W. Shepherd	“	107 13
Geo. A. Pearre	“	104 14
J. A. Alexander	“	105 03
U. C. Hamilton	“	107 13

GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
	Total	853 16
H. M. Snyder	Georgetown	115 00
J. & T. Coulehan	“	114 06
Odd Fellow	“	104 18
Hero	“	111 04

MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
	Total	445 08
Shenandoah	Georgetown	105 19
Mary Mertens	“	113 07
M. S. Fernsner	“	115 06

Private		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
	Total	334 12
Quaker City	Georgetown	109 12

AG, Thu. 8/10/71, p. 3. **LOCAL NEWS**
The Break in the Canal – The following is a copy of a dispatch received at noon today at the Collector's office in Georgetown from Mr. Clarke, the President of the Chesapeake & Ohio Canal: "The break was closed at 6 a.m. this morning and water let on. Light boats will probably pass this evening, and loaded boats tomorrow."

Heavy rains have lately fallen near Cumberland, so that there is now a plentiful supply of water, and if Mr. Clarke's surmises are correct boats may be expected here on Sunday or Monday.

DN, Fri. 8/11/71, p. 1. **Canal Trade** – We are pleased to announce the following report

from the scene of the recent break, by which it will be seen that the damage is not so great as at first reported, and that the break in all probability will be repaired today.

Mercerville, Aug. 10, 1871.
 Water will be let in this level today. Light boats will be passed this evening, and loaded ones, it is expected, on Friday or Saturday morning. S. Boyer

There were thirty-two boats loaded at this port yesterday, carrying 3,513 15 tons of coal, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
	Total	893 04
D. Hoadley	Georgetown	110 02
R. Bender	“	113 00
J. P. Agnew	“	115 14
J. S. Mackie	“	111 00
Jenny Lind	“	117 00
M. M. Jane	“	113 10
Black Hawk	“	103 13
A. Traveler	“	109 05

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
	Total	1092 10
Wm. Doyle	Georgetown	114 19
M. O'Conner	“	107 17
H. W. Dellinger	“	107 00
J. M. Resley	“	110 00
W. H. Wilson	“	108 14
Price Hutson	“	103 07
George Snyder	“	106 15
W. Moffett	“	111 17
W. H. Boteler	“	109 08
D. Murphy	“	108 13

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
	Total	224 16
J. H. Farrow	Georgetown	116 00
Sallie Ardinger	“	108 16

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
	Total	111 08
Thomas H. Faile	Alexandria	111 08
E. Stevenson	“	108 16
J. R. Anderson	“	115 08

A. J. Thomas	“	110 02
Ben Williamson	“	107 13
Charles Robb	“	114 08
David A. Lowe	“	113 03
	Total	<u>780 18</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Charles	Georgetown	103 18
Elizabeth	“	97 15
	Total	<u>201 13</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. A. Sutter	Georgetown	107 10
A.M. Reed	“	106 16
	Total	<u>214 06</u>

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Juniata	Williamsport	106 08

ES, Fri. 8/11/71, p. 4. **GEORGETOWN Receipts of Grain** – The canal boat A. S. Trundle, from White’s Ferry, has brought Hartley & Bro. 2,200 bushels of wheat.

Receipts and Shipments of Coal – The receipts and shipments of coal this week have been comparatively light, owing to the break in the canal.

AG, Sat. 8/12/71, p. 3. **C. & O. Canal** – President Clarke, of the Chesapeake and Ohio canal, Thursday telegraphed to W. W. Blunt, collector at Georgetown, that the break near Mercerville was closed at 6 o’clock yesterday morning, and that he hoped light boats would be able to pass by night. A dispatch received yesterday from engineer Hutton says there is a bad break in the break, and that the water has been drawn off, in order that the repairs may be strengthened. A report prevails that the embankment where the repairs were made, has gone out, but no official verification of the rumor has been received. When the dispatch announcing the speedy repair of the break was received here on Thursday last it was hardly credited by some of those engaged

in the coal trade. Those who attributed the break to other than accidental causes are not surprised.

DN, Mon. 8/14/71, p. 1. **Canal Trade** – Latest information from the break at Mercerville is to the effect that water was to have been let into the level last night, and it was expected light boats would be enabled to pass the break this evening.

There are no boats in this port now, and only six were loaded on Saturday, carrying 653 02 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Yonkers	Georgetown	111 19
W. C. Smith	“	108 13
Wren	“	<u>111 07</u>
	Total	331 19

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. Fleckenstein	Georgetown	112 10

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. Quigley	Georgetown	107 10

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John Young	Georgetown	102 03

ES, Mon. 8/14/71, p. 4. **GEORGETOWN Repairing the Locks** – The water in the canal between Rock creek and Congress street will be drawn off this afternoon for the purpose of repairing the locks, which are out of order.

The Canal Break – The canal break near Mercerville has been fully repaired, and loaded boats are expected to arrive by tomorrow night.

DN, Tue. 8/15/71, p. 1. **The Canal** – The following letter will explain the progress made towards repairing the break near Mercerville which has interrupted navigation for six or seven days past:

Mercerville, Aug. 14, 1871.

The first light boats passed the break last night (Sunday) at 10 o'clock. The break seemed to be repaired all tight now. Not a portion of the new fill has yet washed out, or does it even leak. The failure to repair the break the other day was caused by the water escaping under the rocks on the berm side. After this defect was discovered, excavations were made to a depth of five or six feet below the canal bottom, and the holes cemented and made tight, and it is pronounced a good job. I cannot see that any blame can be attached to any of the officials because of the break, or the manner of conducting the repairs. S. Boyer

There were no boats in this port yesterday, and all business at the wharves was suspended. It is expected returning boats may reach Cumberland this evening. By tomorrow morning, at farthest, a fleet should be here. Loaded boats were expected to pass the break at Mercerville yesterday evening.

ES, Tue. 8/15/71, p. 4. **GEORGETOWN The Canal** – The chief engineer of the canal, who arrived here last night, reports the break near Mercerville fully repaired, and believes that loaded boats will begin to arrive late tonight or early tomorrow. The coal heavers are again out of work, there being no coal or other boats in the canal either above or below the collector's office.

AG, Tue. 8/15/71, p. 3. **C. & O. Canal** – "It is said" that the recent break in the Chesapeake and Ohio Canal was repaired this morning, and that boats will be enabled to pass it this afternoon.

CA, Wed. 8/16/71, p. 3. *The Canal.* – Boats again began arriving freely at this port yesterday afternoon, and coal shipments have been actively resumed. The breach near Mercerville, which caused the suspension of navigation, occurred on Tuesday, the 7th. It was closed on Thursday morning and the water turned on. The same evening heavy

leaks occurred in the bottom of the canal at the point of the breach and on each side of it, and it was found necessary to draw off the water again and dig out, puddle and concrete. For some ten to twelve miles along this locality the limestone rock comes up so near the bottom of the canal and is so porous and cavernous that it is said to be almost impossible to prevent leaks. Some idea of the extent of the breach can be had from the fact that a force of fifty men were engaged night and day, from the 7th to the 13th, in making the repairs.

The filth caused by allowing mules to feed and run at large on the road under the basin wharf has given rise to a good deal of complaint, and we are glad to state that the Supervisor of Streets is taking measures to remedy the matter.

Arrested for Larceny. - A colored man named Charles Johnson was taken under arrest by policeman Bender, on Friday, on the charge of purloining several articles of male wearing apparel - coat, pants and boots - from the shoe shop of Mr. John Wolf, in the Southern section of the city. The articles were found concealed on a boat lying at the basin wharf, on which Johnson had also secreted himself. A hearing before Justice Hobrock resulted in his [illegible].

DN, Wed. 8/16/71, p. 4. **The Canal** – We have the gratification of announcing the arrival of a large number of boats at this port yesterday afternoon and last night, which gives promise of busy days at the coal wharves again. The Mercerville break is reported as finished and secure. Navigation is now open throughout the entire line of canal, and it is fervently hoped it will continue to the close of the season.

Five boats were loaded last evening, as follows:

MARYLAND COMPANY

Canal Trade - 1871

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Laura	Georgetown	86 07
J. Reives	"	109 09
	Total	125 16

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Evening Star	Georgetown	110 17
Bertha M. Young	"	112 00
	Total	222 17

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Minnesota	Georgetown	109 02

AG, Wed. 8/16/71, p. 3. **C. & O. Canal** – The following letter, says the *Cumberland News* of yesterday, will explain the progress made towards repairing the break near Mercerville which has interrupted navigation for six or seven days past.

Mercerville, August 14, 1871.

The first light boats passed the break last night, Sunday, at ten o'clock. The break seems to be repaired all right now. Not a portion of the new fill has yet washed out, or does it even leak. The failure to repair the break the other day was caused by the water escaping under the rocks on the berm side. After this defect was discovered, excavations were made to a depth of five or six feet below the canal bottom, and the holes cemented and made tight, and it is pronounced a good job. I cannot see that any blame can be attached to any of the officials because of the break, or the manner of conducting the repairs. S. Boyer

There were no boats at Cumberland on Monday, and all business at the wharves was suspended. It is expected, says the *News*, returning boats may reach Cumberland Tuesday evening. By Wednesday morning, at farthest, a fleet should be here.

It was thought this morning by persons engaged in the canal trade that loaded boats from Cumberland would arrive here this morning.

P.S. – A telegram received today by Capt. John R. Masters, agent of the Borden Coal Company, says that loaded boats commenced passing Sandy Hook at 3 a.m. this morning, and would probably arrive here tomorrow.

DN, Thu. 8/17/71, p. 1. **Canal Trade** – Business on the canal yesterday was highly gratifying, as forty-one boats were loaded and dispatched from this port, carrying 4,468 15 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Van Colear	Georgetown	111 12
T. E. Sheridan	"	105 01
Pigeon	"	112 00
T. J. Mehaffey	"	114 06
J. Murray	"	113 07
F. Beck	"	102 19
Creole	"	111 05
Lark	"	109 07
	Total	879 17

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jack Topper	Georgetown	104 13
Thomas Hasset	"	101 07
C. N. Madore	"	107 13
H. W. Shuck	"	102 19
C. W. Adams	"	111 02
H. L. Miller	"	104 04
M. Whitson	"	111 10
O. D. Robbins	"	106 13
Annie Bell	"	106 10
M. A. Edwards	"	108 02
Feidt & Shupp	"	108 17
	Total	1173 10

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Kate	Alexandria	110 14
Plover	"	100 19
Goldfinch	"	110 16
John W. Bacon	"	104 05
George Sherman	"	111 09
G. W. Wallis	"	104 11
Henry C. Flagg	"	112 10
Maj. E. L. Moore	"	108 09

Canal Trade - 1871

M. Sanford	“	111 00
Henry Reed	“	104 12
	Total	<u>1072 16</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Drennen	Georgetown	112 18
Hollander	“	113 05
J. C. Hassett	“	106 08
Dr. F. C. Doyle	“	112 13
J. R. Haines	“	113 18
	Total	<u>559 02</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ingomar	Georgetown	107 01
H. Willison	“	113 15
C. Segerson	“	112 14
	Total	<u>333 10</u>

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mrs. C E. Charles	Georgetown	113 18
Park Agnew	“	118 02
	Total	<u>232 00</u>

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
S S Cunningham	Georgetown	109 16
J. G. Greenless	“	108 04
	Total	<u>218 00</u>

ES, Thu. 8/17/71, p. 4. **GEORGETOWN**
The Canal – One loaded coal boat, the Rising Sun, arrived at the Maryland Company’s dock this morning. By evening a large number of boats from above the recent break will be in.
Receipts of Grain – Mr. George Waters has received 3,800 bushels of wheat and 50 barrels of flour, per canal boat William H. Billmyer, from Shepherdstown, Virginia. Hartley & Bro. have received 3,800 bushels of wheat, per canal boat E. B. Hartley, from Berlin.

DN, Fri. 8/18/71, p. 1. **Canal Trade** – There were forty-three boats loaded and dispatched from this port yesterday, carrying a total of 4,692 10 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Cropley	Georgetown	114 14
Lewis Smith	“	111 10
F. H. Delano	“	110 00
Gowanus	“	113 05
Communipaw	“	109 05
C. P. Manning	“	105 18
Mountain City	“	111 18
Adam Norrie	“	109 13
E. Corning	“	105 10
Julia Manning	“	107 11
W. H. Stephens	“	107 11
	Total	<u>1206 15</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. M. LeFevre	Georgetown	110 13
Dr. E. DeLacey	“	111 08
R. A. Wagley	“	106 18
Naomi	“	108 01
Great Eastern	“	109 02
M. Blocher	“	104 10
A. H. Bradt	“	109 04
Iowa	“	111 12
American Boy	“	107 02
L. Hartley	“	106 00
R. M. Sprigg	“	107 08
	Total	<u>1191 18</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Perkins	Alexandria	107 16
A. H. Grant	“	112 02
W. M. Branhall	“	107 17
Joseph Noble	“	107 16
J. W. Wellington	“	105 03
James Hay	“	109 07
G. P. Lloyd	“	105 10
	Total	<u>755 11</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Capt. J R Masters	Georgetown	115 09
A. C. Greene	“	117 00
John Cowden	“	104 09
S. H. Sherman	“	112 16
	Total	<u>449 14</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Dahlia	Georgetown	110 14
Huntington	“	109 06
	Total	<u>220 00</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Friendship	Georgetown	108 05
G. W. Grove	“	105 14
	Total	<u>213 19</u>

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lillie Lemon	Georgetown	113 08
Mayfield & Hieston	“	114 08
	Total	<u>227 16</u>

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Star	Georgetown	106 04
Lucy Hall	“	103 00
C. L. Brengle	“	111 17
Ohio	Antietam	105 12
	Total	<u>426 13</u>

ES, Fri. 8/18/71, p. 4. **GEORGETOWN The Canal** – Business is again brisk at the coal and grain docks along the canal. Forty boats, most of them loaded with coal, have arrived since yesterday. The total number arriving since Monday up to noon today is fifty-six.

Dangerous Bridge – Complaints are made of the dangerous condition of the canal bridge at the foot of East Market Street. It is claimed that it is not sufficiently supported and that it is liable to fall unless measures are taken by the canal company to have it repaired.

The Coal Trade – This branch of business has been dull this week owing to the recent break in the canal and the non-arrival of boats. The following are the receipts and shipments during the week: Borden Mining Company, receipts 1,100 tons, shipments 3,675 tons; Agnew’s wharf, receipts 1,200 tons, shipments 1,239 tons; Consolidation Company, receipts 1,519 tons and shipments 3.303 tons.

AG, Fri. 8/18/71, p. 3. **C. & O. Canal** – The *Cumberland News* of yesterday says: - “Business on the canal on Wednesday was highly gratifying, as forty-one boats were loaded and dispatched from Cumberland, carrying 4,468 tons 15 cwt. of coal

Boats commenced arriving here early this morning and have been coming in freely ever since. The American Coal Company has sixty-three loaded boats afloat and bound down the canal.

DN, Sat. 8/19/71, p. 4. **Canal Trade.** – Yesterday was another elegant day at the canal. The even forty boats “cleared out” for ports below, carrying a total of 4,383 00 tons, distributed as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
B. F. Charles	Georgetown	108 10
Hoboken	“	108 15
Mary & Anna	“	112 01
Croton	“	107 10
M. H. Russell	“	114 02
H. C. Winship	“	112 17
K. Van Tassel	“	105 14
H. T. Weld	“	109 16
M. E. Hanna	“	109 03
Cherokee Tribe	“	112 13
Brombones	“	110 19
Mary Jane	“	106 09
M. A. Moore	“	112 07
	Total	<u>1430 16</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Sharpsburg	Georgetown	107 01
M. Sinclair	“	109 06
Wm. T. Allen	“	107 06
Nannie McGraw	“	107 08
J. F. Hitch	“	105 08
W. L. Shaw	“	108 17
N. S. Lemon	“	109 14
J. B. Turton	“	104 09
V. H. Weir	“	113 02
Annie	“	116 02

Canal Trade - 1871

	Total	1088 13
AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. J. Boothe	Alexandria	108 09
Henry Reed	"	106 04
W. J. Shrives	"	112 01
A. H. Wallis	"	108 03
Corn. DuBois	"	107 17
M. A. Myers	"	107 10
C. P. Dayton	"	103 10

	Total	753 14
BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Onward	Georgetown	104 02
Excelsior	"	119 09
Wm. Borden	"	114 15
Invincible	"	108 02
M. A. Adams	"	108 11
Susan Charles	"	118 05

	Total	673 04
MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. V. Norman	Georgetown	108 11
J. & H. Korns	"	101 19

	Total	210 10
HAMPSHIRE & BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. S. Lemen	Georgetown	106 03
Scotia	"	120 00

 President Clarke, of the Canal, yesterday telegraphed to this city that the order prohibiting boating on the line of the canal on Sundays had been countermanded, and that hereafter, until the end of the season, the locks would be open on Sunday.

DN, Mon. 8/21/71, p. 1. **Canal Trade** – Thirty-two boats were loaded and dispatched from this port on Saturday last, carrying 3,443 18 tons of coal, as follows:

	Total	1088 13
CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Bronx	Georgetown	108 03
Hawk	"	109 18

Ursula & Estelle	"	107 10
E. Rinehart	"	108 02
J. B. Varnum	"	106 11
Laura	"	107 12
Rip Van Winkle	"	108 12
Harlem	"	104 18
J. M. Forbes	"	107 19
D. C. Bruce	"	106 18
	Total	1076 13

	Total	527 15
MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. P. C. Morrison	Georgetown	105 06
Mary Willard	"	108 07
Noble Grand	"	106 14
Pennsylvania	"	109 09
Fanny Ortman	"	97 19

	Total	750 10
AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Patton	Alexandria	106 17
J. H. Stickney	"	107 08
James P. Dayton	"	107 15
John P. Moore	"	110 09
A. D. Brower	"	106 16
Edward Boyer	"	104 05
Harvey Fisk	"	107 00

	Total	561 13
BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Randolph Herr	Georgetown	113 04
Ida & Sallie	"	110 01
Nathan Williams	"	114 10
Dr. Grimes	"	105 11
Henry Freeland	"	118 07

	Total	219 02
GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Maryland No. 2	Georgetown	112 10
MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. C. Lynn	Georgetown	107 00
Col. E. V. White	"	112 02

	Total	101 17
HAMPSHIRE & BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lady of the Lake	Georgetown	101 17

Canal Trade - 1871

R. H. Castleman	“	94 08
	Total	<u>196 05</u>

 The Shepherdstown *Register* learns “that a colored boy named Charley Howard, employed upon the canal boat of Captain J. H. L. Hunter, was drowned in the Potomac st Shepherd’s Landing above town a few days ago. It seems that he had gotten off the boat and swam across the Potomac to an orchard for the purpose of getting apples. When attempting to return, with a handkerchief full of apples tied around his neck, he drowned.”

AG, Mon. 8/21/71, p. 3. **C. & O. Canal** – The Cumberland *News* of Saturday says: - “President Clarke, of the canal, yesterday telegraphed to this city that the order prohibiting boating on the line of the canal on Sundays had been countermanded, and that hereafter, until the end of the season, the locks would be open on Sunday. Yesterday was another elegant day at the canal. The even forty boats “cleared out” for ports below, carrying a total of 4,383 tons of coal.

DN, Tue. 8/22/71, p. 1. **Canal Trade** – Thirty-one boats left this port yesterday, carrying 3,346 16 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Blue Bell	Georgetown	106 10
Dave	“	106 18
Magpie	“	107 06
C. W. Harper	“	105 04
Charles & Ada	“	110 18
Dr. J P Delaplane	“	112 18
J. C. Hoffman	“	108 12
Poll	“	113 14
W. R. Snow	“	102 01
W. H. Boyd	“	106 11
	Total	<u>1080 12</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. L. Gross	Georgetown	109 00
Geo. H. Bradt	“	113 15

A. Johnson	“	105 04
Thomas Wheeler	“	107 16
Antietam	“	102 02
H. Gerdeman	“	111 13
E. K. Boyer	“	105 07
D. Knode	“	95 17
Charles Embrey	“	103 12
	Total	<u>954 09</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. J. B. Lloyd	Alexandria	110 18
Eagle	“	108 02
John H. Parrott	“	113 15
	Total	<u>332 15</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Loretta	Georgetown	110 04

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Chesapeake	Georgetown	104 14
T. Long	“	108 19
J. B. Slattery	“	109 04
J. O. Reitzell	“	111 09
	Total	<u>434 06</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. Washington	Georgetown	106 19
Willie Snyder	“	105 08
	Total	<u>216 07</u>

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Morning Sun	Georgetown	108 06
	<i>Private</i>	
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Morning Star	Georgetown	110 00

 Milton Ward, charged with the murder of Lewis, (colored,) on a canal boat near Georgetown, D.C., on last Saturday evening, hails from this city, having been about Cumberland for the last four or five years. He is a native of Berkley county, West Virginia. He is a young, single man, aged about 25 years. The Washington correspondent to the Baltimore *Sun* says: “Ward is in jail and has retained counsel for his defense and claims

that he acted in self-defense, as Lewis was about to kill him when he resorted to the musket with which he knocked him overboard. He also claims that he himself jumped overboard to save his victim, but was unable to do so, as the latter did not rise after he went down.”

CA, Wed. 8/23/71, p. 3. *Boating permitted on Sunday.* - The order prohibiting boats from passing through the locks of the Chesapeake and Ohio Canal on Sunday has been suspended.

Drowning of an Employee of the Consolidation Coal Company. - A colored man named Charles Johnson, an employee at the Georgetown wharf of the Consolidation Coal Company was drowned last week, and the verdict of the Coroner's Jury was that the Company through carelessness, by reason of the unsafe and dangerous conditions of its wharf, was responsible for the death of the deceased.

DN, Wed. 8/23/71, p. 4. **Canal Trade** – Business on the canal is not so large as could be desired. There are not many boats returning in yet. The water in the river at this point is getting very low, and the supply is barely sufficient to fill the canal to a boating depth. Unless rain falls soon, in sufficient quantities to raise the river, boats will necessarily be restricted to lighter loads.

But twenty-five boats were dispatched from this port yesterday, carrying 2,661 03 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. A. Graham	Georgetown	108 02
A. J. Center	“	105 08
Uno	“	104 05
Gen. Grant	“	109 05
Andy Johnson	“	100 03
I. Crane	“	116 10
Miami	“	108 08

Fairplay	“	103 04
W. M. Hill	“	108 06
	Total	963 11

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. Dick	Georgetown	107 06
A. Lincoln	“	100 16
L. J. Stanhope	“	110 02
George Albert	“	104 13
Gibbs & Clay	“	96 02
Mollie Reed	“	106 16
Hibernia	“	101 08
	Total	727 03

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
[illegible]	Alexandria	105 03
Waldo Hutchins	“	107 15
D. Cromwell	“	108 08
	Total	321 06

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. E. Fugitt	Georgetown	109 05
Geo. H. Colbert	“	111 05
Tillie B. Lynn	“	105 14
	Total	326 04

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Capt. J. Weir	Georgetown	107 10

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Benj. Long	Georgetown	105 00

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. McNally	Georgetown	110 09

NR, Wed. 8/23/71, p. 4. **GEORGETOWN** – **The Canal** – Arrived, boats Robin, E. M. Linthicum, Joseph Murray, T. E. Sheridan and J. S. Macher with coal for Consolidation Coal Company; L. Lowell, Martha, F. Ensminger, B. L. Slack and Charles A. Greene with coal for Borden Mining Company; J. N. Thomas, from Point of Rocks, with 2,200 bushels of corn, 1,200 bushels of wheat and 75 barrels of flour for Joseph G. Waters.

GEORGETOWN AFFAIRS

Kicked by a Mule – A colored boy named “Sam,” a driver for the canal boat “Monongahela,” was severely injured yesterday by being kicked in the stomach by a mule. Dr. Brockenbrough was summoned, and rendered all the assistance in his power to relieve the sufferer.

Mills Stopped – The superintendent of the Georgetown level has ordered the millers along the line to suspend operations between the hours of 5 a.m. and 6 p.m., resuming work at night. The cause of this is scarcity of water, caused by the low water in the Potomac. The canal boats are laboring under great difficulties, some of them being fast in the mud and cannot move.

AG, Wed. 8/23/71, p. 2. **C. & O. Canal Company** – The following is a statement of the receipts and expenditures of the Chesapeake and Ohio canal for the month of July: Earnings \$47,132.79; expenses, including repairs \$16,699.64; net returns for the month of July \$30,433.15. Number of tons coal transported during the month of July, 82,635 tons. Number of days navigation suspended, caused by breaks, 14.

DN, Thu. 8/24/71, p. 1. **Canal Trade** – Water in the canal and river at this point is getting very low. A number of boats were aground in the basin and canal near the lower wharf yesterday. Boats are now restricted to four feet, three inches depth. It is hoped we will get rain very soon. Unless we do, boating will be seriously interfered with.

Yesterday thirty-two boats cleared this port carrying 3,257 19 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Owl	Georgetown	111 14
Broadway	“	103 04

Samuel Boyer	“	109 17
L. L. Grove	“	98 18
Dundenburg	“	100 07
T. J. Nimmo	“	104 14
Van Lear Sprigg	“	104 13
J. B. Thomas	“	105 15
Mohawk	“	102 17
Total		851 19

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. E. Spier	Georgetown	104 18
J. D. Tice	“	102 16
F. P. White	“	102 01
Ohio	“	101 10
M. E. Hagerman	“	110 17
J. E. Russell	“	99 15
A. Spier	“	105 02
E. E. Spielman	“	105 10
Total		832 09

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. J. Clark	Alexandria	109 10
E. F. C. Young	“	106 00
John S. Fox	“	103 11
John J. Swift	“	100 10
Geo. K. Sisters	“	100 06
John O’Brien	“	101 04
Total		621 01

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John P. James	Georgetown	110 17
Diligent	“	103 19
Total		214 16

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Eureka	Georgetown	103 12
J. B. Humbird	“	106 16
Total		210 08

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. Hammond	Georgetown	102 06
J. H. Gatrell	“	106 18
James C. Clarke	“	106 16
Lucy Hall	“	61 02
Total		377 02

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mary H. Wright	Georgetown	100 04

NR, Thu. 8/24/71, p. 4. **GEORGETOWN – The Canal** – Arrived, boats M. Fannon, John Young, Lilly Lemen, Star of Cumberland and John G. Greenless with coal for Mayfield & Hieston; David Hoadley, [Arkansas] Traveler, Atlanta, Monongahela, Yonkers, Joseph Murray, Diamond, Walcott, [Silver] Wave, New Bettie, Minnesota and Pigeon with coal for Consolidation Coal Company; S. Charles, Elizabeth, Ingomar, Diligent and C. Segerson with coal for George’s Creek Company; Emerald, Sallie Ardinger, Evening Star, B. M. Young and Joseph H. Farrow with coal for Borden Mining Company.

ES, Thu. 8/24/71, p. 4. **GEORGETOWN Receipts of Grain** – Mr. George Waters has received, per canal boat, 5,500 bushels of wheat. The canal boat J. N. Thomas brings J. G. Waters 2,300 bushels of wheat and 1,200 bushels of corn.

The Canal – The flume at Seven Locks, which went out on Tuesday evening, was replaced last night, and boats at once commenced passing. They are arriving in large numbers today, and it is estimated that over one hundred will be in before tonight.

The Mills Again Idle – The millers on the line of the canal received orders last evening to suspend today on account of the small quantity of water in the canal. The slight rain last night has had hardly any perceptible effect on the canal, and the mills despair of resuming business as usual until there is a heavy rain fall.

Effect of the Dry Weather – Canal boatmen just arrived, represent the country for eighty miles up, as suffering greatly from the drought. The corn crop in Frederick county, Md., is a complete failure, and the effect of

the drought has been almost as disastrous in other counties bordering on the canal both in Virginia and Maryland.

DN, Fri. 8/25/71, p. 4. **Canal Trade** – Low water is beginning to affect canal shipments. Boats are making slow time, and going out with light loads. Yesterday but twenty-one boats left this port, carrying 2,165 12 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Linnet	Georgetown	101 17
Ino	“	102 00
Pearl	“	104 13
F. Kitwell	“	104 14
P. J. Smith	“	105 12
Henry Lawther	“	110 04
Total		629 00

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James Noble	Georgetown	100 09
J. M. Boteler	“	102 05
Total		202 14

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John W. Schenck	Alexandria	100 16
Michael Lienan	“	100 16
Andrew Clark	“	100 10
J. S. Davenport	“	102 02
C. Clifton	“	102 08
Total		506 12

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Horace Resley	Georgetown	106 08
Lizzie & Phillie	“	102 17
James H. Percy	“	103 07
Total		312 12

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hero	Georgetown	104 06

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. A. Mertens	Georgetown	105 00
F. Swain	“	101 04
Total		206 04

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Devecmon	Georgetown	100 14
Robert Emmett	“	103 10
	Total	214 04

NR, Fri. 8/25/71, p. 4. **GEORGETOWN – The Canal** – Arrived, boats J. N. Thomas, from Point of Rocks, with 1,200 bushels of corn and 2,500 bushels of wheat for Joseph G. Waters; Energy, Fulton, W. C. Smith, Anthony Van Corlear, Laurence A. Cropley, Lewis Smith, Delano, Robin, James S. Macky, J. K. Witford, Allen Campbell, E. M. Linthicum, Hudson, Thomas E. Sheridan and H. J. Kannaugh with coal for the Consolidation Coal Company; Huntington with coal for George’s Creek Company; Thomas Drennen, Hollander, J. R. Haines, Fred. C. Doyle, John C. Hassett and Captain Masters with coal for Borden Mining Company; Nettie Graham, from Berlin, with 2,700 bushels of wheat for George Waters; E. F. Wheeler, from Mercerville, with 341 barrels of flour for W. H. Dougall; 2,800 bushels of wheat for George Waters.

ES, Fri. 8/25/71, p. 4. **GEORGETOWN Receipts of Grain** – The following are the receipts of grain per canal today: B. Talbott & Son, 300 bushels of corn; Hartley & Bro., 2,500 bushels of wheat; and J. G. Waters, 750 bushels of wheat.

Mayfield & Hieston have received a load of oak from Edward’s Ferry, per canal.

The Canal – The water is still very low in the canal. Forty-six boats arrived yesterday, all of them loaded with coal; but if the present drouth continues, navigation will soon be entirely suspended. The mills on the canal commenced running yesterday afternoon, and continued all night. They ceased operations early this morning, but may be permitted to resume this evening.

The Coal Trade – The receipts and shipments of the different coal companies this week, estimating tomorrow, are as follows: Borden Mining Company, receipts 3,700 tons, shipments 3,500 tons; Agnew’s wharf, receipts 2,000 tons, shipments 1,200 tons; Consolidation Company, receipts 9,370 tons and shipments 9,035 tons. The coal, as well as the grain trade, has been interrupted again this week by the carrying away of the flume at the Seven Locks and by the low water in the canal.

The Unsafe Bridge over the canal on East Market street is still closed to travel and no steps have been taken by the canal company to repair it.

AG, Fri. 8/25/71, p. 3. **Canal News** – No breaks are reported in the Chesapeake and Ohio Canal, but the number of boats arriving is very small, navigation having been considerably impeded by the low water. None of the boats that leave Cumberland take on full cargoes. It is understood that both the feeder and dam at the Little Falls of the Potomac leak badly. It is also said that the Holly Water Works at Cumberland waste a large quantity of water.

DN, Mon. 8/28/71, p. 2. **The Canal and the Holly** – The Alexandria *Gazette* of Saturday last says that few boats are arriving on the canal below, as navigation is impeded by the low water. The *Gazette* says it is understood that both the feeder and dam at Little Falls leak badly, “and it is also said the Holy Water Works at Cumberland waste a large quantity of water.”

Our contemporary hasn’t got the matter quite right. Up here we think it is *time and money* that has been *wasted*. The *water*, we think, has been dealt out too slowly and too sparingly.

Canal Trade - 1871

Ibid, p. 4. **Canal Trade** – We are pleased to note yesterday as an extra good day at the coal wharves as forty-six boats were loaded and dispatched, carrying a total of 4,707 18 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gen. McClellan	Georgetown	100 05
R. P. Getty	“	107 13
Black Hawk	“	106 18
J. P. Agnew	“	103 18
R. Bender	“	107 07
Jim Gunning	“	104 08
Jenny Lind	“	105 14
J. H. Rench	“	101 10
F. H. Walcott	“	101 14
Katskill	“	101 12
J. Murry	“	110 10
Total		1151 09

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. S. Motter	Georgetown	102 05
J. E. Silver	“	102 12
E. P. Steffey	“	101 06
Wm. T. Hassett	“	108 02
Industry	“	109 04
Rainbow	“	96 13
Prairie Flower	“	103 15
H. M. Dellinger	“	102 12
J. M. Hedding	“	104 17
Ida & Willie	“	104 02
Shenandoah	“	102 00
Total		1137 08

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Rechabites	Alexandria	105 08
Alexander Ray	“	101 17
R. H. Haydock	“	101 02
W. Laird, Jr.	“	106 09
David A. Lowe	“	108 08
Thomas H. Faile	“	103 14
Andrew Main	“	101 08
Total		728 06

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. W. Thacker	Georgetown	104 12

Sprigg S. Lynn	“	105 15
Leander Lovel	“	118 16
Martha	“	102 15
W. W. Shephard	“	102 04
E. Ensminger	“	107 14
Total		641 16

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jesse	Georgetown	105 03
Quaker City	“	104 15
James A. Clarke	“	101 13
Odd Fellow	“	99 11
Total		411 02

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
G. Blackburn	Georgetown	104 15
W. H. Ash	“	102 17
Dennis Murphy	“	104 10
Total		312 02

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Swain	Georgetown	106 01
Mrs. C. E. Charles	“	105 08
M. E. Fernsner	“	106 10
Total		317 19

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hunter & Bruce	Georgetown	107 14

Sunken Canal Boat – One evening before last, as the canal boat “Hero,” with a cargo of coal, was being towed from the river wharf to the canal, and when at the point in front of the locks, the boat struck a stone in the channel, which stove a hole in the bottom of the boat, and she sank immediately. The river being very low, the boat was not submerged. Yesterday a force of about twenty-five men were employed in shoveling the coal from the sunken boat into another boat named “Minnie Topper.” It was expected to have the sunken boat raised last night or this morning. It does not however interfere with boats entering the lock, as there is ample room to pass.

Canal Trade - 1871

NR, Mon. 8/28/71, p. 4. **GEORGETOWN – The Canal** – Arrived, boats E. B. Hartley, from Berlin, with 3,600 bushels of wheat for Hartley & Bro.; W. Marbury, from Weverton, with 3,500 bushels of wheat for the same firm; Gondola, from Loudoun county, Virginia, with 460 bushels of corn for J. G. Waters; Slattery, T. Long, Captain John Wheeler, J. O. Russell and Chesapeake with coal for George’s Creek Company; Excelsior, Susan Charles, R. Herr, Martha Williams, Ida & Sallie with coal for Borden Mining Company; Dr. Simes and Julia Estolla, with stone.
Cleared, boat Star for Cumberland with 27,000 feet of yellow pine lumber from J. & J. Libbey.

DN, Tue. 8/29/71, p. 1. **Canal Trade** – Forty boats left this port yesterday, carrying 4,289 07 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mountain City	Georgetown	110 15
Diamond	“	105 08
Lark	“	105 15
F. Delano	“	104 18
J. K. Whitford	“	111 16
J. S. Mackie	“	103 10
Lewis Smith	“	102 14
H. T. Weld	“	110 08
T. E. Sheridan	“	108 01
Energy	“	109 05
Julia A. Manning	“	109 08
Total		1178 18

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
L. J. Gross	Georgetown	103 12
H. W. Shuck	“	102 12
Annie Bell	“	105 13
C. N. Madore	“	105 08
M. Whitson	“	109 18
Thomas Hassett	“	105 00
Mary Mertens	“	105 10
Total		737 13

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Plover	Alexandria	104 16
Goldfinch	“	106 18
U. C. Hamilton	“	109 01
C. F. Livermore	“	108 05
J. B. Cazeaux	“	111 02
H. C. Flagg	“	112 02
Kate	“	107 07
Total		759 11

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. F. C. Doyle	Georgetown	109 06
Sallie Ardinger	“	108 15
Thomas Drennan	“	105 09
S. R. Haines	“	105 14
Total		429 04

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Elizabeth	Georgetown	98 16
C. Segerson	“	111 14
Hero	“	106 19
Total		317 09

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
O. D. Robins	Georgetown	108 15
W. C. Boteler	“	104 00
J. Reives	“	103 06
Total		316 01

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. O’Connor	Alexandria	110 08
J. P. Agnew	“	116 06
Total		226 14

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Maryland No. 2	Georgetown	111 18
Nannie McGraw	Antietam	107 12
W. L. Shaw	“	104 07
Total		323 17

AG, Tue. 8/29/71, p. 3. **The Canal** – Advices from along the line of the C. & O. Canal report the stage of water as improving, and that boats loading at Cumberland can now probably take on full cargoes. The

Alexandria Canal is well supplied with water and boats are arriving and departing freely.

CA, Wed. 8/30/71, p. 3. *Drowned.* – Coroner Strong on Wednesday morning last held an inquest on the remains of a man named John Jennings, who was drowned in the Canal on the preceding night. Jennings, accompanied by two companions, all belonging to a company of roving horse traders, was encamped a few miles from town, walking along the track of the Baltimore and Ohio Railroad on his return to camp, when he fell over the embankment into the Canal. The deceased was from Washington, D. C., and leaves a wife and large family of children.

Sunken Boat. – The canal boat “Hero,” laden with coal, sunk in the river near the locks, on Thursday evening, a leak having been caused by the boat coming into contact with a boulder at the bottom of the stream. The cargo was transferred to another boat, and the “Hero” raised on the day following.

Homicide on a Canal Boat. - The Washington *Star* of Monday says: "A quarrel took place on the boat *F. H. Mertens*, on the Chesapeake and Ohio Canal, near the chain bridge, about 6 o'clock on Saturday afternoon, between two men - Milton Ward (white) and John Lewis (colored) and during the difficulty Ward struck Lewis with the butt end of a gun knocking him overboard, into the canal where he was drowned. Ward escaped by swimming ashore. About 9 o'clock yesterday morning officers O'Brien, Dangler and Cunningham, of the third precinct, who had been detailed to pursue Ward, came up with the boat *Mertens* at Magazine Locks, and took the Captain into custody as a witness. Officer O'Brien having received information that Milton Ward was aboard of an up-bound boat; continued his pursuit, and on overhauling the canal boat *Spielman*, Captain O'Neil, boarded her. The Captain denied the presence of

Ward on board his craft, but the officer having good reason to believe otherwise, continued his search in every part of the boat. His diligence was rewarded by finding his man nicely stowed away under some loose hay in the feed cabin of the boat. The officer took him into custody, and after properly securing him, brought him to the Chain bridge where the coroner's inquest was being held. Deputy Coroner Hartigan ordered him to be committed, and officer O'Brien took him in charge and safely lodged him in jail.

"The following verdict was rendered by the coroner's jury: That the deceased came to his death at about half-past four o'clock, on the 19th day of August, 1871, on the Chesapeake and Ohio Canal, near the Chain Bridge, by drowning, from the canal boat *F. H. Mertens*, and the jury further find that the drowning resulted from a blow received from the hands of Milton Ward, from the butt-end of a gun, which knocked him overboard."

The body of Lewis was turned over to officer Sebastian, of the sanitary force, who had it buried in the vicinity of the Chain bridge. Ward, the alleged murderer, was committed to jail. He is a man about 27 years old, and his home is in Cumberland.

Mr. O. D. Barrett has been retained to defend Ward, who is a rather intelligent looking man, and claims that he acted in self defense, that he had [illegible] that Lewis was about to attempt to kill him, that he (Ward) got the gun to defend himself, that Lewis advanced on him in a threatening manner, that he (Ward) struck him (Lewis) with the butt end of the gun, that [illegible], and that he (Ward) jumped overboard to try to save him but failed.

DN, Wed. 8/30/71, p. 1. **Canal Trade** – Thirty-nine boats left this port yesterday, carrying 4,225 18 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. C. Winship	Georgetown	111 09

Canal Trade - 1871

B. F. Charles	“	110 19
Adam Norrie	“	112 19
H. J. Kenah	“	102 06
M. H. Russell	“	108 09
Wave	“	101 02
Brombones	“	109 04
Yonkers	“	112 07
Cherokee Tribe	“	112 18
Total		<u>981 13</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Sharpsburg	Georgetown	106 05
A. H. Bradt	“	109 02
P. Quigley	“	104 00
R. M. Sprigg	“	107 18
M. Sinclair	“	108 13
G. W. Grove	“	105 05
Friendship	“	105 19
Euphlia	“	103 04
Total		<u>850 05</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Robert Marshall	Alexandria	109 02
George Sherman	“	111 04
M. Sanford	“	103 16
James Vandervoort	“	110 05
George W. Wallis	“	105 01
John W. Bacon	“	105 03
A. Perkins	“	106 01
W. M. Bramhall	“	108 13
Total		<u>859 05</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Vigilant	Georgetown	106 09
John C. Hassett	“	106 18
Capt. J. R. Masters	“	108 02
S. H. Sherman	“	115 19
Hollander	“	112 19
A. C. Greene	“	114 17
Total		<u>665 04</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. O. Reitzell	Georgetown	110 06
T. Long	“	108 09
Total		<u>218 15</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. A. Wagley	Georgetown	102 15
Iowa	“	103 19
Feidt & Shupp	“	110 15
Dr. E. DeLacey	“	112 00
Total		<u>429 09</u>

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. S. Lemen	Alexandria	118 01

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. & H. Korns	Williamsport	103 11

ES, Wed. 8/30/71, p. 4. **GEORGETOWN The Canal** – The canal is again full of water and boats are arriving and departing in large numbers. Up to last night the number of loaded boats arriving since the 1st instant was 1,015. About 60 more will be in by tomorrow night, thus making the total number for the month of August, 1,075, against 800 last month.

DN, Thu. 8/31/71, p. 1. **Canal Trade** – We have the gratification of recording yesterday’s work at the coal wharves as extraordinarily good. The number of boats loaded and dispatched were forty-seven, carrying a total of 5,117 15 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. P. Manning	Georgetown	103 04
W. C. Smith	“	111 04
W. A. Stephens	“	110 04
Fulton	“	108 14
Hawk	“	114 10
Allen Campbell	“	102 00
Robin	“	106 04
F. Beck	“	103 00
E. M. Linthicum	“	107 01
M. M. Jane	“	112 16
C. L. Brengle	“	110 19
Creole	“	104 01
Total		<u>1293 17</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Canal Trade - 1871

Great Eastern	Georgetown	108 12
J. F. Hitch	"	110 01
Viola H. Weir	"	113 00
A. Spates	"	101 17
S. Hartley	"	107 00
Col. J. C. Lynn	"	108 14
Clearspring	"	105 18
J. B. Turton	"	105 15
Annie	"	112 08
R. L. Gross	"	111 09
Jack Topper	"	108 11

Total 1192 05

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. L. Gilbert	Alexandria	108 04
Maj. E. L. Moore	"	112 10
A. H. Wallis	"	109 01
James Hoy	"	109 13
A. H. Grant	"	112 00
G. P. Lloyd	"	107 11
Joseph Noble	"	105 01

Total 763 19

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. H. Farrow	Georgetown	109 15
Invincible	"	108 12
John Cowden	"	107 16
William Borden	"	115 12
Randolph Herr	"	111 10
Bertha M. Young	"	115 15

Total 669 02

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Slattery	Georgetown	110 15
Dahlia	"	109 18

Total 220 13

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Naomi	Georgetown	109 00
F. M. LeFevre	"	111 15
J. V. Norman	"	107 16
Pennsylvania	"	108 08

Total 436 19

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
L. Lemen	Alexandria	112 11

G. P. DeWitt	"	105 16
Mayfield & Hieston	"	116 01
Total		334 08

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Excelsior	Georgetown	100 07
J. G. Greenless	"	106 05
Total		210 12

NR, Thu. 8/31/71, p. 4. **GEORGETOWN** – **The Canal** – Arrived, boats Vallie, from Great Falls, with 35 cords of wood for Mayfield & Hieston.

Cleared boat F. P. Steffey, for Williamsport, Md., with 10,000 feet of worked flooring from J. & J. Libbey.

Boats Forbes, Snow, Fair-play, Boyer, Owl, Thomas Lowther, Emma Reinhart, J. Brane, Wm. Hill, and Broadway with coal for Consolidation Coal Company; boats Jessie, Quaker City, S. Charles, Odd Fellow and Diligent with coal for George's Creek Company; boats L. M. Lovell, Martha, Sprigg, S. Lynn, Geo. W. Thacker, James W. Percy, Lizzie & Phillie, Horace Resley, John T. James and Geo. C. Colbert with [coal for] Borden Mining Company.

DN, Fri. 9/1/71, p. 4. **Canal Trade** – Business on the Canal has now assumed a very gratifying state. The departures yesterday were forty-five boats, carrying 4,854 04 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hoboken	Georgetown	106 03
K. Van Tassel	"	108 17
Communipaw	"	105 16
Bowery	"	107 16
Dr. J B Delaplane	"	114 08
D. C. Bruce	"	106 15
Magpie	"	106 02
Hudson	"	106 09
A. Van Colear	"	108 08
A. Croyley	"	115 14
E. Corning	"	103 12

Canal Trade - 1871

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George H. Bradt	Georgetown	110 19
Willie Snyder	"	102 19
Andrew Johnson	"	101 09
Tillie & Minnie	"	107 03
M. A. Edwards	"	103 06
N. S. Lemen	"	105 03
F. Ortman	"	105 05
Thomas Wheeler	"	111 02
M. Blocher	"	105 14
Total		953 00

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John H. Parrott	Alexandria	116 08
Eagle	"	108 04
W. S. Boothe	"	108 00
M. A. Myers	"	107 12
David Pomroy	"	101 19
W. J. B. Lloyd	"	114 11
Ben Williamson	"	105 05
Henry Reed	"	101 11
Total		863 10

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ida & Sallie	Georgetown	110 07
Susan Charles	"	115 10
Nathan Williams	"	109 00
Onward	"	103 14
Total		438 11

GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Huntingdon	Georgetown	109 05
Chesapeake	"	108 08
Capt. J. Weir	"	111 09
Total		329 02

MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. L. Miller	Georgetown	106 06
M. J. Gertnell	"	99 14
Geo. Washington	"	106 14
Total		313 14

HAMPSHIRE & BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lady of the Lake	Alexandria	106 01

Scotia	"	110 00
Morning Sun	"	109 09
M. Fannon	"	112 17
John G. Lynn	"	108 02
Total		547 09

<i>Private</i>		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. I. Morris	Georgetown	114 10
Star	"	104 08
Total		218 18

Valuable Mule Killed – At an early hour yesterday morning a train of cars entering the city from the East, on the Baltimore and Ohio railroad, ran over a very fine mule that had strayed upon the track near the basin wharf, severing both its fore legs and otherwise injuring the animal. It was left lying beside the track until about noon, when Officer Bender ended the poor brute's sufferings by several piston shots in its forehead. The mule was the property of Lawson Morgan, Captain of the canal boat "Fannie Ortman," and was valued at \$225. It had broken loose from its fastenings where it had been picketed near the boat, and, dragging its feed box with it by the halter, had wandered upon the railroad track, when, a train approaching, it was unable to get out of the way of the locomotive.

DN, Sat. 9/2/71, p. 1. **Canal Trade** – Thirty-nine boats departed yesterday, carrying 4,198 05 tons of coal, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. H. Boyd	Georgetown	111 13
J. B. Varnum	"	105 11
M. E. Hammond	"	104 02
Mary Jane	"	106 12
Gen. Grant	"	105 01
A. J. Centre	"	109 11
Gowanus	"	107 03
Charles & Ada	"	113 02
Craton	"	104 02
Vulture	"	104 06
T. J. Mehaffey	"	112 02

Canal Trade - 1871

S. S. Cunningham	“	108 07
	Total	<u>1291 13</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. T. Allen	Georgetown	105 18
R. Emmet	“	112 07
J. Dick	“	114 11
Antietam	“	105 08
C. K. Barger	“	107 13
H. Gerdeman	“	112 03
Ironsides	“	110 18
L. G. Stanhope	“	112 06
B. Long	“	101 09
	Total	<u>983 13</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry Delafield	Alexandria	107 00
Geo. A. Pearre	“	103 04
James A	“	102 15
Alexander	“	“
Henry Kenny	“	107 06
J. W. Wellington	“	105 16
Thomas Patton	“	104 06
Corn. DuBois	“	111 00
	Total	<u>734 09</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry Freeland	Georgetown	111 11
Tillie B. Lynn	“	105 09
Morning Star	“	108 01
Dr. Grimes	“	104 02
	Total	<u>428 14</u>

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. M. Jane	Georgetown	115 09
J. R. Humbird	“	108 15
	Total	<u>225 04</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hibernia	Georgetown	104 02
J. Hammond	“	109 00
J. A. Suter	“	106 04
M. E. Spier	“	108 18
	Total	<u>428 04</u>

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. A. Adams	Georgetown	106 08

DN, Tue. 9/5/71, p. 1. **Canal Trade** –
Yesterday was a good day at the canal, as follows, carrying 4,589 13 tons:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. W. Harper	Georgetown	109 08
S. Boyer	“	113 09
Ursula & Estelle	“	107 17
Bronx	“	106 16
L. L. Grove	“	109 19
V. L. Sprigg	“	107 02
Rip Van Winkle	“	102 19
Gen. McClellan	“	107 06
Monongahela	“	107 14
Mohawk	“	103 16
	Total	<u>1076 06</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
E. E. Spielman	Georgetown	113 08
G. W. Taylor	“	105 15
W. P. Hassett	“	112 14
E. P. Steffey	“	111 10
J. Noble	“	111 14
J. S. Motter	“	110 03
Industry	“	105 06
G. Blackburn	“	109 17
W. H. Ash	“	113 00
D. Murphy	“	111 15
Ida & Willie	“	106 12
	Total	<u>1211 14</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John J. Swift	Alexandria	104 00
John J. Fox	“	106 11
D. Cromwell	“	110 03
John P. Moore	“	113 16
John S. Davenport	“	111 09
Rechabites	“	112 14
	Total	<u>658 13</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James H. Percy	Georgetown	107 15
Lizzie & Phillie	“	116 04

Evening Star	“	113 15
Sprigg S. Lynn	“	114 07
Leander Lovel	“	117 12
	Total	<u>569 13</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Eureka	Georgetown	103 06
Samuel Charles	“	104 16
	Total	<u>208 02</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lucy Hall	Georgetown	103 16
F. A. Mertens	“	105 06
	Total	<u>209 02</u>

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John Young	Alexandria	105 14
M. S. Fernsner	“	114 17
R. H. Castleman	“	91 05
Mrs. C. E. Charles	“	113 02
	Total	<u>424 18</u>

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Swain	Georgetown	115 04
W. L. Shaw	Antietam	116 01
	Total	<u>231 05</u>

There seems to be a hitch in the matter of the completion of the Western Maryland Railroad to Williamsport. The Williamsport *Pilot* intimates that Senator HAMILTON is using his influence to prevent a junction of the railroad and canal. President CLARKE is represented as ready to go to work on the basin at Williamsport as soon as he shall receive assurances that he will be justified in the undertaking, which he does not now possess in view of delays, &c., &c.

CA, Wed. 9/6/71, p. 3. *Canal Trade*. - The movement of coal upon the Canal, for the past ten days, has been as brisk as at any time during the season. There were 848 clearances of boats at the Cumberland office, in the month of August, with cargoes aggregating 91,315 tons 9 cwt. of coal - an increase of

8,680. tons 5 cwt. over the month of July, and 21,531 tons 9 cwt. more than were shipped in the month of August, 1870. The shipments by companies and individuals, for the month, were as follows:

	<i>Tons</i>	<i>Cwt.</i>
American Company	16,380	12
Borden Company	10,688	13
Consolidation Company	23,810	09
George's Creek Company	5,803	16
Hampshire Company	1,945	02
Maryland Company	21,300	19
Midlothian Company	6,263	13
Individuals	<u>5,122</u>	<u>05</u>
	91,315	09

Of this, 90,043 tons 14 cwt. went through, 522 07 tons to Antietam Iron Works, 327 01 to Shepherdstown, 317 03 to Williamsport, and 105 tons 4 cwt. to Hancock.

Of up freights, reported within the month, there were 163 barrels of flour, 430 bushels of wheat, 10 tons mill offal, 2 tons melons, 938 sacks salt, 99,000 feet lumber, 36,000 shingles and 5½ tons sundries.

Death from the Kick of a Mule. - A colored boy, employed as a driver on the canal boat *F. A. Mertens*, was kicked in the stomach by one of the mules of his team, at the Four Locks, on Thursday last, sustaining internal injuries which terminated fatally on Saturday morning. The remains were brought to this port and an inquest held over them by Coroner Strong, a verdict being rendered in accordance with the facts. The deceased was nearly grown and was perhaps twenty years of age. He hailed from Washington City, and answered to the name of John. - His family name is unknown.

DN, Wed. 9/6/71, p. 1. **Canal Trade** – Water in the river at this point is getting very low, but boats are yet enabled to catty full loads.

The departures yesterday were 42, carrying a total of 4,587 16 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Linnet	Georgetown	106 08
J. M. Forbes	"	104 17
J. C. Hoffman	"	104 04
R. P. Getty	"	112 02
Peacock	"	108 13
Harlem	"	108 05
James Murray	"	111 10
Ino	"	107 07
P. S. Smith	"	112 07
Total		975 13

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George Snyder	Georgetown	113 11
F. Swain	"	103 15
H. W. Shuck	"	101 12
A. M. Reed	"	104 07
J. M. Resley	"	106 06
J. M. Hedding	"	106 08
H. W. Dellinger	"	111 03
Wm. Moffitt	"	110 05
Wm. Doyle	"	112 02
C. W. Adams	"	112 05
Rainbow	"	107 11
P. Fleckenstein	"	115 11
Total		1304 16

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. K. Sisters	Alexandria	102 01
Michael Lienam	"	104 08
David A. Lowe	"	110 18
R. H. Haydock	"	107 12
J. R. Anderson	"	113 17
Alexander Ray	"	108 00
W. Laird, Jr.	"	110 00
Total		756 16

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Martha	Georgetown	108 04
Charles A. Greene	"	111 00
F. Ensminger	"	116 07
Isaac Willison	"	113 13
B. L. Slack	"	113 17
Total		563 01

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. & T. Coulehan	Georgetown	109 11
H. Willison	"	114 15
Total		224 06

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. Reives	Georgetown	112 14
Prairie Flower	"	112 10
John E. Silver	"	103 05
Total		328 09

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. H. Wright	Alexandria	106 04
Wm. Devecmon	"	105 16
Total		334 08

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. T. Davis	Georgetown	115 05
Shenandoah	Harper's Ferry	107 10
Total		222 15

NR, Wed. 9/6/71, p. 4. **FROM THE WHARVES** – Crouch's wharf – barge Elizabeth, from Cumberland, Md., with coal for Ford & Windsor.

GEORGETOWN – The Canal – Arrived, boats J. H. Thomas, from Point of Rocks, with 2,500 bushels of wheat and 800 bushels of corn for George Waters; Lawrence, Delano, J. S. Mackey, Energy, Cherokee Tribe, Louis Smith, H. T. Walls, Julia Madden and Benj. F. Charles with coal for Consolidation Coal Company; Capt. John Weir with coal for George's Creek Company; W. Borden, B. Herr, Nathan Williams, Onward and Susan Charles with coal for Borden Mining Company.

ES, Wed. 9/6/71, p. 4. **GEORGETOWN Receipts of Grain** – The canal boat J. N. Thomas arrived this morning with 2,500 bushels of wheat, 800 bushels of corn and flour and mill feed, consigned to J. G. Waters.

The Mills were permitted to run last night, but were ordered to suspend early this morning on account of the low water in the canal. The millers hope to be able to run tonight.

AG, Thu. 9/7/71, p. 3. **The Canal** – The streams from which the Chesapeake and Ohio Canal is supplied, are so low, owing to the prevailing drought, that the water in the canal is lower now than it has been for many a previous year, and navigation is consequently considerable impeded. The few boats that are arriving from Cumberland do not bring full cargoes.

DN, Fri. 9/8/71, p. 4. **Canal Trade** – Thirty-seven boats departed yesterday, carrying 3,960 13 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Black Hawk	Georgetown	113 01
Dove	“	108 10
Minnesota	“	106 10
Jim Gunning	“	104 00
J. B. Thomas	“	108 13
Jenny Lind	“	113 18
H. F. Kindle	“	106 00
Bettie	“	107 13
Arkansas Traveler	“	108 07
H. T. Weld	“	114 07
Lark	“	106 12
Washington Irving	“	114 00
Total		1311 11

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. M. Sprigg	Georgetown	106 15
C. N. Madore	“	110 02
American Boy	“	102 10
Dr. E. DeLacey	“	111 11
A. H. Bradt	“	108 15
W. H. Boteler	“	100 19
M. Sinclair	“	106 03
Total		746 15

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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John O'Brien	Alexandria	107 08
Charles Robb	“	110 08
Kate	“	104 06
Henry C. Flagg	“	111 13
E. Stevenson	“	104 02
Andrew Main	“	103 15
Total		641 12

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John C. Hassett	Georgetown	106 05
A. C. Greene	“	116 19
Hollander	“	108 09
Dr. F. C. Doyle	“	113 13
Total		445 06

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Odd Fellow	Georgetown	103 05
J. O. Reitzell	“	113 11
Total		216 16

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Sharpsburg	Georgetown	104 12
O. D. Robbins	“	100 07
Iowa	“	107 08
Total		312 07

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gen. Washington	Alexandria	101 13
<i>Private</i>		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Nettie Graham	Antietam	77 19
Friendship	“	106 14
Total		184 13

NR, Fri. 9/8/71, p. 4. **GEORGETOWN** – **The Canal** – Arrived, boats Vallie with 35 cords of wood for Mayfield & Hieston; Wm. Marbury, from Weverton, with 3,350 bushels of wheat for Hartley & Bro.; E. Bradfield Hartley, from Berlin, with 3,300 bushels of wheat, and Medley, from White's Ferry, with 2,800 bushels of wheat and corn for Hartley & Bro.

ES, Fri. 9/8/71, p. 4. **GEORGETOWN**

The Coal Trade – The receipts and shipments of the different coal companies for the present week, estimating tomorrow, are as follows: Borden Mining Company, receipts 3,410 tons, shipments 3,600 tons; Agnew’s wharf, receipts 1,800 tons, shipments 1,300 tons; Ray’s docks, receipts 7,521 tons, shipments 7,113 tons; Consolidation Company, receipts 9,129 tons, shipments 6,735 tons. Total receipts of the week, 21,860 tons; total shipments 18,748 tons. Since the arrival of coal schooners on Wednesday the coal trade has been very brisk.

Receipts of Grain – The canal boat Medley has arrived with 1,800 bushels of corn and 1,000 bushels of wheat consigned to Hartley & Bro.; the E. B. Hartley has also arrived with 3,300 bushels of wheat, for the same firm. B. Talbott & Son are in receipt of 350 bushels of wheat and 1,400 bushels of corn per canal.

DN, Sat. 9/9/71, p. 4. **Canal Trade** – Low water is beginning to effect the canal trade to some extent. Yesterday boats were restricted to four feet six inches depth, which curtails their ordinary load about eight tons. We have no recollection of ever seeing the water so low here as at present since the canal was built.

Low water is also proving a serious hinderance at the other end of the canal. The Washington *Star* of the 7th inst. says: “By order of the Canal Company, the millers suspended operations again early this morning. There is general indignation among them at the action of the Canal Company in thus interrupting their business from day to day. They assert that if the company would take proper care of the water in the canal, there would be no necessity for stopping the mills on that account. They ascribe the lowness to three causes: First, to the defective feeder near the Chain bridge; second, to the waste of water in the Alexandria canal, and

third, to the waste at the outlet locks into Rock Creek. There can be no doubt that the frequent suspension of the mills seriously affects the commercial interests of Georgetown, and something ought to be done to bring about a reform.”

There were 38 boats dispatched from Cumberland yesterday carrying 3,978 03 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. Irving	Georgetown	114 00
F. H. Delano	“	109 08
Lewis Smith	“	107 10
Poll	“	109 00
Atlanta	“	102 04
J. S. Mackie	“	101 04
Julia Manning	“	107 11
B. F. Charles	“	99 08
Energy	“	107 04
Blue Bell	“	97 09
H. C. Winship	“	105 15
Total		1160 14

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. H. Wilson	Georgetown	102 19
Euphlia	“	104 10
Rose & Nellie	“	101 13
J. F. Hitch	“	104 03
R. A. Wagley	“	103 04
M. P. C. Morrison	“	100 16
G. W. Grove	“	99 08
Total		716 13

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Charles Clifton	Alexandria	102 17
Wm. Darrow	“	101 01
Edward Boyer	“	95 18
John H. Platte	“	100 12
David Stewart	“	101 02
Harry Fisk	“	100 17
A. D. Brower	“	99 02
Charles Livermore	“	110 10
Total		811 19

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Invincible	Georgetown	103 12
S. H. Sherman	“	111 17
Wm. Borden	“	111 18
Nathan Williams	“	108 11
	Total	435 18

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Slattery	Georgetown	106 02
T. Long	“	104 03
	Total	210 05

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Feidt & Shupp	Georgetown	106 12
V. H. Weir	“	103 10
	Total	210 02

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mayfield & Hieston	Alexandria	111 07
Park Agnew	“	109 04
Geo. P. DeWitt	“	105 00
	Total	225 11

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Noble Grand	Georgetown	107 01

ES, Sat. 9/9/71, p. 4. **GEORGETOWN The Millers and President Clarke of the Canal Company** – President Clarke of the Chesapeake and Ohio Canal Company arrived this morning and proceeded up the canal to the Little Falls to examine into the condition of the feeder there. It was understood that he would meet a committee of the millers at the canal office at noon to confer with them relative to the frequent stopping of the mills. Accordingly, a committee consisting of Wm. H. Tenney, A. H. Herr, A. Ross Ray, D. L. Shoemaker and Major Geo. Hill proceeded to the canal office at noon, but Mr. Clarke had not yet returned. The mills were stopped again early this morning, the water being very low in the canal – so low that but few loaded boats are arriving, and many are fast in the mud above the collector’s office. The committee of millers remained at the collector’s office until after 1 o’clock, when

the president not arriving, they adjourned without action.

DN, Mon. 9/11/71, p. 1. **Canal Trade** – The water at this point was lower yesterday than has been known for twenty years past. It is expected boats will be restricted today to a draught of but four feet. This will necessarily curtail loading from 15 to 18 tons per boat, which will lessen the profit on boating from \$25 to \$30 per trip on each boat.

Another unfortunate visitation is the fact that about one-half of the boating people on the canal are suffering with fever and ague, induced, it is thought, by the low stage of water leaving so much of the banks and marshy places heretofore covered with water exposed to the hot sun of the day and cool vapors of the night, by which a miasma is created, engendering fever and ague.

Low water is also causing trouble and loss to the millers of Georgetown. The Washington correspondent of the *Baltimore Gazette*, of the 9th inst., says: The millers and merchants of Georgetown held an indignation meeting at the Stock Exchange this morning, which resulted in the appointment of a committee to call upon the officers of the Chesapeake and Ohio Canal Company and set forth the grievances of the millers and merchants, and demanding immediate redress – their wrongs consisting in the frequent stoppage of the mills along the line of the canal because of the lowness of the water therein, which inconvenience, it is alleged, could be avoided if the company managed affairs in better manner.

The departures on Saturday were forty-two boats, carrying a total of 4,065 03 tons, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. H. Russell	Georgetown	110 00
H. J. Kenah	“	99 14
Andy Johnson	“	100 00
Hawk	“	99 07

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C. P. Manning	“	104 03
Cherokee Tribe	“	103 09
J. R. Whitford	“	106 02
Adam Norrie	“	105 08
Mountain City	“	105 14
T. E. Sheridan	“	103 17
Magpie	“	100 06
Annie Rinehart	“	104 13
W. A. Stephens	“	99 07
Charles & Ada	“	107 03
Total		1369 13

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Col. J. C. Lynn	Georgetown	105 17
R. L. Gross	“	102 17
Thomas Wheeler	“	103 04
Juniata	“	99 08
Naomi	“	101 11
M. S. Edwards	“	99 06
Pennsylvania	“	102 05
Total		714 08

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. Sherman	Alexandria	102 13
M. Sanford	“	100 12
Geo. W. Wallis	“	98 15
A. Perkins	“	97 01
U. C. Hamilton	“	99 15
Robert Marshall	“	99 16
Wm. Bramhall	“	98 13
Total		617 05

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Tillie B. Lynn	Georgetown	100 13
Ida & Sallie	“	103 18
Morning Star	“	105 18
Susan Charles	“	115 00
Total		425 11

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Capt. J. Weir	Georgetown	107 15
C. Segerson	“	105 00
Chesapeake	“	100 01
Total		312 16

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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F. M. LeFevre	Georgetown	103 09
G. H. Bradt	“	104 17
J. B. Turton	“	95 10
Annie	“	100 04
Total		314 00

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. M. Snyder	Alexandria	103 03
Morning Sun	“	107 10
Total		334 08

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. W. Bacon	Antietam	100 17

ES, Mon. 9/11/71, p. 4. **Board of Health** – C. & O. Canal Nuisance – The Board of Health met on Saturday evening. A long report was made on the condition of the Chesapeake and Ohio canal, between Rock Creek and 17th street, setting forth that it is breeding disease and death. It was recommended that the company be compelled to fill up or clean out the same; also, that the Washington Skating Park be filled up. It was agreed to confer with the Board of Public Works before taking any decided action.

GEORGETOWN

The Millers and the Canal Company – The millers committee, consisting of Wm. H. Tenney, A. H. Herr, James Welch, George Hill, (paper manufacturer,) and D. L. Shoemaker, with T. C. Wheeler secretary, had a conference with president Clarke, of the Chesapeake and Ohio Canal Company, at the collector's office, at 2 p.m. on Saturday, in reference to the frequent stopping of the flour mills along the line of the canal in this city on account of low water. After the committee had laid the grievances of the millers before him, president Clarke replied that he felt the entire justness of their complaints, and that he had received similar complaints from farmers and others along the line of the canal. He readily understood that the low water in the canal occasioned serious damage, not only to

the millers but to the canal company, and it was therefore his intention to take immediate measures to remedy the evils complained of. He had just been to Little Falls to examine the feeder there, and had already given Engineer Hutton orders to put a heavy force at work on Monday (today) to repair it at once. He was of opinion, however, that a masonry dam is necessary at that point, but this could not be built unless the water is turned off entirely. He therefore proposed to build such a dam next winter. In order to increase the amount of water in the Georgetown level, he had directed the water from the Seneca level to be thrown into it. He had also ordered that no boat drawing over four feet of water should pass through into Rock creek, and that no boat should leave Cumberland carrying over ninety tons, the ordinary load being 110 tons. In regard to the Alexandria canal, he and Engineer Hutton proposed to go over to it together, and see if it would be practicable to raise the waste ways. It was his intention to do all in his power to increase the bulk of water, and hoped there would be no occasion for complaint hereafter. The millers' committee expressed their gratification at the promptness of President Clarke in attending to their complaints, and are impressed with the belief that he will be as good as his word.

DN, Tue. 9/12/71, p. 4. **Canal Trade** – The continued low water is having a depressing influence on boating. Boats are now drawing but four feet. The weather yesterday indicated rain, but none fell, and everywhere it is dry, drier, driest. The water in the Cumberland level fell five inches since Saturday evening last. Wills' Creek is so low that *empty* boats can barely ascend to the warehouses near the bridge.

Thirty-four boats were dispatched from this port yesterday, carrying 3,303 08 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. L. Brengle	Georgetown	102 10
Bowery	"	99 05
M. M. Jane	"	104 09
Gen. Grant	"	89 09
Vulture	"	92 13
T. J. Mehaffey	"	100 04
Miami	"	95 11
Maryland No. 2	"	103 06
S. S. Cunningham	"	95 08
Total		882 15

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
S. J. Gross	Georgetown	97 13
L. Hartley	"	99 03
C. Embrey	"	100 01
Andy Johnson	"	96 15
Col. E. V. White	"	93 07
E. K. Barger	"	94 14
Jack Topper	"	101 18
N. S. Leman	"	97 19
Total		781 10

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Maj. E. L. Moore	Alexandria	100 09
A. H. Wallis	"	99 18
A. H. Grant	"	102 05
Total		302 12

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. Grimes	Georgetown	85 13
Henry Freeland	"	100 02
M. A. Adams	"	91 14
R. E. Fugitt	"	94 04
Geo. H. Colbert	"	100 18
Total		472 11

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. R. Humbird	Georgetown	96 18
Dahlia	"	91 18
Total		188 16

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gibbs & Clay	Georgetown	94 11
G. Washington	"	92 18
M. E. Spier	"	93 15

		Total	281 04
HAMPSHIRE & BALTIMORE CO.			
<i>Boats</i>	<i>Destination</i>		<i>Tons</i>
L. Leman	Alexandria		94 06
		<i>Private</i>	
<i>Boats</i>	<i>Destination</i>		<i>Tons</i>
W. L. Shaw	Antietam		99 08
W. H. Billmyer	Shepherdstown		100 06
Evening Star	Georgetown		100 00
		Total	299 14

AG, Tue. 9/12/71, p. 3. **LOCAL NEWS**
Alexandria Canal – We have been induced, by the reported complaints of the Georgetown millers, to inquire into the facts, as to the waste water from the Alexandria Canal. We learn that the waste-way at Four-Mile Run, which was once deemed necessary to let off any surplus water from the main canal, in order to protect our canal from overflow at the great bank, at that point, has been disconnected, and that outlet filled up, as solid as any other part of the canal banks.

The only waste-way now on the whole line is near the entrance of the basin, which is regulated by slides of 6 or 8 inches in width, put in or taken off, according to the height of water in the canal. We learn that for some time past, say 5 or 6 weeks, it has not been necessary to waste any water at this point.

This waste is absolutely necessary, when the water in the main canal is flush or at its fullest height, as a precaution, to prevent this excess from overflowing the canal banks and washing them out bodily, which it would invariably do without this.

The only waste from the Alexandria Canal this summer, is for the use of the locks from the basin into the river, for descending loaded boats and empty ones ascending.

In fact, we learn from the best authority that the Alexandria Canal is actually a reservoir, or feeder, to the Chesapeake and Ohio Canal, the water *flowing back* into the latter, whenever the level of the former is the highest. This, of course, cannot occur when

both canals are flush or have any surplus water.

We are further advised upon the authority referred to, that within a few days past, that actual experiment, by throwing a chip into the Alexandria Canal midway between Alexandria and the Aqueduct, the chip floated *towards* the Aqueduct – not towards Alexandria – and by actual measurement, the *upward* current was at the ratio of more than a mile per hour.

The boats descending from the Aqueduct instead of being aided by a descending current at this rate, as they should, were impeded in that proportion.

The Georgetown millers are *right* as to their complaints of the insufficiency of the feeder at the Little Falls to Georgetown, arising, as they say, from the insufficiency of the dam at the head of the feeder.

So long ago as the first opening of the Alexandria Canal, the late Col. Turnbull – under whose admirable engineering, the piers and abutments of the Aqueduct were constructed – made a report upon the dam at the Little Falls to the President and Directors of the Alexandria Canal Company, and suggested improvements which would turn nearly the whole water of the river, when necessary, into this feeder. From recollection alone, we are informed that this report is believed to have been transmitted to the C. & O. Canal Co.

Probably, from there being at that time no absolute necessity for a better supply, as well as the well-known poverty of that company then, no action was taken on it.

The last mentioned fact we give under the authority of the only surviving member of the Board of Directors at that time, who vouches for its general accuracy.

CA, Wed. 9/13/71, p. 3. *The Canal*. - The low stage of water in the Potomac is interfering very seriously with Canal navigation. Boats are restricted to a draught

of but four feet, and in consequence are compelled to carry light cargoes. Even under this arrangement there is scarcely depth enough of water to prevent them from sticking. If the drought is protracted a few days longer business on the Canal must come to a stand-still.

DN, Wed. 9/13/71, p. 1. **Canal Trade** – The continued draught has caused such a low stage of water, that the President of the canal has, it is said, issued orders that no boat should leave Cumberland carrying over 90 tons, the ordinary load being 110 tons. But these orders are not yet enforced, as boats left port yesterday carrying from 90 to 103 tons, but drawing, we believe, less than four feet of water.

At Georgetown, the Miller’s Committee waited on President Clarke, on Saturday, in reference to the stopping of the flour mills at that point on account of low water. The *Washington Star* of 11th inst., says: “After the committee had laid the grievances of the millers before him, president Clarke replied that he felt the entire justness of their complaints, and that he had received similar complaints from farmers and others along the line of the canal. He readily understood that the low water in the canal occasioned serious damage, not only to the millers but to the canal company, and it was therefore his intention to take immediate measures to remedy the evils complained of. He had just been to Little Falls to examine the feeder there, and had already given Engineer Hutton to put a heavy force at work on Monday to repair it at once. He was of the opinion, however, that a masonry dam is necessary at that point, but this could not be built unless the water is turned off entirely. He therefore proposed to build such a dam next winter. In order to increase the amount of water in the Georgetown level, he had directed the water from the Seneca level to be thrown into it. He had also ordered that no boat drawing over four feet of water should pass through into Rock Creek, and that no boat should leave Cumberland carrying over ninety tons. In regard to the Alexandria canal, he and Engineer Hutton proposed to go over it together, and see if it would

be practicable to raise the waste ways. It was his intention to do all in his power to increase the bulk of water, and hoped there would be no occasion for complaint hereafter. The millers’ committee expressed their gratification at the promptness of President Clarke in attending to their complaints, and are impressed with the belief that he will be as good as his word.”

We have the gratification of announcing the largest number of boats dispatched from Cumberland yesterday ever occurring on one day in the history of the canal, but the tonnage is less than that upon several other occasions. The greatest number of boats heretofore in one day was forty-nine; *yesterday there were fifty-two*, carrying a total of 4,734 05 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Uno	Georgetown	95 01
A. J. Centre	“	92 13
Mary Jane	“	92 13
Ichabod Crane	“	103 11
W. M. Hill	“	94 10
W. H. Boyd	“	97 03
J/ A. Graham	“	90 07
A. Cropley	“	92 16
W. R. Snow	“	90 01
Robin	“	98 09
Laura	“	94 04
T. J. Nimmo	“	97 15
	Total	<u>1139 03</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. T. Scrivner	Georgetown	92 03
J. V. Norman	“	88 08
H. Gerdeman	“	96 18
P. Quigley	“	81 09
M. Blocher	“	93 15
L. J. Stanhope	“	90 02
John Hammond	“	92 01
Mollie Reid	“	91 02
Nannie McGraw	“	92 09
J. Dick	“	87 18
M. E. Hagerman	“	92 02
J. D. Tice	“	93 08
J. C. Clarke	“	92 05

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
	Total	1184 00
Yonkers	Alexandria	95 09
J. B. Cazeaux	“	91 02
John H. Parrott	“	102 05
J. Vandervoort	“	94 01
Henry Reed	“	90 03
M. A. Myers	“	90 03
Joseph Noble	“	90 01
W. J. B. Lloyd	“	91 09
A. J. Clark	“	93 18
J. H. Stickney	“	86 18
C. P. Dayton	“	83 00
Eagle	“	90 17
	Total	1009 06

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Bertha M. Young	Georgetown	100 07
Horace Resley	“	96 01
James H. Percy	“	91 14
John T. James	“	97 19
Sprigg S. Lynn	“	93 02
Michael Fannon	“	93 02
	Total	572 05

GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Quaker City	Georgetown	87 04
M. McNally	“	92 15
	Total	179 19

MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Great Eastern	Georgetown	87 04
Willie Snyder	“	90 09
B. Long	“	91 12
J. H. Gatrell	“	90 13
	Total	360 18

HAMPSHIRE & BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. O'Conner	Alexandria	88 02
<i>Private</i>		
Star	Georgetown	93 13
R. I. Morris	“	106 00
	Total	199 13

ES, Thu. 9/14/71, p. 4. **GEORGETOWN Chesapeake and Ohio Canal** – A meeting of the President and Directors of the Chesapeake and Ohio Canal was held at Frederick on Tuesday last, when a proper remedy to prevent a scarcity of water in the canal was discussed, but without special action was laid over until the next meeting. The receipts from the canal last month were over \$38,000, being an excess of \$8,000 over the month of July. Col. James G. Berrett offered a resolution, which was unanimously adopted, directing the committee on transportation to make an examination into the condition of the canal from Georgetown to 17th street, Washington, and take such steps as may, in their judgment, best promote the interest of the company, and abate the difficulty complained of by citizens along the line of the canal to the Board of Health of Washington city.

AG, Thu. 9/14/71, p. 3. **C. & O. Canal** The Cumberland (Md.) *News* of the 13th has “the gratification of announcing the largest number of boats dispatched from Cumberland yesterday ever occurring on one day in the history of the canal. The greatest number of boats heretofore in one day was forty-nine. Yesterday there were fifty-two, carrying a total of 4,734 tons of coal.” The water, however, is so low in the Canal, in consequence of the prevailing drought, that no boats have arrived at this city since Tuesday night last.

DN, Fri. 9/15/71, p. 4. **Canal Trade** – Thanks to Providence, we were last night blessed with a fine rain, and soon, we hope, there will be a sufficiency of water to permit boats to carry full loads again.

Yesterday 34 boats left Cumberland, carrying 2,995 05 tons of coal, as follows:

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James Noble	Georgetown	94 12

Canal Trade - 1871

Mary Mertens	“	88 03
Zella & Minna	“	85 10
Clearspring	“	91 01
J. A. Sutter	“	89 02
C. W. Adams	“	91 12
G. Blackburn	“	92 06
Prairie Flower	“	85 05
George Snyder	“	91 14
William Moffett	“	87 09
D. Murphy	“	89 09
Total		<u>986 03</u>

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. Beck	Georgetown	84 19
R. P. Getty	“	94 08
Rip Van Winkle	“	94 02
Peacock	“	91 07
D. C. Bruce	“	90 00
Creole	“	90 10
Hudson	“	87 18
Croton	“	91 07
Total		<u>724 09</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Daniel Pomroy	Alexandria	87 08
David A. Lowe	“	94 17
Ben Williamson	“	88 11
G. P. Lloyd	“	87 10
H. B. Cromwell	“	93 14
James Dayton	“	87 10
Total		<u>539 10</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Martha	Georgetown	82 10
Vigilant	“	81 10
Excelsior	“	82 12
Geo. W. Thacker	“	78 08
Total		<u>325 10</u>

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Amazon	Alexandria	77 14
R. Emmet	“	87 03
Total		<u>164 17</u>

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ingomar	Georgetown	83 05

Samuel Charles	“	77 17
Total		<u>161 02</u>

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Round Top	Hancock	93 14

AG, Fri. 9/15/71, p. 3. **Canal Commerce**—During the month of August there were 263 arrivals of boats at this port, bringing 12 perches wrought stone, 6 tons sundries, 30 perches rough stone, 26,994 tons coal, 258 perches limestone. During the same period there were 268 departures of boats carrying 2 tons melons, 24 tons salt, 7,500 shingles, 1,034,750 bricks, 21 tons plaster. Total arrivals for season, 1,449 boats; total departures for season 1,444 boats.

DN, Sat. 9/16/71, p. 1. **Canal Trade**—The rain for the past thirty-six hours has been too light to raise the water to any extent, and thus far it has only risen about three inches. It is hoped it will continue to rise during the day. Owing to the very dry condition of the earth, occasioned by the late severe drought, the rain soaks into the ground and does not enlarge the streams.

A number of boats were partly loaded yesterday, but did not clear, as they will remain another day, so that should the water rise sufficiently to justify it, more loading will be added.

The departures yesterday were only nineteen boats, carrying 1,755 12 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. T. Weld	Georgetown	96 10
P. J. Smith	“	95 12
Mohawk	“	95 08
Hoboken	“	88 12
Ino	“	86 00
Pigeon	“	87 09
F. H. Wolcott	“	91 08
Fairplay	“	93 12
Owl	“	91 06

H. Lathers	“	97 16
	Total	923 03

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. Ensminger	Georgetown	82 10
Charles A. Greene	“	86 12
Alexander	“	94 14
J. R. Haines	“	90 03
Capt. J R Masters	“	103 12
Lauretta	“	100 03
	Total	557 14

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hero	Georgetown	88 02
Diligent	“	102 05
	Total	190 07

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. S. Fernsner	Alexandria	84 08

Chesapeake and Ohio Canal Company

At a meeting of the Directors of the Chesapeake and Ohio Canal Company, held in Baltimore on Thursday, with the Hon. James C. Clarke, President, in the chair, the following report of operations for the month of August was submitted: Tolls received for the month, \$54,212.60; water rents, \$558.75; houses and lands, \$154.25 – total receipts, \$54,925.60; less current expenses, \$16,250; net earnings, \$38,675.60. It was stated by the President, that the continued drouth has lowered the water in the canal to such an extent as will seriously affect transportation, and the coming equinoctial period is anxiously and hopefully looked for, to replenish the supply. During the month of August 91,315 09 tons of coal were transported over the canal.

NR, Sat. 9/16/71, p. 4. **GEORGETOWN – The Canal** – Arrived, boats Little Lemmon with 94 tons of coal; Vallie with 35 cords of wood for Mayfield & Hieston; Hawk, Bettie, Delano, R. H. Russell, with 440 tons of coal for Consolidation Coal Company;

Chesapeake, Captain Weir, with 220 tons of coal for George’s Creek Company; Tillie B. Lynn, Ida & Sallie, Susan Charles, Dr. Grimes with 550 tons of coal for Borden Mining Company.

Contract Awarded - Messrs. Mayfield & Hieston were yesterday awarded the contract for furnishing four hundred tons of Cumberland coal to the Bureau of Engraving and Printing, Treasury Department, at \$4.89 per ton.

GEORGETOWN – The Canal – Arrived, boat Nettie Graham, from Berlin, with 3,000 bushels of wheat for George Waters.

ES, Sat. 9/16/71, p. 4. **GEORGETOWN The Canal Again Disabled** – Two gates went out at Lock No. 18, about twelve miles above here, yesterday, and one mitre sill at Lock No. 12, about seven miles up. In consequence, navigation is entirely suspended and no boats are arriving. It is hoped that the gates and mitre sill will be replaced by this evening.

The Mills ran most all day yesterday and are running again today, thanks to the late rain, which increased the bulk of water in the canal.

AG, Sat. 9/16/71, p. 3. **Interruption to Canal Navigation** – Another interruption has occurred in the navigation of the Chesapeake and Ohio Canal – this time by the washing out of a pair of lock gates at Seven Locks. It is said, however, that the interruption will be of only one day’s continuance.

DN, Mon. 9/18/71, p. 1. **Canal Trade** – There was a general rejoicing amongst the boatmen yesterday upon the rise of water, in the river at this place. Gradually the stream began swelling, and steadily increased until the top of the river dam was reached and still it rose, and finally began tumbling over the

dam. Everybody interested in canal navigation was pleased, and some gave expression to their joy in a good hearty hurrah. There is now an abundance of water and plenty to spare. Last night it was pouring over the top of the dam at least three inches above the plank. The Cumberland level has been filled to its highest mark, and everything about canal boating is encouraging, except the fever and ague, which malady, it is hoped, will now begin to abate, as the full stage of fresh water in the canal should have a beneficial effect.

Some of the boats that left port on Saturday took light loads; those leaving today, we presume, will carry their customary tonnage.

The departures on Saturday last were thirty-eight boats, carrying a total of 3,827 16 tons of coal, as follows:

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry Delafield	Alexandria	95 06
J. S. Davenport	"	104 08
R. H. Haydock	"	98 04
J. R. Anderson	"	104 07
J. W. Wellington	"	100 11
Michael Lienan	"	97 07
W. W. Shephard	"	101 06
A. J. Thomas	"	101 06
W. Laird	"	97 18
Wm. H. Boyd	"	100 17
Total		1001 07

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. Reeves	Georgetown	100 11
T. Hassett	"	92 18
W. R. Shaw	"	109 16
Fanny Ortman	"	103 07
J. E. Silver	"	102 07
Iowa	"	98 19
H. W. Shuck	"	100 09
W. T. Allen	"	103 08
Total		811 09

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Gen. McClellan	Georgetown	101 05
Diamond	"	98 03
Gowanus	"	109 15
A. Campbell	"	97 07
A. Van Colear	"	103 06
J. C. Hoffman	"	93 19
Total		594 15

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Emerald	Georgetown	102 14
Thomas Drennen	"	98 00
Sallie Ardinger	"	105 00
Dr. F. C. Doyle	"	101 02
Total		406 16

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. M. Hedding	Georgetown	104 14
George Albert	"	100 01
J. E. Russell	"	90 07
Total		295 02

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hanson Willison	Georgetown	103 13
J. O. Reitzell	"	106 06
J. & T. Coulehan	"	103 10
Total		313 08

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lady of the Lake	Alexandria	98 16
Mrs. C. E. Charles	"	108 05
Total		207 01

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Brandt	Williamsport	101 06
Lucy Hall	Antietam	96 12
Total		197 18

DN, Wed. 9/20/71, p. 4. **Canal Trade** –
Once more the canal coal trade is assuming an appearance characteristic of the successful operations during the early part of the season. Yesterday thirty-six boats left this port carrying 3,872 04 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Canal Trade - 1871

J. S. Mackie	Georgetown	99 06
M. E. Hammond	"	99 13
F. Kitwell	"	105 18
Hunter & Bruce	"	110 05
Linnet	"	104 05
Arkansas Traveler	"	103 08
M. H. Russell	"	110 02
Total		734 17

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Doyle	Georgetown	110 07
D. W. Sloan	"	110 05
D. Knode	"	103 06
A. Spates	"	106 00
Ironsides	"	104 18
P. Fleckenstein	"	114 12
J. L. Motter	"	108 02
Total		759 10

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. K. Sisters	Alexandria	101 11
Chas. F. Livermore	"	104 00
John S. Fox	"	104 04
Rechabites	"	110 14
John W. Bacon	"	107 07
Charles Robb	"	114 00
Total		641 16

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Invincible	Georgetown	110 06
Martha Williams	"	109 18
Randolph Herr	"	109 16
Wm. Borden	"	115 01
Morning Star	"	111 13
V. H. Weir	"	106 09
Total		663 03

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. L. Shaw	Georgetown	108 11
W. H. Willison	"	108 13
Moses Whitson	"	111 15
Annie Beall	"	111 18
O. D. Robbins	"	105 08
Total		546 05

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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M. H. Wright	Alexandria	103 17
John Young	"	103 09
Park Agnew	"	115 04
R. H. Castleman	"	89 16
Total		413 06

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. T. Davis	Georgetown	113 07

DN, Thu. 9/21/71, p. 1. **Canal Trade** –
Thirty-four boats left port yesterday, carrying
3,612 02 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Katskill	Georgetown	107 06
J. B. Varnum	"	104 08
Cherokee Tribe	"	113 07
Jenny Lind	"	105 09
Charles & Ada	"	109 05
Dr. J. P. Delaplane	"	110 03
W. Irving	"	108 08
Lewis Smith	"	105 12
Harlem	"	111 12
Wren	"	104 18
Total		1080 08

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Wheeler	Georgetown	107 15
Ida & Willie	"	109 14
R. L. Gross	"	111 14
Hibernia	"	103 06
F. Swain	"	102 12
J. C. Lynn	"	108 08
George H. Bradt	"	108 10
G. W. Grove	"	109 09
Total		861 08

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John P. Moore	Alexandria	105 12
James A Alexander	"	104 06
George A. Pearre	"	103 03
Charles Clifton	"	106 06
George Sherman	"	113 15
A. Perkins	"	107 06
Alexander Ray	"	106 01
Total		746 09

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Tillie B. Lynn	Georgetown	108 00
Ida & Sallie	“	113 00
Susan Charles	“	115 12
Isaac Wilson	“	115 09
Total		452 01

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. A. Wagley	Georgetown	104 12
W. H. Boteler	“	102 15
Total		207 07

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Morning Sun	Alexandria	111 04
Mayfield & Hieston	“	114 07
Grayson & Fanny	“	108 18
Total		334 09

ES, Thu. 9/21/71, p. 4. **GEORGETOWN Still Another Accident to the Canal** – It is reported that a lock gate on the 7-mile level went out some time last night. It is evident that an accident of some kind has happened, as no boats arrived after 8 o'clock this morning. The collector has received no official information of any mishap.

At Last – The Chesapeake and Ohio Canal Company have finally begun the repair of the bridge across the canal on Potomac street, which is to be refloored and strengthened. The bridge on West Market Street is also to be repaired.

AG, Fri. 9/22/71, p. 3. **The Canal** – The late interruption to navigation on the Chesapeake and Ohio Canal was caused by the washing out of a lock gate at Monocacy. The necessary repairs were completed yesterday and boats are now arriving and departing freely.

DN, Sat. 9/23/71, p. 1. **Canal Trade** – Thirty-three boats left this port yesterday, carrying 3,597 08 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Uno	Georgetown	108 15
W. H. Boyd	“	114 03
Poll	“	110 03
T. J. Mehaffey	“	113 10
Vulture	“	106 12
H. F. Kindle	“	100 00
Gen. Grant	“	104 19
T. J. Nimmo	“	109 04
Maryland No. 2	“	112 18
D. Hoadley	“	104 19
Total		1085 03

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lucy Hall	Georgetown	106 14
Pennsylvania	“	106 19
Willie Snyder	“	105 15
N. S. Leman	“	110 11
Charles Embrey	“	105 14
L. Hartley	“	103 12
Euphlia	“	109 11
Total		748 16

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John H. Platte	Alexandria	106 05
Maj. E. L. Moore	“	112 13
A. H. Wallis	“	108 01
Robert Marshall	“	108 18
Eagle	“	106 09
John H. Parrot, Jr.	“	114 13
Total		656 19

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. Segerson	Georgetown	111 10
Quaker City	“	111 01
Chesapeake	“	106 18
Total		329 09

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. A. Adams	Georgetown	107 14
S. H. Sherman	“	115 04
Total		222 18

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lillie Lemen	Alexandria	112 15

Canal Trade - 1871

Scotia	“	113 17
	Total	<u>226 12</u>
<i>Private</i>		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Minnesota	Georgetown	112 09
M. E. Spier	Antietam	<u>106 04</u>
	Total	218 13

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Nannie McGraw	Georgetown	108 18

ES, Sat. 9/23/71, p. 8. **GEORGETOWN Business of the Canal** – The whole number of boats reported at the Collector’s office for the week ending last night, were 232, of which 118 were coal laden. The balance was as follows: limestone 2; and red stone 4; brick 2; grain 5; cement 1.

The Canal is again in good order and boats are arriving and departing as usual. The water continues to rise slowly and the mills are again running.

Receipts of Grain and Flour – Wm. H. Dougal has received 1,200 bushels of wheat, 500 bushels of corn, and 80 barrels of flour per canal boat Seneca.

DN, Mon. 9/25/71, p. 1. **Canal Trade** – Forty-five boats left this port Saturday, carrying 4,933 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. Bender	Georgetown	106 19
J. P. Agnew	“	113 07
M. M. Jane	“	113 03
Energy	“	107 01
Miami	“	111 10
Rip Van Winkle	“	107 07
C. L. Brengle	“	114 05
Broadway	“	107 12
Van Lear Sprigg	“	<u>108 17</u>
	Total	990 06

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Feidt & Shupp	Georgetown	108 14
H. Gerdeman	“	111 11
Benj. Long	“	102 05
Ohio	“	105 19
Industry*	“	103 12
W. T. Hassett	“	111 07
Naomi	“	112 15
A. Lincoln	“	103 03
W. H. Ash	“	<u>112 18</u>
	Total	972 04

*One ton of lumber

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
David Stewart	Alexandria	103 16
Andrew Main	“	106 19
J. B. Cazeaux	“	109 14
A. H. Grant	“	113 03
C. P. Dayton	“	104 05
James Vandervoort	“	109 14
W. J. B. Lloyd	“	116 12
J. H. Stickney	“	<u>107 15</u>
	Total	871 18

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Horace Resley	Georgetown	111 07
Bertha M. Young	“	121 10
Leander Lovel	“	117 06
Lizzie & Phillie	“	112 00
Dr. Grimes	“	103 13
Sprigg S. Lynn	“	112 19
James H. Percy	“	<u>109 04</u>
	Total	787 19

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ingomar	Georgetown	107 05
Jessie	“	105 08
Hero	“	<u>112 02</u>
	Total	324 15

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. D. Tice	Georgetown	108 12
Juniata	“	100 17
James C. Clarke	“	<u>119 04</u>
	Total	328 13

HAMPSHIRE & BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Canal Trade - 1871

M. O'Conner	Alexandria	114 17
John G. Lynn	"	105 08
M. Fannon	"	109 19
	Total	<u>330 04</u>

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
L. L. Grove	Grove Land'g	102 08
A. H. Bradt	Antietam	115 04
R. I. Morris	Georgetown	109 19
	Total	<u>327 01</u>

DN, Tue. 9/26/71, p. 4. **Canal Trade** –
Twenty-nine boats left this port yesterday,
carrying 3,164 02 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James Murry	Georgetown	114 12
Laura	"	109 10
Ichabod Crane	"	109 18
Julia Manning	"	103 18
Black Hawk	"	109 00
Peacock	"	105 02
Bettie	"	106 14
Yonkers	"	111 09
Pigeon	"	105 00
	Total	<u>975 03</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
E. E. Spielman	Georgetown	115 00
M. E. Hagerman	"	110 11
Shenandoah	"	102 06
F. Mertens	"	110 07
A. Spier	"	114 19
	Total	<u>553 03</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. D. Bower	Alexandria	105 05
Goldfinch	"	107 00
M. A. Myers	"	105 09
Henry Reed	"	104 13
A. L. Clark	"	114 00
	Total	<u>536 07</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Martha	Georgetown	109 09
F. Ensminger	"	116 04

Charles A. Greene	"	113 09
John T. James	"	109 09
	Total	<u>448 11</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. Quigley	Georgetown	101 10
C. W. Adams	"	114 17
	Total	<u>215 27</u>

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. S. Lemen	Alexandria	114 05
M. S. Fernsner	"	114 06
	Total	<u>228 11</u>

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Eureka	Georgetown	101 07
	<i>Private</i>	
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Friendship	Antietam	107 13

DN, Wed. 9/27/71, p. 1. **Canal Trade** –
Forty-two boats left this port yesterday,
carrying 4,518 00 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
S. S. Cunningham	Georgetown	108 09
J. K. Whitford	"	107 15
H. T. Weld	"	108 18
Bronx	"	108 19
R. P. Getty	"	108 14
Ino	"	101 15
A. S. Centre	"	104 17
P. J. Smith	"	109 08
Fairplay	"	103 00
Jim Gunning	"	105 17
	Total	<u>1067 12</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jack Topper	Georgetown	109 05
S. J. Gross	"	97 07
J. Dick	"	108 07
M. A. Edwards	"	107 00
J. V. Norman	"	102 09
F. M. LeFevre	"	110 07
L. G. Stanhope	"	113 12
John Hammond	"	113 00

D. Murphy	“	110 06
Prairie Flower	“	107 17
	Total	1079 10

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Harry Fisk	Alexandria	104 04
U. C. Hamilton	“	106 09
Wm. Darrow	“	104 13
John O’Brien	“	106 05
D. Cromwell	“	111 02
John W. Schenck	“	106 13
E. F. C. Young	“	103 18
John J. Swift	“	104 06
	Total	847 10

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
William Moffat	Georgetown	115 08
H. S. Miller	“	110 03
J. & H. Kornis	“	105 00
J. H. Gattrell	“	109 02
Antietam	“	105 08
	Total	545 01

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Excelsior	Georgetown	116 02
Geo. W. Thacker	“	112 08
J. R. Haines	“	108 18
	Total	337 08

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Robert Emmett	Alexandria	105 13
J. G. Greenless	“	103 04
Wm. Devecmon	“	108 00
	Total	316 18

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Charles	Georgetown	101 18
Minnie Topper	“	109 04
	Total	211 02

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. L. Miller	Georgetown	113 00

Serious Accident – Michael Ryan, of this city, engaged on Barney McQuade’s canal boat, was kicked in the face by a mule

yesterday evening, on the line of the canal about eight miles east of Cumberland, and very seriously injured. Dr. P. A. Healey was sent for, to attend the injured man.

NR, Wed. 9/27/71, p. 4. **GEORGETOWN – The Canal** – Arrived, boats Mayfield & Hieston, with 116 tons of coal for Mayfield & Hieston; H. Van Tassel, M. A. Moore, Hunter & Bruce, Cherokee Tribe, Delaplane, L. Boyer, W. Irving, Harper, Arkansas Traveler, M. H. Russell, Jenny Lind, Creole, Charles & Asa and S. Smith with 1,440 tons of coal for Consolidation Coal Company; McNally, J. R. Humbird and Quaker City with 330 tons of coal for George’s Creek Company; Tillie B. Lynn, Susan Charles, R. E. Fugitt, Ida & Sallie and Evening Star with 550 tons of coal for Borden Mining Company.

ES, Wed. 9/27/71, p. 4. **The Board of Health**, at its meeting last night, Dr. Cox stated that he had had an interview with Col. Berrett, of the Chesapeake and Ohio Canal Company, who informed him that the engineer had been directed by the company to investigate the condition of the canal between 17th street and Georgetown, and Col. B. informed him that the report would be handed to him, Dr. Cox, today.

DN, Thu. 9/28/71, p. 4. **Canal Trade** – Forty boats left this port yesterday, carrying 4,329 10 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mary & Annie	Georgetown	107 04
Dundenburg	“	109 05
Ursula & Estelle	“	106 18
Blue Bell	“	100 14
D. C. Bruce	“	108 18
Bowery	“	108 10
Annie Rinehart	“	99 08
Emma Rinehart	“	103 16
J. A. Graham	“	105 00
J. A. Conley	“	108 04

Canal Trade - 1871

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
		Total 1057 17
John Reeves	Georgetown	109 10
Sharpsburg	"	111 01
J. T. Scrivner	"	112 00
Rose & Nellie	"	104 09
E. K. Barger	"	104 07
W. R. Shaw	"	144 01
Annie D.	"	99 00
		Total 744 08

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
David A. Lowe	Alexandria	112 16
J. R. Anderson	"	116 02
R. M. Haydock	"	107 01
James Hoy	"	108 10
Plover	"	110 16
W. Laird, Jr.	"	108 15
A. J. Thomas	"	105 05
		Total 799 13

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Loretta	Georgetown	108 14
Alexander	"	112 17
Capt. J. R. Masters	"	112 18
John Cowden	"	102 02
Thomas Drennen	"	109 02
Vigilant	"	106 18
		Total 652 11

HAMPSHIRE AND BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Swain	Georgetown	109 04
C. E. Charles	"	110 00
H. W. Snyder	"	111 06
Lady of the Lake	Alexandria	113 05
		Total 443 15

GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. O. Reitzell	Georgetown	118 11
H. Willison	"	118 07
Dahlia	"	106 01
		Total 343 19

MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Hassett	Georgetown	106 11

H. W. Shuck	"	105 03
M. Blocher	"	105 13
		Total 317 07

DN, Fri. 9/29/71, p. 1. **Canal Trade** – Forty-one boats left this port yesterday, carrying 4,270 12 tons of coal, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Cropley	Georgetown	108 04
W. M. Hill	"	113 11
F. H. Walcott	"	103 10
Lark	"	104 18
Mohawk	"	111 12
F. Beck	"	99 12
L. R. Fechtig	"	114 11
E. Corning	"	107 09
		Total 863 07

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. M. Hedding	Georgetown	110 03
George Snyder	"	112 16
James Noble	"	112 00
H. W. Dellinger	"	112 12
Wm. Doyle	"	114 16
J. T. Hitch	"	108 01
R. M. Sprigg	"	109 12
J. E. Russell	"	103 18
F. P. White	"	106 18
		Total 990 16

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. Hutchins	Alexandria	106 14
Kate	"	110 16
W. W. Shepherd	"	109 15
Corn. DuBois	"	110 04
Ben Williamson	"	105 13
Joseph Noble	"	106 19
Andrew Clarke	"	106 14
		Total 756 15

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Emerald	Georgetown	113 11
Sallie Ardinger	"	107 16
Morning Star	"	110 18
R. J. West	"	109 02

Invincible	“	106 07
Randolph Herr	“	112 18
	Total	<u>661 12</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. Sinclair	Georgetown	109 07
A. M. Reed	“	105 05
Dr. E. DeLacey	“	109 04
Clearspring	“	111 03
	Total	<u>434 19</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. & T. Coulehan	Georgetown	119 04
Huntingdon	“	103 08
	Total	<u>222 12</u>

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. H. Delano	Alexandria	110 00
Gen. Washington	“	102 12
Star*	“	103 17
	Total	<u>316 09</u>

*600 ft lumber to Georgetown

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. T. Davis	Georgetown	115 02
M. E. Spier	Antietam	109 00
	Total	<u>224 02</u>

 The Washington *Star* says that the repair of the feeder near Little Falls has been completed, and a much larger quantity of water now flows in the canal than formerly. The recent rain has also contributed to swell the bulk of water, and the mills are running regularly, about the stoppage of which there was recently so much trouble.

ES, Fri. 9/29/71, p. 4. **GEORGETOWN Business of the Canal** – The scarcity of coal schooners for a few days past has interfered somewhat with the business of the canal this week, as coal shippers from above are in no hurry to load their boats when facilities are lacking at this point for disposing of their cargoes. The number of boats arriving this

week is 129; number arriving since the 1st instant, 984.

The Coal Interest – As has been stated, there has been a scarcity of coal schooners in port recently, and consequently the coal trade has not been quite as brisk as usual this week. The following shows the business of the different companies for the week, estimating the receipts and shipments of tomorrow: - Borden Mining Company, receipts 2,600 tons and shipments 2,000 tons; Agnew’s Wharf, receipts 1,500 tons and shipments 1,400 tons; Ray’s Docks, receipts 5,395 tons and shipments 3,362 tons; Consolidation Company, receipts 6,100 tons and shipments 5,100 tons. Total receipts for the week 15,595 tons and total shipments 11,862 tons.

DN, Sat. 9/30/71, p. 1. **Canal Trade** – Forty-one boats left this port yesterday, carrying 4,522 12 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. C. Winship	Georgetown	112 04
H. J. Kenah	“	107 07
Dove	“	107 13
Hoboken	“	110 17
Robin	“	113 08
B. F. Charles	“	113 08
Black Hawk	“	110 00
Communipaw	“	102 02
M. H. Russell	“	111 01
	Total	<u>988 00</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Noble Grand	Georgetown	112 17
W. L. Shaw	“	110 05
Viola Weir	“	115 02
Thomas Wheeler	“	109 03
R. L. Gross	“	112 06
Tillie & Minnie	“	107 03
Rainbow	“	103 02
Wm. T. Allen	“	107 12
W. C. Smith	“	109 14
	Total	<u>987 04</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James Dayton	Alexandria	107 01
J. S. Davenport	"	107 01
Rechabites	"	113 10
Henry C. Flagg	"	114 02
H. B. Cromwell	"	110 12
Edward Boyer	"	103 13
Total		655 19

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
B. L. Slack	Georgetown	121 02
A. C. Greene	"	121 17
Hollander	"	107 13
Tillie B. Lynn	"	103 16
Wm. Borden	"	114 03
Total		568 11

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. P. C. Morrison	Georgetown	103 07
J. S. Motter	"	112 04
John E. Silver	"	105 15
Total		321 06

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Diligent	Georgetown	106 05
J. B. Slattery	"	109 01
Wm. H. Boyer	"	114 05
T. Long	"	107 00
Total		436 11

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. P. DeWitt	Alexandria	108 09
Park Agnew	"	114 10
Total		222 19

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hunter & Bruce	Georgetown	113 18
Evening Star	"	110 00
Cherokee Tribe	Antietam	118 14
Total		342 02

ES, Sat. 9/30/71, p. 8. **GEORGETOWN**
Sunken Boat – Canal boats just arrived report a sunken boat in the canal, near Hancock. As

it is sunk near to one of the banks, navigation is not interrupted.

DN, Mon. 10/2/71, p. 1. **Canal Trade** –
 Forty-six boats left this port Saturday, carrying 5,056 18 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Johnson No. 2	Georgetown	102 18
Lewis Smith	"	107 00
Brombones	"	110 13
Hudson	"	105 15
H. Lowther	"	114 19
W. A. Stephens	"	109 18
Jenny Lind	"	111 13
Charles & Ada	"	112 09
Dr. J. P. Delaplane	"	107 17
Arkansas Traveler	"	108 15
J. S. McKee	"	102 17
Wave	"	103 05
Magpie	"	108 03
Total		1406 02

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. Fleckenstein	Georgetown	118 11
Mollie Reed	"	108 01
J. M. Resley	"	110 05
G. Blackburn	"	115 09
J. C. Lynn	"	112 09
Col. E. White	"	105 01
R. A. Wagley	"	106 16
A. Johnson	"	101 00
D. W. Sloan	"	112 09
Ida & Willie	"	110 13
Clara	"	85 16
G. H. Bradt	"	113 10
Total		1300 10

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. J. Boothe	Alexandria	106 06
Geo. K. Sisters	"	101 17
Geo. Sherman	"	116 12
Michael Lienan	"	108 15
A. Perkins	"	108 03
Charles Robb	"	117 12
Charles Clifton	"	103 06

Canal Trade - 1871

W. J. Bramhall	“	108 01
	Total	<u>870 12</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Nathan Willison	Georgetown	119 01
Ida & Sallie	“	117 11
R. E. Fugitt	“	117 16
Susan Charles	“	118 12
Isaac Wilson	“	109 07
	Total	<u>589 07</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. H. Bradt	Georgetown	108 09
Annie Bell	“	107 03
M. Whitson	“	116 16
	Total	<u>332 08</u>

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Morning Sun	Alexandria	111 10
Mayfield & Hieston	“	113 11
	Total	<u>225 01</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Capt. J. Weir	Georgetown	111 05
J. R. Humbird	“	115 09
	Total	<u>226 14</u>

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. C. Hoffman	Shepherd’wn	105 14

AG, Mon. 10/2/71, p. 3. **Canal Commerce**
 During the month of September there were 257 arrivals of boats at this place, bringing 102 perches of stone, 172 perches of limestone, and 25,416 tons of coal. For the same period there were 256 departures of boats carrying 1,500 bushels of grain, 2 tons of general merchandize, 1 ton of melons, 18 tons of salt, 15,000 shingles, 1,178,000 bricks and 120 tons of plaster. The total arrivals of boats for the season has been 1,701, and the total number of departures 1,705.

DN, Tue. 10/3/71, p. 1. **Canal Trade** –
 Thirty-five boats left this port yesterday, carrying 3,851 12 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
S. Boyer	Georgetown	111 08
Gen. McClellan	“	106 00
Wash. Irving	“	111 11
C. W. Harper	“	108 05
J. B. Thomas	“	106 05
M. A. Moore	“	106 03
Uno	“	109 09
Hawk	“	110 10
J. M. Forbes	“	108 08
	Total	<u>977 19</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. M. Boteler	Georgetown	104 10
Annie	“	113 03
G. W. Groves	“	109 04
Nanna McGraw	“	107 04
H. Gerdeman	“	110 10
Great Eastern	“	110 02
Industry	“	104 07
	Total	<u>759 00</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Patton	Alexandria	107 10
Eagle	“	110 06
W. J. Shrieve	“	109 08
A. H. Wallis	“	107 02
Chas E.	“	104 00
Livermore		
W. J. B. Lloyd	“	116 08
J. H. Parrott, Jr.	“	118 19
	Total	<u>772 13</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. H. Colbert	Georgetown	125 05
Dr. F. C. Doyle	“	111 15
H. Freeland	“	115 10
Onward	“	104 19
John C. Hassett	“	112 07
	Total	<u>569 16</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. A. Sutter	Georgetown	108 10
D. Knode	“	100 07
Willie Snyder	“	106 18

	Total	315 15
HAMPSHIRE AND BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gracie & Fannie	Alexandria	117 16
L. Leman	“	114 12
	Total	232 08
GEORGE’S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Quaker City	Georgetown	109 17
M. McNally	“	114 04
	Total	224 01

ES, Tue. 10/3/71, p. 4. **Patrick Culinane** today accepted the contract awarded him by the Board of Public Works for grading and graveling K street south, from 4½ street to James Creek Canal, the dirt to be used in filling up the old canal.

Wed. 10/4/71, p. 3. *Canal Trade.* - There were cleared at the Cumberland office within the month of September 993 boats, laden with 104,150 tons 2 cwt. of coal, and 20 tons of sundries. The coal shipments exceeded those of the month of August 12,834 tons 13 cwt., and of the month of September last year 39,243 tons. The shipments by companies and individuals were as follows:

	<i>Tons</i>	<i>Cwt.</i>
American Company	17,713	15
Borden Company	13,175	15
Consolidation Company	27,553	09
George's Creek Company	6,079	10
Hampshire Company	4,210	06
Maryland Company	22,229	06
Midlothian Company	7,619	04
Individuals	5,563	09
Total	104,150	02

Of this total, 101,635 tons 2 cwt. went through, 1,291 to Antietam Iron Works, 531 03 to Shepherdstown, 107 10 to Harpers Ferry, 77 19 to Berlin, 102 08 to Sharpsburg Landing, 311 06 to Williamsport and 93 tons 14 cwt. to Hancock.

Of up-freight, there were reported as discharged at Cumberland 286 barrels flour, 40 bushels wheat, 1,324 bushels corn, 6,500 lbs corn meal, 4,440 lbs. mill offal, 420 sacks salt, 116 barrels cement, 126,500 feet lumber, 10 tons plaster and 14 tons sundries.

Ibid, p. 2. *The Coal Interest.* - According to the *Washington Star* of Saturday evening last, the scarcity of schooners for the transshipment of coal at Georgetown had caused considerable accumulation of coal at the wharfs. The circumstance has not, however, as yet occasioned any reduction in shipments from this port.

DN, Wed. 10/4/71, p. 4. **Canal Trade** – Thirty-nine boats left this port yesterday, carrying 4,200 14 tons of coal, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Croton	Georgetown	104 09
W. H. Boyd	“	114 05
K. Van Tassel	“	114 18
Vulture	“	103 06
T. J. Mehaffey	“	110 03
L. L. Grove	“	107 01
T. R. Sheridan	“	106 17
R. J. Nimmo	“	109 12
Maryland No. 2	“	116 05
Adam Norrie	“	106 00
E. M. Linthicum	“	106 07
Mountain City	“	100 03
	Total	1298 17
MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ohio	Georgetown	105 00
W. H. Ash	“	112 00
J. C. Clarke	“	117 02
F. Ortman	“	105 12
Friendship	“	106 06
Lucy Hall	“	50 13
W. H. Wilson	“	111 10
Ironsides	“	107 09
	Total	815 12

Canal Trade - 1871

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John H. Faile	Alexandria	108 02
John P. Moore	"	109 05
J. W. Wellington	"	105 00
M. Sanford	"	105 17
A. H. Grant	"	111 12
John H. Platte	"	107 12
Total		647 08

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Horace Resley	Georgetown	110 06
Leander Lovell	"	117 17
M. A. Adams	"	111 13
Total		339 16

MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
B. Long	Georgetown	102 11
Feidt & Shup	"	111 10
C. N. Madore	"	109 13
M. E. McMahan	"	102 17
Total		426 11

GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ingomar	Georgetown	113 05
C. Segerson	"	116 02
Total		229 07

<i>Private</i>		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Amazon	Georgetown	104 15
Scotia	Alexandria	117 17
M. Fannon	"	110 14
C. Embrey	Williamsport	109 17
Total		443 03

DN, Thu. 10/5/71, p. 1. **Canal Trade** –
 Thirty-one boats left this port yesterday,
 carrying 3,528 05 tons of coal, as follows:

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. H. Stickney	Alexandria	105 13
Maj. E. L. Moore	"	117 01
Daniel Pomroy	"	103 13
J. Vandervoort	"	110 18
Geo. W. Wallis	"	105 11
E. Stevenson	"	107 14

Henry Delafield	"	103 07
Total		753 17

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Joseph Murray	Georgetown	113 11
Wren	"	105 08
Katskill	"	105 10
A. Van Collier	"	110 06
W. R. Snow	"	105 06
Mary Jane	"	101 12
Total		641 11

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
N. E. Hagerman	Georgetown	114 19
J. D. Tice	"	111 09
G. Washington	"	116 17
A. Lincoln	"	102 10
Price Hutson	"	105 15
Total		551 10

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Chas. A. Greene	Georgetown	120 16
Lizzie & Phillie	"	114 13
L. H. Sherman	"	114 16
Sprigg S. Lynn	"	122 14
F. Ensminger	"	111 10
Total		584 09

MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
L. Hartley	Georgetown	110 11
O. D. Robbins	"	106 16
J. B. Turton	"	104 15
Total		322 02

GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hero	Georgetown	111 08
Chesapeake	"	111 17
Total		223 05

HAMPSHIRE AND BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. S. Fernsner	Alexandria	118 12
P. S. Lemen	"	120 13
Total		239 05

<i>Private</i>		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. I. Morris	Georgetown	112 06

Canal Trade - 1871

DN, Fri. 10/6/71, p. 4. **Canal Trade** –
Thirty-five boats left this port yesterday,
carrying 3,740 17 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. T. Weld	Georgetown	105 00
I. Crane	“	118 05
Peacock	“	108 02
Minnesota	“	107 14
D. Hoadley	“	113 18
Linnet	“	106 12
Pigeon	“	107 18
Gen. Grant	“	104 14
Atlanta	“	106 18
Creole	“	110 19
Total		1090 00

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Shenandoah	Georgetown	105 11
C. W. Adams	“	114 05
Hibernia	“	104 18
E. E. Spielman	“	107 13
Wm. Moffett	“	113 02
American Boy	“	101 00
Total		644 09

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John W. Bacon	Alexandria	105 13
M. A. Myers	“	117 01
Geo. A. Pearre	“	103 13
A. J. Clark	“	110 18
John W. Schenck	“	105 11
Jas A. Alexander	“	107 14
Robert Marshall	“	103 07
Total		753 17

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. W. Thacker	Georgetown	115 04
Excelsior	“	113 16
Samuel Charles	“	103 02
J. R. Haines	“	109 16
Odd Fellow	“	106 01
Total		547 19

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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John Young	Alexandria	104 03
Samuel Swain	“	114 06
R. Emmett	“	106 16
Mary H. Wright	“	103 03
Total		428 08

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Eureka	Georgetown	108 15
<i>Private</i>		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wandering Boy	Four Locks	59 17
M. E. Spier	Antietam	107 12
Total		167 09

NR, Fri. 10/6/71, p. 4. **GEORGETOWN** –
The Canal – Arrived, boat Mayfield &
Hieston with 115 tons of coal for Mayfield &
Hieston; Sallie Billmyer, from
Shepherdstown, with 3,000 bushels of wheat
for George Waters.

AG, Fri. 10/6/71, p. 3. **Chills and fevers** –
Intermittent fever has prevailed to such an
extent along the line of the Chesapeake and
Ohio Canal this fall that whole crews of many
canal boats have been afflicted with the
disease, compelled to quit work, and the
business of the canal has been considerably
retarded in consequence.

DN, Sat. 10/7/71, p. 4. **Canal Trade** –
Twenty-seven boats left this port yesterday,
carrying 2,935 00 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Harlem	Georgetown	102 08
Poll	“	112 10
Mercia M. Jane	“	109 18
J. A. Graham	“	101 14
Diamond	“	103 12
S. S. Cunningham	“	108 04
Loretta	“	107 12
R. Bender	“	105 19
J. P. Agnew	“	110 10
Total		962 17

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. Cromwell	Alexandria	110 09
David A. Lowe	“	112 17
E. F. C. Young	“	105 09
Henry Reed	“	103 16
Alexander Ray	“	103 04
James R. Anderson	“	110 16
Total		644 11

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Capt. J. R. Masters	Georgetown	116 03
Alexander	“	110 08
John S. James	“	113 14
Martha	“	107 03
Total		447 08

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
N. S. Leman	Georgetown	109 17
F. M. LeFevre	“	112 11
J. Dick	“	108 18
Total		331 06

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. H. Gatrell	Georgetown	104 09
D. Murphy	“	110 01
Total		214 19

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jessie	Georgetown	105 18
H. Willison	“	113 00
Total		218 18

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. P. Hentzell	Alexandria	115 16

NR, Sat. 10/7/71, p. 4. **FROM THE WHARVES – The Canal** – Arrived, boats E. Bradfield Hartley, from Berlin, with 3,800 bushels of wheat for Hartley & Bro.; and Schroeder, Estelle, Bowery, J. Lind, Hammond, Dr. Delaplane, Bronx, Jim Gunning, D. C. Brown, H. J. Cavanaugh and M. Russell with coal for Consolidation Company; Round Top No. 1, from Hancock, with 563 bbls. of cement for Geo. Waters; Nettie Graham, from Berlin, with 3,000

bushels of wheat and a small lot of corn for George Waters.

GEORGETOWN AFFAIRS

Repair of a Level – In consequence of the damage continually being done to boats, the short level in the canal between Washington and Green streets is being repaired by replacing the tow-path wall. This reconstruction is badly needed, as no later than Thursday night a boat laden with gas coal had her stern stove in, damaging the boat to such an extent that a coffer dam was necessary to be built in order to enable her to reach her destination.

The Repair of Lock No. 1 was completed yesterday, under the supervision of Mr. Isaac Maus, superintendent of the Georgetown division.

The Coal Trade – The receipts and shipments of coal at the various wharves for the week ending yesterday were as follows: Maryland Company – Received 5,060 tons, shipped 4,706 tons. Midlothian Company – Received 2,205 tons, shipped 996 tons. George’s Creek Company – Received 1,500 tons, shipped 1,100 tons. Borden Mining Company – Received 1,750 tons, shipped 2,317 tons. Consolidation Company – Received 7,738 tons, shipped 4,640 tons.

Summary of Boats arrived up to yesterday, as reported at the collector’s office of the Chesapeake and Ohio canal; Whole number, 231; of this number 218 were laden with coal, and the remainder with red stone, limestone, bricks and grain.

DN, Mon. 10/9/71, p. 1. **Canal Trade** – Thirty-five boats left this port Saturday, carrying 3,748 06 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gowanus	Georgetown	108 10

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F. H. Walcott	“	107 12
C. L. Brengle	“	109 08
Miami	“	107 15
M. Boyer	“	110 10
J. B. Varnum	“	107 00
Yonkers	“	110 18
A. Campbell	“	107 18
A. J. Centre	“	108 02
Tillie B. Lynn	“	107 07
Total		1085 00

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
George Albert	Georgetown	105 09
Prairie Flower	“	106 13
A. Spier	“	110 01
E. P. Steffey	“	102 01
F. A. Mertens	“	111 04
J. Hammond	“	111 19
Sharpsburg	“	109 10
Total		757 17

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James Hoy	Alexandria	113 00
John J. Swift	“	103 15
C. P. Dayton	“	101 10
Plover	“	107 14
Wm. W.	“	107 19
Shepherd	“	“
H. L. Gilbert	“	104 10
Total		638 08

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Bertha M. Young	Georgetown	117 07
Invincible	“	105 19
Thomas Drennen	“	106 02
James H. Percy	“	108 00
John Cowden	“	101 16
Total		539 05

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mrs. C. E.	Washington	120 00
Charles	“	“
J. C. Hoffman	Shepherdst'n	108 09
B. Tolbert	Edward's Ferry	82 06
Total		300 15

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Morning Star	Georgetown	110 12
Wm. Marbury	“	101 05
Total		211 17

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Devecmon	Alexandria	103 02
R. J. West	“	112 02
Total		215 04

NR, Mon. 10/9/71, p. 4. **GEORGETOWN AFFAIRS – The Canal** – Arrived, boats Little Lemmon and Vallie, with wood and coal for Mayfield & Hieston; E. F. Wheeler, from Mercerville, with 4,000 bushels of wheat for George Waters; Seneca, from Seneca, with 3,000 bushels of wheat for W. H. Douglass.

DN, Tue. 10/10/71, p. 4. **Canal Trade** – Thirty-two boats left this port yesterday, carrying 3,587 19 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Fairplay	Georgetown	109 14
Ino	“	106 10
Dr. J. P. Delaplane	“	111 11
Owl	“	111 06
M. H. Russell	“	114 08
H. C. Winship	“	110 01
F. H. Delano	“	110 18
P. J. Smith	“	108 04
Lark	“	106 15
J. K. Whitford	“	108 10
B. F. Charles	“	104 01
Total		1192 18

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Kate	Alexandria	109 16
Rechabites	“	114 00
A. P. Thomas	“	114 11
John S. Fox	“	104 02
Henry C. Flagg	“	114 00
Andrew Main	“	102 17
Total		656 06

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Hassett	Georgetown	97 19
H. W. Shuck	"	101 06
E. K. Barger	"	107 15
L. G. Stanhope	"	110 00
Total		417 00

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Sallie Ardinger	Georgetown	105 17
Emerald	"	112 06
A. C. Greene	"	115 03
R. E. Fugitt	"	115 17
Total		449 03

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Evening Star	Georgetown	112 00
J. T. Davis	"	109 12
Antietam	Antietam	107 04
C. Embrey	Williams't	106 05
Total		435 02

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Capt. John Weir	Georgetown	111 05
J. B. Slattery	"	109 17
Total		221 02

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Star	Alexandria	106 03
J. G. Greenless	"	110 05
Total		216 08

NR, Tue. 10/10/71, p. 5. **GEORGETOWN** – **The Canal** – Arrived, boats Medley, from White's Ferry, with 2,800 bushels wheat; A. S. Trundell, from same place, with 3,000 bushels of wheat for Hartley & Bro.; and Benson, Talbott & Son; J. N. Thomas, from Point of Rocks, with 2,500 bushels of wheat, 800 bushels of corn, 60 barrels of flour and 1,000 bushels of mill feed for Joseph G. Waters.

Wed. 10/11/71, p. 3. *Circuit Court* - The proceedings of the Circuit Court during the past week were as follows:

Wednesday, October 4.

Barton Coal Co. vs. Robert S. McKaig. Pearre, Gordon and Cahill for plaintiff; Walsh and McKaig for defendant. Motion to continue. Over-ruled.

Thursday, October 5.

Barton Coal Co. vs. R. S. McKaig resumed. - This is an action of *assumpsit* to recover from the defendant compensation for the use of the canal boats Richard Bender, Miami, Van Lear Sprigg and Jenny Lind, which McKaig built for the company and for the value of which he recovered a judgment some time since. The plaintiff claiming that he used the same for his own benefit and without paying there for. Unfinished.

Friday, October 6.

Barton Coal Co. vs. McKaig. The whole day was consumed in hearing the evidence in this case.

Saturday, October 7.

Barton Coal Co. vs. McKaig. Resumed. Argument of counsel. Submitted to Jury at 1:40 p. m. Verdict for plaintiff \$233.36.

DN, Wed. 10/11/71, p. 1. **Canal Trade** – Forty-four boats left this port yesterday, carrying 4,683 08 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hunter & Bruce	Georgetown	110 14
Laura	"	104 13
Magpie	"	118 17
H. J. Kenah	"	103 05
Van Lear Sprigg	"	106 10
Jenny Lind	"	107 19
R. P. Getty	"	108 16
Erastus Corning	"	108 02
Rip Van Winkle	"	105 11
Dr. Grimes	"	103 15
Total		1082 12

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Viola Weir	Georgetown	111 04
J. V. Norman	"	104 09
M. Sinclair	"	106 12

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George Snyder	“	106 06
Rose & Nellie	“	98 12
M. A. Edwards	“	102 15
S. J. Gross	“	101 12
Thomas Wheeler	“	107 00
Wm. T. Hassett	“	105 15
R. M. Sprigg	“	106 02
Total		1010 07

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. Laird, Jr.	Alexandria	101 19
John O'Brien	“	103 18
Goldfinch	“	104 10
Andrew Clarke	“	100 13
Harvey Fisk	“	105 05
A. D. Brower	“	102 17
John S. Davenport	“	104 09
Total		723 11

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
B. L. Slack	Georgetown	117 04
Isaac Wilson	“	113 06
Vigilant	“	96 14
Wm. Borden	“	113 18
Total		441 02

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. L. Gross	Alexandria	110 04
G. P. DeWitt	“	108 07
Park Agnew	“	108 19
Mayfield & Hieston	“	111 18
Total		439 08

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. L. Miller	Georgetown	111 09
Iowa	“	108 15
H. Roland	“	108 16
Total		329 00

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Quaker City	Georgetown	112 03
Diligent	“	109 09
T. Long	“	110 02
Total		332 04

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Dr. E. DeLacey	Georgetown	109 19
W. R. Shaw	“	111 09
J. F. Hitch	“	103 16
Total		325 04

DN, Thu. 10/12/71, p. 4. **Canal Trade** –
Twenty-nine boats left this port yesterday,
carrying 3,138 02 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Energy	Georgetown	109 12
Jim Gunning	“	104 19
Robin	“	112 07
Total		326 18

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. Noble	Georgetown	113 19
J. E. Silver	“	104 09
Jack Topper	“	107 06
R. A. Wagley	“	104 11
F. P. White	“	104 17
Annie Bell	“	103 10
Andy Johnson	“	102 00
H. S. Miller	“	104 00
Total		844 14

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Michael Lienan	Alexandria	108 18
Chas. Clifton	“	103 06
Wm. Darrow	“	100 05
W. M. Bramhall	“	117 17
U. C. Hamilton	“	107 04
Eagle	“	109 11
Total		637 01

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Martha Williams	Georgetown	112 16
Ida & Sallie	“	108 17
Geo. H. Colbert	“	111 06
Total		332 19

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. McNally	Alexandria	101 09
G. H. Bradt	“	111 02
Ida & Willie	“	109 04
Total		321 15

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. M. Hedding	Georgetown	110 03
A. H. Bradt	"	111 08
Total		221 11

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. R. Humbird	Georgetown	108 18
Wm. H. Boyer	"	118 08
Total		227 06

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. L. Shaw	Georgetown	113 13
Round Top	Hancock	112 05
Total		225 18

AG, Thu. 10/12/71, p. 3. **Coal Trade** – The frequent and constant arrivals of boats from Cumberland with coal, and the scarcity of vessels to take it off, notwithstanding the demand, has caused the accumulation at the wharves, in this city, of large quantities.

DN, Fri. 10/13/71, p. 1. **Canal Trade** – Twenty-four boats left this port yesterday, carrying 2,591 15 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. P. Manning	Georgetown	102 08
Pearl	"	102 08
H. Lowther	"	107 03
Bowery	"	105 13
D. C. Bruce	"	108 07
J. B. Thomas	"	108 12
Julia Manning	"	103 08
Ursula & Estela	"	105 19
Hoboken	"	107 07
Anna Rinehart	"	105 13
Total		1056 18

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. Reives	Georgetown	107 03
J. E. Russell	"	106 06
J. L. Motter	"	110 00
A. M. Reed	"	103 07
Total		426 16

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry Kenny	Alexandria	108 16
Charles Robb	"	111 18
H. B. Cromwell	"	111 17
Total		332 11

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry Freeland	Georgetown	114 15
Hollander	"	113 08
Total		228 03

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Rainbow	Georgetown	105 04
Col. J. C. Lynn	"	110 16
Total		216 00

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. H. Castleman	Alexandria	103 11
Tillie Leman	"	108 09
Total		212 00

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Peter Fleckenstein	Georgetown	119 07

ES, Fri. 10/13/71, p. 4. **GEORGETOWN The Canal** – Business would be brisk on the canal just now only that the coal companies are slow in unloading boats, on account of the scarcity of coal schooners. During the present month 428 loaded boats have arrived at the collector's office.

The Coal Trade – During the week coal has accumulated in large quantities on the coal wharves, and the coal vessels in the river have been insufficient to meet the demands of the different companies. The receipts and shipments this week are as follows: - Borden Mining Company, receipts 3,640 tons, shipments 1,200 tons; Agnew's wharf, receipts 1,200 tons, shipments 600 tons; Ray's docks, receipts 3,774 tons, shipments 3,241 tons; Consolidation Company, receipts 5,578 tons, shipments 4,036 tons. Total

Canal Trade - 1871

receipts for the week 14,192 tons and total shipments 9,067 tons.

The Grain Market – Mr. George Waters this morning received 2,500 bushels of wheat per canal boat Catherine Waters, from Sharpsburg, Md. The same boat brought a lot of flour for Wm. H. Dougal.

DN, Sat. 10/14/71, p. 4. **Canal Trade** – Thirty-four boats left this port yesterday, carrying 3,739 17 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Brombones	Georgetown	112 12
L. R. Fechtig	“	117 03
W. H. Boyd	“	113 18
Mohawk	“	109 04
Arkansas Traveler	“	108 13
Dundenburg	“	107 09
Lewis Smith	“	106 11
Bronx	“	105 17
Uno	“	109 04
	Total	989 11

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Margaret Blocher	Georgetown	108 01
Col. E. V. White	“	110 01
C. W. Dellinger	“	113 16
J. M. Resley	“	109 13
Industry	“	110 01
	Total	551 02

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. H. Wallis	Alexandria	108 01
A. Perkins	“	109 00
Joseph Noble	“	103 09
George K. Sisters	“	101 07
John H. Parrott, Jr.	“	115 03
	Total	537 00

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Horace Resley	Georgetown	108 04
Lizzie & Phillie	“	107 05
James H. Farrow	“	109 13
S. H. Sherman	“	114 10

Leander Lovell	“	117 16
	Total	557 08

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ingomar	Georgetown	107 17
J. & T. Coulehan	“	119 04
	Total	227 01

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. G. Lynn	Alexandria	104 00
Grason & Fannie	“	110 07
Morning Sun	“	111 03
M. O’Conner	“	112 12
	Total	438 02

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Pennsylvania	Georgetown	107 01
Mollie E. Spier	Antietam	112 14
Nannie McGraw	“	105 02
Annie	Hancock	114 16
	Total	439 13

DN, Tue. 10/17/71, p. 1. **Canal Trade** – Thirty-one boats left this port yesterday, carrying 3,458 18 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. Irving	Georgetown	111 18
Wm. Hill	“	114 04
Bettie	“	104 07
Samuel Boyer	“	118 12
Broadway	“	110 11
H. T. Welds	“	112 03
	Total	671 15

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Friendship	Georgetown	106 07
H. Gerdeman	“	118 14
O. D. Robbins	“	108 03
	Total	333 04

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. H. Grant	Alexandria	111 07
J. H. Stickney	“	109 10
Thomas H. Faile	“	110 09
R. H. Haydock	“	107 01

Canal Trade - 1871

J. B. Cazeaux	“	107 04
John W. Schenck	“	108 00
M. A. Myers	“	107 11
John P. Moore	“	108 12
Total		<u>869 14</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. Ensminger	Georgetown	116 06
Chas. A. Greene	“	118 19
Morning Star	“	110 02
John T. James	“	112 00
Alexander	“	110 05
Martha	“	108 16
Total		<u>676 08</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mrs. E. C. Charles	Georgetown	111 16
Robert Emmett	“	115 14
Willie Snyder	“	115 16
Total		<u>343 06</u>

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hero	Alexandria	119 07
C. Segerson	“	108 14
H. Willison	“	108 12
Total		<u>336 13</u>

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. Washington	Antietam	110 15
Cherokee Tribe	Knoxville	117 03
Total		<u>227 18</u>

DN, Wed. 10/18/71, p. 4. **Canal Trade** – Twenty-three boats left this port yesterday, carrying 2,335 19 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Joseph Murry	Georgetown	116 07
Communipaw	“	107 03
F. Kidwell	“	108 05
Total		<u>331 12</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Doyle	Georgetown	117 03
Benj. Long	“	110 12
Total		<u>227 15</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. Wallis	Alexandria	106 14
Corn. DuBois	“	114 10
D. Cromwell	“	111 05
J. R. Anderson	“	114 01
Plover	“	107 14
E. Stevenson	“	108 11
Total		<u>662 15</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Tillie B. Lynn	Georgetown	107 07
Thomas Drennen	“	112 12
J. R. Haines	“	113 04
D. Tilghman	“	116 08
Total		<u>449 11</u>

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Hoffman	Alexandria	107 10
Samuel Swain	“	112 18
W. H. Ash	“	115 10
Feidt & Shup	“	109 12
Total		<u>445 10</u>

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. O. Reitzell	Georgetown	114 16
Eureka	“	106 11
Total		<u>221 07</u>

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jacob Bender	Antietam	106 19
R. I. Morris	“	118 05
Total		<u>225 04</u>

NR, Wed. 10/18/71, p. 4. **Georgetown – The Canal** – Arrived, boats Mayfield & Hieston and Little Lemmon with 225 tons of coal for Mayfield & Hieston; A. S. Trundle, from White’s Ferry, with 8,000 bushels of wheat for Hartley & Bro.; Medley, from Seneca, with 2,800 bushels of wheat for B. Talbott & Son, and Wm. H. Dougall and Noble Grand, from Hancock, with 800 barrels of cement for George Waters.

Canal Trade - 1871

DN, Thu. 10/19/71, p. 4. **Canal Trade** – Seventeen boats left this port yesterday, carrying 1,874 07 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Charles & Ada	Georgetown	116 15

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ben Williamson	Alexandria	106 07
Rechabites	“	112 15
M. Sanford	“	107 14
W. W. Shepherd	“	105 13
Thomas Patton	“	105 17
A. J. Clark	“	114 11
David A. Lowe	“	115 07
Total		768 04

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Invincible	Georgetown	103 11
Loretta	“	111 19
Excelsior	“	116 04
R. J. West	“	117 09
Total		449 03

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. Fannon	Alexandria	113 04
Mountain City	“	108 13
L. L. Grove	“	103 17
Total		325 14

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Charles	Georgetown	105 17

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
S. S. Cunningham	Georgetown	108 14

NR, Thu. 10/19/71, p. 4. **Georgetown – The Canal** – Arrived, boat E. F. Wheeler, from Mercerville, with 4,000 bushels of wheat for George Waters.

DN, Fri. 10/20/71, p. 4. **Canal Trade**- Twenty boats left this port yesterday, carrying 2,192 04 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Gen. Grant	Georgetown	111 04
Pigeon	“	112 00
Vulture	“	109 02
J. A. Graham	“	109 03
W. R. Snow	“	102 06
Total		543 15

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry Reed	Alexandria	108 06
John J. Swift	“	105 03
Robert Marshall	“	110 04
C. F. Livermore	“	103 10
Total		427 03

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dr. F. C. Doyle	Georgetown	117 00
James H. Percy	“	108 02
B. M. Young	“	115 12
Sallie Ardinger	“	108 19
Total		449 10

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jessie	Georgetown	110 07

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. S. Lemon	Alexandria	115 15
Wm. Devecmon	“	105 09
Tillie & Minnie	“	108 13
Total		330 01

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Evening Star	Georgetown	110 00
Lucy Hall	Williamsport	109 17
M. E. Spier	Antietam	111 11
Total		331 08

ES, Fri. 10/20/71, p. 4. **GEORGETOWN The Cumberland Coal Trade** – Owing to the continued scarcity of coal schooners the shipments have been unusually light this week. There is now not a single sailing vessel in port. This is unfortunate, as the wharves are piled high with coal awaiting shipment, and many loaded boats are lying in the canal and cannot be unloaded until some arrangements are made for the disposal of

their cargoes. The following are the receipts and shipments of the different companies this week: Borden Mining Company, receipts 2,400 tons, shipments 1,600 tons; Agnew's wharf, receipts 1,200 tons, shipments 800 tons; Ray's docks, receipts 2,811 tons, shipments 2,768 tons; Consolidation Company, receipts 6,853 tons, shipments 5,800 tons. Total receipts for the week 13,264 tons and total shipments 10,968 tons.

The Canal – Navigation is now uninterrupted and boats arrive with full cargoes. Six hundred and forty-eight boats have arrived at the collector's office since the 1st instant.

The Paymaster of the canal is paying off the employees of the Georgetown level today. About \$2,500 is required for this purpose.

Arrival of Corn – The canal boat, E. B. Hartley, has arrived with 4,000 bushels of corn consigned to Hartley & Brother.

DN, Sat. 10/21/71. p. 1. **Canal Trade**—Twenty-six boats left this port yesterday, carrying 2,777 00 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Fairplay	Georgetown	109 02
Blue Bell	“	108 19
Minnesota	“	111 02
Dove	“	109 08
W. A. Spielman	“	108 03
I. Crane	“	118 06
T. E. Sheridan	“	114 12
Mary Jane	“	104 14
Adam Norrie	“	110 00
Total		993 17

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
E. F. C. Young	Alexandria	108 17
F. J. Thomas	“	108 05
Kate	“	113 17
H. C. Flagg	“	118 07
John H. Platte	“	104 09

James Vandervoort	“	109 12
Total		663 07

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. C. Greene	Georgetown	118 15
John Cowden	“	105 10
R. E. Fugitt	“	117 08
Onward	“	106 17
Isaac Wilson	“	118 08
Total		466 18

HANPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. H. Wilson	Alexandria	111 08
M. E. Hagerman	“	113 09
J. & H. Korns	“	104 18
Total		329 15

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
B. F. Charles	Georgetown	107 19
Juniata	Williamsport	107 16
Total		215 15

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Odd Fellow	Georgetown	107 00

DN, Mon. 10/23/71, p. 1. **Canal Trade**—Thirty-five boats left this port Saturday, carrying 3,857 04 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hudson	Georgetown	109 05
Linnet	“	111 19
F. H. Walcott	“	106 00
M. A. Moore	“	108 18
J. S. Mackie	“	103 08
J. M. Forbes	“	113 13
Total		653 03

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. W. Adams	Alexandria	118 15
Naomi	“	109 10
Great Eastern	“	110 03
W. H. Boteler	“	106 11
Price Hutson	“	104 03
Ohio	“	108 13
A. Lincoln	“	105 15

Canal Trade - 1871

D. W. Sloan	“	115 19
	Total	877 09

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. J. Shrieve	Alexandria	113 03
Henry Delafield	“	110 16
John O'Brien	“	107 18
Daniel Pomroy	“	109 15
J. W. Bacon	“	106 15
Geo. A. Pearre	“	104 18
J. S. Davenport	“	108 00
	Total	761 05

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Borden	Georgetown	118 15
G. H. Colbert	“	118 00
Henry Korn	“	113 11
Ida & Sallie	“	116 14
B. L. Slack	“	118 00
	Total	585 00

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Amazon	Alexandria	106 04
Gracie & Fannie	“	109 11
G. Blackburn	“	119 07
J. P. Agnew	“	110 06
R. Bender	“	110 08
	Total	555 16

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Quaker City	Georgetown	110 10
Capt. J. Weir	“	111 05
	Total	221 15

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
G. W. Grove	Georgetown	114 09
Alaska	“	88 07
	Total	202 16

DN, Tue. 10/24/71, p. 1. **Canal Trade-**
Thirty boats left this port yesterday, carrying
3,322 15 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Peacock	Georgetown	108 11
Atlanta	“	105 17

Black Hawk	“	113 18
Mercia M. Jane	“	112 14
Wm. Boyer	“	113 15
	Total	554 15

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. T. Hassett	Alexandria	110 18
James C. Clarke	“	117 16
Nannie McGraw	“	105 14
R. L. Gross	“	111 08
L. Hartley	“	109 02
D. Knode	“	108 04
Sharpsburg	“	106 03
	Total	759 05

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
David Stewart	Alexandria	104 19
Andrew Clarke	“	108 01
John H. Parrott, Jr.	“	116 05
Charles Clifton	“	107 01
James Hoy	“	113 17
W. Laird	“	107 16
W. M. Bramhall	“	107 07
	Total	765 06

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry Freeland	Georgetown	113 19
Emerald	“	118 03
Hollander	“	113 18
Leander Lovell	“	117 14
	Total	463 14

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John Young	Alexandria	105 07
Mayfield & Hieston	“	114 05
	Total	211 12

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Slattery	Georgetown	109 19
Diligent	“	112 07
	Total	222 06

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. T. Davis	Georgetown	114 14
Henry Roland	Antietam	119 00
Rudolph Herr	Four Locks	104 03

Canal Trade - 1871

Total 337 17

DN, Wed. 10/25/71, p. 4. **Canal Trade-**
 Thirty-one boats left this port yesterday,
 carrying 3,441 10 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. C. Winship	Georgetown	115 07
K. Van Tassel	"	115 15
Yonkers	"	115 01
Wren	"	112 14
Owl	"	108 02
Gen. McClellan	"	<u>108 02</u>
Total		675 01

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. S. Sutter	Alexandria	104 04
E. E. Spielman	"	117 10
M. E. McMahon	"	<u>108 07</u>
Total		330 01

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Charles Robb	Alexandria	113 02
Michael Lienan	"	105 00
Eagle	"	107 00
Henry Reed	"	106 07
Jas. A. Alexander	"	103 11
W. J. B. Lloyd	"	114 14
A. H. Wallis	"	<u>110 10</u>
Total		760 04

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lizzie & Phillie	Georgetown	116 17
S. H. Sherman	"	115 10
M. A. Adams	"	109 16
Capt. J. R. Masters	"	120 19
Nathan Williams	"	<u>118 07</u>
Total		581 09

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gen. Washington	Alexandria	109 12
M. H. Wright	"	106 17
Lillie Lemen	"	112 00
Rose & Nellie	"	<u>110 11</u>
Total		439 00

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ingomar	Georgetown	110 15
T. Long	"	<u>108 04</u>
Total		218 19

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry Lowther	Georgetown	114 06
Shenandoah	Harpers Ferry	107 02
Antietam	Antietam	105 02
Hunter & Bruce	"	<u>110 06</u>
Total		436 16

DN, Thu. 10/26/71, p. 1. **Canal Trade-**
 Thirty boats left this port yesterday, carrying
 3,332 02 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lark	Georgetown	105 01
Miami	"	107 13
Katskill	"	106 03
Wave	"	99 18
M. H. Russell	"	114 15
Croton	"	106 18
H. F. Kindle	"	<u>108 14</u>
Total		747 02

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. Murphy	Alexandria	113 06
J. F. Hitch	"	109 08
Annie	"	123 19
J. H. Gatrell	"	113 02
E. K. Barger	"	107 06
P. Fleckenstein	"	119 05
P. C. Morrison	"	105 00
J. Dick	"	<u>111 13</u>
Total		902 19

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Waldo Hutchins	Alexandria	106 16
John S. Fox	"	104 05
S. Perkins	"	105 12
Goldfinch	"	111 07
Alex Ray	"	107 15
Geo. K. Sisters	"	109 07
Geo. Sherman	"	<u>113 15</u>
Total		758 17

Canal Trade - 1871

HAMPSHIRE AND BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Star	Alexandria	112 01
Park Agnew	"	117 11
Thomas Stackpole	"	121 15
M. McNally	"	119 00
Scotia	"	120 00
Total		570 07

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Susan Charles	Georgetown	119 03
Sprigg S. Lynn	"	122 01
Total		241 04

GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. A. Boyer	Georgetown	121 10

DN, Fri. 10/27/71, p. 4. The canal boat *C. M. Madore*, of the Maryland Line, was sunk yesterday in the basin, between the two wharves. Not much damage sustained.

Canal Trade- Twenty-eight boats left this port yesterday, carrying 3,476 08 tons of coal, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
E. M. Linthicum	Georgetown	109 05
F. D. Delano	"	110 03
P. J. Smith	"	112 14
Creole	"	108 02
C. L. Brengle	"	118 09
W. H. Boyd	"	117 01
Total		675 14

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. H. Stickney	Alexandria	106 10
Maj. E. L. Moore	"	116 11
R. H. Haydock	"	107 18
John W. Schenck	"	106 08
Thomas H. Faile	"	107 15
A. D. Brower	"	108 07
Andrew Main	"	107 00
Total		760 09

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>

G. H. Bradt	Georgetown	117 11
Wm. T. Allen	"	116 02
N. L. Leman	"	122 15
C. N. Madore	"	111 04
Total		457 12

HAMPSHIRE AND BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Morning Sun	Alexandria	110 16
M. O'Conner	"	113 08
M. S. Fernsner	"	119 10
Total		343 14

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. Ensminger	Georgetown	115 16
Charles A. Greene	"	116 02
Horace Resley	"	113 10
Total		345 08

GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. & T. Coulehan	Georgetown	115 12
J. R. Humbird	"	113 10
Chesapeake	"	108 18
Total		338 00

MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Rainbow	Georgetown	109 15
<i>Private</i>		
Morning Star	Georgetown	110 00
W. L. Shaw	"	114 16
M. E. Shier	Antietam	107 14
Cherokee Tribe	"	114 06
Total		445 16

DN, Sat. 10/28/71, p. 1. **Canal Trade-** Thirty-five boats left this port yesterday, carrying 3,842 08 tons of coal, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. J. Nimmo	Georgetown	113 10
E. Rinehart	"	109 17
C. W. Harper	"	112 02
Harlem	"	106 16
D. Knode	"	112 04
A. Campbell	"	108 05
J. B. Thomas	"	107 07

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Diamond	“	104 06
R. P. Getty	“	109 03
Magpie	“	108 06
Ino	“	106 11
J. K. Whitford	“	112 05
Total		1310 12

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. B. Cromwell	Alexandria	114 09
M. A. Myers	“	116 14
J. W. Wellington	“	102 19
D. Cromwell	“	110 18
U. C. Hamilton	“	111 13
J. R. Anderson	“	117 11
Total		664 04

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Alexander	Georgetown	108 13
Tillie C. Lynn	“	103 11
John T. James	“	115 18
Thomas Drennen	“	114 17
Martha	“	105 13
Total		548 12

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. W. Shuck	Georgetown	99 12
Dr. E. DeLacey	“	115 12
M. Sinclair	“	109 07
George Albert	“	108 02
Total		432 13

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Swain	Alexandria	114 15
A. L. Miller	“	126 08
Lady of the Lake	“	111 01
Total		352 05

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Huntingdon	Georgetown	113 06
Hero	“	109 00
Total		222 06

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Charles Embrey	Georgetown	105 16
F. Ortman	“	104 10
Total		210 06

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Juniata	Williamsport	101 11

NR, Sat. 10/28/71, p. 4. **GEORGETOWN AFFAIRS – The Number of Boats** arrived as reported at the collector's office, Chesapeake and Ohio canal, for the week ending yesterday was 223.

The Canal – Arrived, boats Mayfield & Hieston with 116 tons of coal for Mayfield & Hieston; Moses Whitson, from Green Spring Furnace, with 110 tons of pig iron for George Waters.

The Receipts and Shipments of coal, for the week ending last night, have been as follows: Maryland Company, receipts 880 tons, shipments 3,305 tons. Midlothian, receipts 330 tons, shipments 916 tons. Borden Mining Company, receipts 3,500 tons, shipments 3,600 tons. Agnew's wharf, receipts 1,000 tons, shipments 1,300 tons. Ray's Docks, receipts 1,685 tons, shipments 4,405 tons. Consolidation Company, receipts 6,352 tons, shipments 6,594 tons.

AG, Sat. 10/28/71, p. 2. **Georgetown Coal Trade** – The business of shipping coal has been more brisk this week than last, from the fact that there have been more schooners in port. A large number have been loaded and dispatched northward this week, and half a dozen more are at the wharves today taking in cargoes. As there is a vast accumulation of coal at all of the wharves, some of the companies are not ordering quite as much as formerly from the coal region, and consequently the usual number of loaded boats are not arriving by canal. The different coal companies are at present greatly in need of coal wheelers at the wharves.

Coal Shipments – The shipments of coal from this port during the week ending today

Canal Trade - 1871

were as follows: American Coal Co. 5,137 tons; J. P. Agnew 3,600; and Hampshire & Baltimore Co. 1,100 tons.

DN, Mon. 10/30/71, p. 1. **Canal Trade**-
Twenty-nine boats left this port Saturday,
carrying 4,180 18 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. P. Manning	Georgetown	107 06
Maryland, No. 2	"	118 13
A. J. Centre	"	113 02
V. L. Sprigg	"	107 03
Pearl	"	104 14
Energy	"	107 10
A. Van Collier	"	112 01
J. B. Varnum	"	110 17
Jenny Lind	"	110 06
Gowanus	"	109 08
Mohawk	"	112 12
Hawk	"	111 08
Hoboken	"	108 09
H. T. Weld	"	112 09
	Total	1445 18

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
L. J. Gross	Georgetown	102 09
F. A. Mertens	"	117 11
Lucy Hall	"	111 10
J. Hammond	"	112 07
J. & H. Kornis	"	55 15
Prairie Flower	"	108 15
	Total	608 07

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Plover	Alexandria	107 03
A. H. Grant	"	116 14
Rechabites	"	117 11
J. B. Cazeaux	"	108 15
C. P. Dayton	"	104 17
David A. Lowe	"	117 07
James Dayton	"	105 16
	Total	778 03

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John C. Hassett	Georgetown	108 13

Randolph Herr	"	111 00
Invincible	"	107 08
	Total	327 01

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Gibbs & Clay	Georgetown	105 12
E. P. Steffey	"	106 14
	Total	212 06

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mrs. C. E. Charles	Alexandria	114 15
H. M. Snyder	"	113 03
W. H. Ash	"	115 09
	Total	343 07

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. Willison	Georgetown	118 07
C. Segerson	"	115 18
	Total	234 05

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Evening Star	Georgetown	120 00
R. I. Morris	"	111 11
	Total	231 11

The Alexandria Gazette, in referring to the late lease of the Alexandria Canal, recommends that the tolls be made so light as to draw to that city the trade of our mines. It says from that "place to the ocean is unobstructed navigation – vessels can come to and depart from the wharves in deep water with the heaviest cargoes – there is no detention in loading coal vessels, &c., &c."

The *Gazette* also goes further and spurs the merchants in that city up to an effort to secure a trade in the articles of produce from along the line of the canal in our part of the State.

The *Gazette* is right all around. That city has the advantages and opportunities, if she only has the men equal to the occasion.

DN, Tue. 10/31/71, p. 1. **Canal Trade**-
Thirty-two boats left this port yesterday,
carrying 3,574 18 tons of coal, as follows:

Canal Trade - 1871

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
L. L. Grove	Georgetown	111 01
L. R. Fechtig	"	109 12
T. J. Mehaffey	"	115 16
Dundenburg	"	112 01
Robin	"	111 19
E. Corning	"	108 19
Poll	"	113 12
James Murry	"	114 19
D. C. Bruce	"	111 09
James Gunning	"	111 05
Total		1120 13

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. J. Clark	Alexandria	114 05
John J. Swift	"	103 07
Joseph Noble	"	106 08
W. W. Shepherd	"	112 03
H. C. Flagg	"	117 04
Kate	"	112 09
G. W. Wallis	"	107 13
Total		773 09

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Turton	Georgetown	104 17
Thomas Wheeler	"	109 16
George Snyder	"	114 04
A. Spier	"	118 05
A. M. Reed	"	105 11
Total		552 13

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. J. West	Georgetown	118 12
Excelsior	"	116 13
James R. Haines	"	113 08
Bertha M. Young	"	119 05
Total		467 18

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. A. Edwards	Georgetown	105 12
V. H. Weir	"	113 00
Total		218 12

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John G. Lynn	Alexandria	109 09

Geo. P. DeWitt	"	110 04
Total		219 13

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. O. Reitzell	Georgetown	112 06
Eureka	"	109 14
Total		222 00

DN, Wed. 11/1/71, p. 1. **Canal Trade-**
Thirty-one boats left this port yesterday,
carrying 3,450 16 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Charles & Ada	Georgetown	120 03
Rip Van Winkle	"	107 09
Laura	"	110 09
Arkansas Traveler	"	107 16
H. J. Kenah	"	108 08
Lewis Smith	"	110 06
Bowery	"	110 03
Vulture	"	111 08
Total		886 02

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James P. Moore	Alexandria	111 09
Thomas Patton	"	104 01
Corn. DuBois	"	111 07
J. S. Davenport	"	104 15
C. F. Livermore	"	108 10
E. F. C. Young	"	112 08
Total		653 00

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. C. Lynn	Georgetown	114 03
A. Johnson	"	107 11
Annie Rinehart	"	107 14
Total		329 08

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Isaac Wilson	Georgetown	117 08
A. C. Greene	"	124 14
G. H. Colbert	"	119 09
R. E. Fugitt	"	115 02
D. Tilghman	"	109 13
Total		586 06

MIDLOTHIAN COMPANY

Canal Trade - 1871

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. T. Scrivner	Georgetown	115 18

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Devecmon	Alexandria	109 08
R. Emmett	"	108 06
Grason & Fannie	"	113 12
Total		331 06

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Charles	Georgetown	106 07

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hunter & Bruce	Antietam	109 12
H. Roland	"	115 19
J. T. Davis	Georgetown	113 18
Round Top No. 1	Hancock	103 00
Total		442 09

DN, Thu. 11/2/71, p. 4. **Canal Trade-** Thirty boats left this port yesterday, carrying 3,355 03 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wash. Irving	Georgetown	115 03
S. S. Cunningham	"	115 01
Julia Manning	"	108 16
Gen. Grant	"	104 03
Pigeon	"	107 03
F. Kitwell	"	105 12
Fairplay	"	111 04
Minnesota	"	110 01
Total		876 03

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. J. Shrieve	Alexandria	113 07
Henry Reed	"	105 11
J. H. Parrott, Jr.	"	117 12
M. Sanford	"	107 14
John O'Brien	"	112 05
Total		556 09

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. A. Wagley	Georgetown	107 17
Annie Bell	"	108 19
Willie Snyder	"	108 04

J. M. Hedding	"	110 04
O. D. Robbins	"	109 18
Total		545 02

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Borden	Georgetown	118 04
Sallie Ardinger	"	107 12
B. L. Slack	"	111 11
H. Freeland	"	118 03
Total		455 10

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. E. Silver	Georgetown	113 12
W. R. Shaw	"	116 11
Total		230 03

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mayfield & Hieston	Alexandria	114 01
M. E. Hagerman	"	116 00
R. L. Gross	"	111 00
Total		341 01

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Quaker City	Georgetown	115 15
D. H. Taylor	"	124 14
Total		240 09

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Col. E. V. White	Monocacy	110 06

DN, Fri. 11/3/71, p. 1. **Canal Trade** – Two lock gated at the "Six Locks," were wasted out on Tuesday, but have since been repaired. Navigation was interrupted at that point about 48 hours, which necessarily caused a scarcity of returning boats to this port.

Twenty-seven boats left this port yesterday, carrying 3,003 03 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Linnet	Georgetown	106 16
Ursula & Estelle	"	107 08
W. M. Hill	"	117 05
Samuel Boyer	"	116 12

W. R. Snow	“	104 10
I. Crane	“	121 08
	Total	660 11

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. M. Bramhall	Alexandria	110 18
Geo. A. Pearre	“	106 14
Andrew Clark	“	106 08
W. J. B. Lloyd	“	114 07
Robert Marshall	“	111 01
	Total	549 08

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Bradt	Georgetown	114 19
Feidt & Shup	“	116 04
C. W. Adams	“	114 08
S. D. Tice	“	115 14
	Total	461 00

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Lincoln	Georgetown	107 09
M. E. Spier	Antietam	106 00
Antietam	“	109 15
Juniata	“	108 10
	Total	432 10

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Emerald	Georgetown	111 12
Leander Lovel	“	120 15
John Cowden	“	106 12
James H. Percy	“	109 16
	Total	448 15

GEORGE’S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Capt. J. Weir	Georgetown	109 11
M. Topper	“	112 19
	Total	222 10

HAMPSHIRE AND BALTIMORE
CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
G. Blackburn	Alexandria	119 14
R. H. Castleman	“	99 07
	Total	219 01

NR, Fri. 11/3/71, p. 1. **GEORGETOWN AFFAIRS** – The repair to the lock-gates at

the Six Locks was completed at daybreak yesterday and the packet arrived at 12 m. Boats loaded with coal began to arrive at 1 p.m. The coal companies have again resumed the active discharge of boats, and are reducing the piles of coal that had accumulated for some time past for the want of coasters to comply with their orders. Schooners are arriving much more freely than for some weeks past, but the orders in hand for shipments by the various companies continue large, and unless the supply of vessels increase many orders will be compelled to lay over until next season. These large orders are matters of special congratulation to the Cumberland coal interest, as the anthracite trade is extremely dull at this time in Philadelphia.

The Canal – Arrived, late last evening, boats George Washington, from Mercerville, with 3,200 bushels of wheat, and Seneca, from Seneca, with flour and mill-feed for W. H. Dougall; E. Bradfield Hartley, from Berlin, with 3,800 bushels of wheat for Hartley & Bro.

AG, Fri. 11/3/71, p. 2. **Washington Items**
The president and committee of transportation of the Chesapeake and Ohio canal yesterday made a tour of inspection over that portion of their line between Seventeenth street and Georgetown, with a view to present a report of its condition to a meeting of the stockholders in Baltimore on the 10th instant. Some time since the Board of Health adjudged this portion of the canal a nuisance, hence the inspection and steps looking to a remedy of such nuisance, if such it be.

DN, Sat. 11/4/71, p. 1. **Canal Trade**– Twenty-nine boats left this port yesterday, carrying 3,261 16 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John R. Cruzen	Georgetown	113 19

Canal Trade - 1871

W. C. Smith	“	109 17
Bronx	“	109 17
R. Bender	“	112 14
Broadway	“	107 08
J. A. Graham	“	108 03
T. E. Sheridan	“	110 13
Adam Norrie	“	112 19
A. Cropley	“	116 09

Total 1001 19

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. J. Thomas	Alexandria	110 17
Eagle	“	111 16
Dr. Delaplane	“	116 14
Iowa	“	110 10
Harry Fisk	“	107 07
M. Boyer	“	115 10

Total 672 15

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
G. W. Thacker	Georgetown	113 17
Joseph Farrow	“	116 03
Hollander	“	112 08
Loretta	“	112 18

Total 455 08

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jack Topper	Georgetown	109 19
J. Reives	“	115 06
Wm. Doyle	“	115 14

Total 340 19

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P.S. Lemen	Alexandria	113 03
Dr. Grimes	“	106 06

Total 219 09

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Slattery	Georgetown	108 00
Diligent	“	109 00

Total 217 00

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. M. Sprigg	Georgetown	117 02

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
	<i>Private</i>	

Owl	Georgetown	116 08
Cherokee Tribe	Antietam	120 18
	Total	237 06

DN, Mon. 11/6/71, p. 1. **Canal Trade-**
Thirty-five boats left this port yesterday,
carrying 3,857 14 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. S. Mackie	Georgetown	105 16
Fulton	“	110 00
S. Hoadley	“	110 03
M. A. Moore	“	108 12
B. F. Charles	“	114 17
Mercia M. Jane	“	115 16
H. C. Winship	“	112 18
Communipaw	“	104 08
Mary Jane	“	106 05
Lark	“	110 03

Total 1098 18

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. H. Russell	Alexandria	115 05
Ben. Williamson	“	105 17
Ben. Long	“	110 05
Morning Star	“	108 09
Iowa	“	110 10
Henry Delafield	“	107 10
W. Laird, Jr.	“	117 14
J. Vandervoort	“	111 00

Total 876 10

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. M. LeFevre	Georgetown	118 04
Friendship	“	107 02
J. S. Motter	“	108 15
Nannie McGraw	“	107 18
J. E. Russell	“	110 07

Total 552 06

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John R. Masters	Georgetown	113 10
Onward	“	103 00
S. H. Sherman	“	123 04
M. A. Adams	“	107 04

Total 446 18

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
American Boy	Georgetown	102 17
Sharpsburg	"	107 01
Total		209 18

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. T. Hassett	Alexandria	115 00
Wm. Moffit	"	117 10
W. H. Wilson	"	107 10
M. Fannon	"	113 17
Total		452 17

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Ingomar	Georgetown	109 04
T. Long	"	111 03
Total		220 07

 In our hopeful advocacy of the completion of the Western Maryland Railroad to Cumberland at as early a day as practicable we thought we were supported by all our people, and are very sorry to have our minds disabused, and to be informed that our amiable friend, General McKaig, is opposes to the movement. In the *Frostburg Journal* we find a report of a speech delivered by him up there the other evening, in which he paid his respects to the much talked of "consolidation," and is reported by the *Journal* to have further said: The completion of the Western Maryland Railroad – another consolidation enterprise – would "dry up" the canal business, make its boats useless appendages, and, lastly, not leastly, totally destroy the profit, as well as utility, realized by the owners of – *McKaig's wharf!*

The General must know that our mines have the resources and capacity to supply a half dozen carriers. The trouble about shipments has generally been with the latter, or in the east.

DN, Tue. 11/7/71, p. 1. **Canal Trade-** Twenty-five boats left this port yesterday, carrying 2,802 05 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Uno	Georgetown	115 09
C. Slack	"	116 16
Blue Bell	"	103 13
Peacock	"	105 13
Mountain City	"	113 00
F. H. Delano	"	113 13
Total		668 04

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
S. Hartley	Georgetown	105 10
Great Eastern	"	115 19
G. W. Grove	"	108 11
Total		330 00

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry Reed	Alexandria	108 02
Chas. Clifton	"	107 12
Goldfinch	"	110 16
Michael Lienan	"	102 03
Total		428 13

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Lizzie & Phillie	Georgetown	105 16
Susan Charles	"	121 14
Ida & Sallie	"	114 19
Sprigg S. Lynn	"	124 16
Maggie B.	"	115 07
Total		582 12

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hibernia	Georgetown	107 04

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. McNally	Alexandria	117 19
Scotia	"	116 15
L. Lemen	"	113 12
Total		348 06

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jessie	Georgetown	108 16
<i>Private</i>		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Evening Star	Georgetown	120 00
Ohio	"	108 10

Canal Trade - 1871

Total 228 10

DN, Wed. 11/8/71, p. 1. **Canal Trade-**
Thirty-five boats left this port yesterday,
carrying 3,889 02 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Brombones	Georgetown	117 06
W. W. Boyd	"	114 12
P. J. Smith	"	116 00
J. K. Whitford	"	115 18
Miami	"	102 10
J. M. Forbes	"	109 15
H. T. Weld	"	112 11
H. Lowther	"	115 14
Total		<u>904 06</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Shenandoah	Georgetown	107 07
Mary Willard	"	109 17
Industry	"	110 19
H. L. Miller	"	105 00
J. M. Resley	"	110 14
Total		<u>543 17</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. Perkins	Alexandria	111 06
Waldo Hutchins	"	105 01
George Sherman	"	115 01
James Hoy	"	113 06
E. Stevenson	"	105 15
Maj. E. L. Moore	"	110 19
R. H. Haydock	"	111 07
George K. Sisters	"	111 15
Total		<u>884 10</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. Ensminger	Georgetown	116 07
Tillie B. Lynn	"	105 12
Charles A. Greene	"	119 17
Horace Resley	"	114 07
Total		<u>456 03</u>

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Rose & Nellie	Georgetown	105 13
Rainbow	"	103 05

W. H. Ash	"	114 13
Total		<u>323 11</u>

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Odd fellow	Georgetown	103 06
J. & T. Coulehan	"	118 08
Chesapeake	"	109 11
Total		<u>331 05</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. W. Dellinger	Georgetown	113 01
M. E. McMahan	"	113 13
Total		<u>226 14</u>

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. L. Shaw	Antietam	112 01
A. Johnson, No. 2	"	106 15
Total		<u>218 16</u>

DN, Thu. 11/9/71, p. 1. **Canal Trade-**
Twenty-six boats left this port yesterday,
carrying 2,945 18 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hunter & Bruce	Georgetown	112 17
Maryland, No. 2	"	116 09
Total		<u>229 06</u>

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. Fleckenstein	Georgetown	118 16
Price Hutson	"	101 15
H. Gerdeman	"	114 17
F. P. White	"	111 12
Ironsides	"	107 12
J. Dick	"	120 08
Total		<u>675 00</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Rechabites	Alexandria	116 13
A. H. Wallis	"	110 07
J. R. Anderson	"	116 16
D. Cromwell	"	109 15
John W. Schenck	"	107 09
J. H. Stickney	"	108 11
Total		<u>669 11</u>

BORDEN COMPANY

Canal Trade - 1871

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry Korns	Georgetown	116 03
Invincible	"	105 18
Alexander	"	111 02
Thomas Drennen	"	112 17
Total		446 00

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hero	Georgetown	118 05
H. Willison	"	114 01
Total		232 06

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. H. Boteler	Georgetown	109 03
D. Murphy	"	113 11
Total		222 14

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
E. E. Spielman	Williamsport	113 07
H. A. Garrett	Georgetown	116 03
Total		229 10

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. I. Morris	Georgetown	121 13
Henry Roland	"	119 18
Total		241 11

NR, Thu. 11/9/71, p. 4. **Georgetown – The Canal** – Arrived, boat J. N. Thomas, from Point of Rocks, with 3,500 bushels of wheat for Joseph G. Waters.

DN, Fri. 11/10/71, p. 1. **Canal Trade-** Thirty boats left this port yesterday, carrying 3,319 18 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Magpie	Georgetown	107 09
J. P. Agnew	"	111 05
Hawk	"	111 00
Creole	"	104 14
J. B. Thomas	"	106 11
T. J. Nimmo	"	111 16
Pearl	"	107 03
Total		760 08

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. H. Bradt	Georgetown	115 02
J. C. Clarke	"	120 10
Total		235 12

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Alexander Ray	Alexandria	107 16
Thomas H. Faile	"	109 03
Plover	"	106 02
Charles Robb	"	118 07
John S. Fox	"	111 07
A. J. Clark	"	116 12
Total		669 07

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
John T. James	Georgetown	117 14
Martha	"	104 17
Nathan Williams	"	121 10
Randolph Herr	"	105 05
Total		449 06

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. Lam	Georgetown	115 08
M. S. Fernsner	"	116 08
M. O'Conner	"	109 10
Total		341 06

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Clearspring	Georgetown	110 03
M. Sinclair	"	110 05
H. W. Shuck	"	101 01
Total		321 09

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Huntingdon	Georgetown	117 05
<i>Private</i>		
Joseph Hitch	Georgetown	109 11
E. Spier	Antietam	105 12
J. & H. Korns	Williamsport	106 11
Juniata	"	103 11
Total		425 05

ES, Fri. 11/10/71, p. 4. **GEORGETOWN Summary of the Coal Trade for the Week** – Schooners have been more plentiful this week

Canal Trade - 1871

than usual, in consequence of which there have been more shipments than last week. Generally, the receipts have been fair. The receipts and shipments of the different coal companies for the present week are as follows: Borden Mining Company, receipts 2,860 tons, shipments 3,741 tons; Agnew's Wharf, receipts 1,260 tons, shipments 600 tons; Ray's Docks, receipts 4,620 tons, shipments 5,434 tons; Consolidation Company, receipts 6,572 tons, shipments 6,538 tons. Total receipts 15,252 tons and total shipments 16,313 tons.

The Canal – Up to this morning 300 loaded boats had arrived at the Collector's office since the 1st instant. Of that number 170 arrived this week.

DN, Sat. 11/11/71, p. 4. **Canal Trade**—Twenty-nine boats left this port yesterday, carrying 2,675 04 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Black Hawk	Georgetown	112 13
K. Van Tassel	“	113 05
Dove	“	110 11
Van L. Sprigg	“	108 07
Mohawk	“	112 08
C. L. Brengle	“	116 15
Hudson	“	107 02
F. H. Wolcott	“	107 10
	Total	888 11

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
E. K. Barger	Georgetown	108 17
M. Blocher	“	111 01
F. A. Mertens	“	112 19
Lucy Hall	“	51 03
Dr. E. DeLacey	“	113 19
	Total	497 19

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry C. Flagg	Alexandria	113 03
Kate	“	112 13
J. Alexander	“	104 02

Joseph Noble	“	105 12
W. W. Shepherd	“	110 10
James Dayton	“	102 14
	Total	648 14

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Bertha M. Young	Georgetown	118 13
J. R. Haines	“	110 05
Dr. Fred C. Doyle	“	120 04
John C. Hassett	“	117 01
	Total	466 03

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Star	Alexandria	111 09
G. Blackburn	“	119 10
	Total	230 19

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. O. Reitzell	Georgetown	116 16
Wm. H. Boyer	“	117 11
	Total	234 07

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. Albert	Georgetown	104 10
E. P. Steffey	“	104 01
	Total	208 11

ES, Sat. 11/11/71, p. 8. **GEORGETOWN The Grain Trade.** – The only arrival noted was that of the canal boat E. Bradfield Hartley, with 4,000 bushels of corn for Hartley & Brother.

DN, Tue. 11/14/71, p. 1. **Canal Trade**—Thirty-three boats left this port yesterday, carrying 3,744 12 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Vulture	Georgetown	110 11
T. J. Mahaffey	“	114 16
James Murray	“	115 02
Yonkers	“	112 17
L. R. Fechtig	“	115 03
Charles & Ada	“	118 18
Dundenburg	“	111 02
	Total	798 09

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
V. H. Weir	Georgetown	116 11
C. N. Madore	"	111 18
L. G. Stanhope	"	118 03
J. C. Lynn	"	108 00
Willie Snyder	"	112 00
A. M. Reed	"	107 14
Total		674 06

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Andrew Main	Alexandria	107 14
Corn. DuBois	"	109 09
G. W. Wallis	"	106 13
David A. Lowe	"	122 02
J. P. Moore	"	108 02
A. H. Grant	"	112 07
Total		666 07

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. S. Slack	Georgetown	120 19
Wm. Borden	"	121 01
G. H. Colbert	"	124 11
D. Tilghman	"	113 00
Total		479 11

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mrs. C. E. Charles	Alexandria	121 16
Mayfield & Hieston	"	119 03
Total		240 19

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. Segerson	Georgetown	117 11
Capt. J. Weir	"	108 08
Total		225 19

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Charles Embrey	Georgetown	107 00

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
<i>Private</i>		
Morning Star	Georgetown	110 00
J. T. Davis	"	114 04
A. H. Bradt	"	113 19
L. L. Grove	"	103 05
Fannie & Grason	W'msport	110 13
Total		552 01

NR, Tue. 11/14/71, p. 4. **FROM THE WHARVES – Arrived** – To G. L. Sheriff's Wood and Coal wharf - canal boat Lark, Martz master, from Cumberland, with coal.

Georgetown

The Canal – Arrived, boats W. H. Ash, with 110 tons coal for Mayfield & Hieston; Seneca, from Seneca, with flour, wheat and mill feed for W. H. Dougal; Medley, from White's Ferry, with 3,500 bushels of wheat for Hartley & Bro.; E. F. Wheeler, from Mercerville, with 3,800 bushels of wheat for Joseph G. Waters; Round Top No. 1, from Hancock, with 100 bbls. cement for George Waters.

Wed. 11/15/71, p. 3. *Chesapeake and Ohio Canal Co.* - A meeting of the Board of the Chesapeake and Ohio Canal Company was held in Baltimore last week. All the members of the board were present. The report for the month of October showed the receipts to be \$52,816.20, expenses \$15,025, leaving a net earnings of \$37,791.20. It was stated that the difficulty of procuring vessels at Georgetown and the very low water had diminished the revenue of the month. An appropriation of \$75,000 was made to pay unfunded coupons accrued prior to July, 1854. This series is now the first lien on net tolls and revenues of the canal.

DN, Wed. 11/15/71, p. 1. **Canal Trade**- Twenty-nine boats left this port yesterday, carrying 3,232 19 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. Bender	Georgetown	112 09
M. Boyer	"	111 17
Ino	"	106 16
Robin	"	112 05
Pigeon	"	107 09
S. S. Cunningham	"	107 03
Atlanta	"	98 12

Canal Trade - 1871

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
	Total	756 11
Noble Grand	Georgetown	115 14
Prairie Flower	"	110 00
Wm. T. Allen	"	114 08
Geo. Washington	"	108 12
C. W. Adams	"	111 01
Pennsylvania	"	103 04
N. S. Lemen	"	112 10
	Total	775 09

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. H. Parrott, Jr.	Alexandria	119 00
W. J. B. Lloyd	"	117 00
W. M. Bramhall	"	111 18
M. Sanford	"	109 09
E. F. C. Young	"	113 07
	Total	570 14

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. C. Greene	Georgetown	115 05
Leander Lovel	"	121 05
Henry Freeland	"	114 14
G. W. Thacker	"	116 10
	Total	467 14

HAMPSHIRE AND BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Amazon	Alexandria	106 19
Gen'l Washington	"	106 01
Park Agnew	"	113 05
	Total	326 05

<i>Private</i>		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Evening Star	Georgetown	113 07
W. L. Shaw	Antietam	112 16
	Total	226 03

MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. H. Gatrell	Georgetown	110 03

DN, Thu. 11/16/71, p. 1. **Canal Trade-**
Thirty-two boats left this port yesterday,
carrying 3,499 05 tons of coal, as follows:

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>

Gen. Grant	Georgetown	108 06
Hoboken	"	107 06
Fairplay	"	110 02
Dr. Delaplane	"	115 00
Allen Campbell	"	104 14
I. Crane	"	117 08
M. H. Russell	"	117 04
E. Corning	"	111 00
Laura	"	107 06
	Total	998 06

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. Sanford	Alexandria	109 02
Thomas Patton	"	104 09
John H. Platte	"	106 12
M. A. Myers	"	103 06
Henry Reed	"	105 09
J. W. Wellington	"	102 10
	Total	631 08

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Sallie Ardinger	Georgetown	111 00
John Gorman	"	114 15
A. C. Wilgus	"	102 06
Emerald	"	112 00
Maggie	"	111 01
	Total	551 02

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. A. Edwards	Georgetown	105 12
R. A. Wagley	"	107 00
R. L. Gross	"	113 12
	Total	326 04

HAMPSHIRE AND BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Samuel Swain	Alexandria	113 15
H. W. Snyder	"	112 02
Robert Emmett	"	103 10
	Total	329 07

MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. M. Sprigg	Georgetown	114 14
Feidt & Shup	"	117 02
	Total	231 16

GEORGE'S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>

Canal Trade - 1871

J. B. Slattery	Georgetown	110 00
Ingomar	"	106 19
	Total	<u>216 19</u>
<i>Private</i>		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. R. Snow	Georgetown	103 07
F. Kitwell	"	110 16
	Total	<u>214 03</u>

NR, Thu. 11/16/71, p. 4. **Georgetown – The Canal** – Arrived, boats Samuel Charles, from Clear Spring, with 2,800 bushels of wheat, and Ida & Willie, from Falling Waters, with 3,600 bushels [wheat] for W. H. Dougal; E. Bradfield Hartley, from Berlin, with 3,800 bushels of wheat; Wm. Marbury, from Weverton, with 3,500 bushels of wheat for Hartley & Bro.

DN, Fri. 11/17/71, p. 1. **Canal Trade-** Thirty boats left this port yesterday, carrying 3,280 14 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Diamond	Georgetown	101 14
R. P. Getty	"	107 11
Harlem	"	107 17
Mary Jane	"	105 06
H. C. Winship	"	119 02
John R. Cruzen	"	116 15
Katskill	"	108 07
	Total	<u>766 12</u>

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Chas T Livermore	Alexandria	104 15
David Stewart	"	103 10
Andrew Clarke	"	104 13
John O'Brien	"	110 13
Michael Lienan	"	106 19
	Total	<u>530 10</u>

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. A. Adams	Georgetown	105 08
Hollander	"	112 17
Sprigg S. Lynn	"	118 10
Ida & Sallie	"	111 06

	Total	<u>448 01</u>
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MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
F. Ortman	Georgetown	100 09
A. Johnson	"	102 07
Nanna McGraw	"	106 11
J. D. Tice	"	116 01
Sharpsburg	"	110 05
A. Lincoln	"	103 15
Annie Bell	"	109 04
	Total	<u>748 12</u>

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. Snyder	Georgetown	117 00
M. E. Hagerman	"	116 12
Wm. Moffatt	"	118 11
	Total	<u>352 03</u>

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm Devecmon	Georgetown	106 08
John G. Lynn	"	110 05
	Total	<u>216 13</u>

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Diligent	Georgetown	105 13
<i>Private</i>		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mollie E. Spier	Antietam	112 10

ES, Fri. 11/17/71, p. 4. **GEORGETOWN Repair of the Canal** – President Clarke, of the Chesapeake and Ohio canal, gives notice that the water will be drawn off the canal on Wednesday, the 20th day of December, throughout the line, in order to make the necessary winter repairs. Since the 1st instant 495 loaded boats have arrived at the Collector's office. Of this number 98 arrived this week.

The Coal Trade – The receipts and shipments of the different coal companies for this week, estimating tomorrow, are as follows: - Borden Mining Company, receipts 2,640 tons, shipments 3,000 tons; Agnew's wharf, receipts 1,200 tons, shipments 1,000

tons; Ray's docks, receipts 3,973 tons, shipments 5,520 tons; Consolidation Company, receipts 7,377 tons and shipments 7,321 tons. Total receipts, 15,190 tons and total shipments 16,841 tons. The coal trade has been brisker this week than last, for the reason that there have been more schooners in part. Quite a number of vessels are delayed in the river below by strong head winds.

AG, Fri. 11/17/71, p. 3. **C. & O. Canal** – James C. Clarke, president of the Chesapeake and Ohio Canal Company, has issued an order to have the water drawn off the canal on Wednesday, December 20, throughout the line, in order to make the necessary winter repairs, and requests all persons to make their arrangements accordingly.

DN, Sat. 11/18/71, p. 1. **Canal Trade**—Thirty-one boats left this port yesterday, carrying 3,502 09 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. E. Sheridan	Georgetown	108 12
Poll	“	110 12
Arkansas Traveler	“	114 09
Lark	“	109 10
Owl	“	116 10
Lewis Smith	“	109 00
Gowanus	“	108 13
Total		777 06

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Goldfinch	Alexandria	107 17
Maj. E. L. Moore	“	112 09
Chas. Clifton	“	104 17
Robert Marshall	“	110 16
R. H. Haydock	“	111 11
Harvey Fisk	“	107 16
Total		655 06

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Annie	Georgetown	117 18
O. D. Robbins	“	109 02
A. Spier	“	115 09

E. E. Spielman	“	116 12
J. E. Silver	“	111 16
Total		570 17

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Morning Sun	Alexandria	112 13
M. McNally	“	120 18
George P. DeWitt	“	116 14
Scotia	“	120 18
Total		471 03

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
S. H. Sherman	Georgetown	121 05
James H. Percy	“	110 02
Horace Resley	“	113 10
Lizzie & Phillie	“	111 07
F. Ensminger	“	115 13
Total		571 17

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Wm. Doyle	Georgetown	122 15
Jack Topper	“	115 07
Total		238 02

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
T. Long	Georgetown	109 13
Chesapeake	“	108 05
Total		217 18

A Hunting party, consisting of eight or ten gentlemen of this city, procured the Canal Company's packet boat "Washington" and left here on last Tuesday morning, via canal, for a hunting excursion in the region of Paw Paw W. Va. The boat is supplied with all the good things necessary to the outfit, with the exception of a large demijohn of "fine old rye," which at the time of starting from the canal locks in this city met a lamentable fate. The person having in charge the demijohn for safe stowage on the boat happened to set it down on the tow path whilst the boat was being pushed ashore to take him and his spirits aboard. The mule that was to tow the boat, espying something behind him, the appearance of which he did not like, gave a

vigorous kick at it, which sent the demijohn flying into pieces, the contents mingling with the waters of the canal. "There's fourteen dollars gone!" said the Captain. We did not learn whether a new supply was laid in or not.

The party has not yet returned, but are expected back on Monday next, when we have no doubt the trophies of the hunt will be exhibited only little short of a boat load.

DN, Mon. 11/20/71, p. 1. **Canal Trade-** Thirty-three boats left this port Saturday, carrying 3,672 17 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
[illegible]	Georgetown	103 03
[illegible]	"	108 14
[illegible]	"	111 08
[illegible]	"	110 14
[illegible]	"	106 13
Rip Van Winkle	"	108 05
[illegible]	"	107 03
W. R. Stevens*	"	126 00
W. M. Hill*	"	115 01
	Total	997 01

*Coal and Fire Brick

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. M. Hedding	Georgetown	115 01
J. Hammond	"	113 03
Ben. Long	"	102 12
L. Hartley	"	106 09
J. & H. Korns	"	102 10
Mary Mertens	"	114 11
J. E. Russell	"	104 08
	Total	758 14

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. A. Pearre	Alexandria	108 00
Rechabites	"	114 18
Waldo Hutchins	"	108 07
A. Perkins	"	106 05
John W. Schenck	"	106 14
Eagle	"	109 12
	Total	653 16

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Loretta	Georgetown	113 04
Susan Charles	"	116 01
C. A. Greene	"	123 13
	Total	352 18

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. B. Shaw	Georgetown	118 02

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. S. Taylor	Georgetown	124 15
Quaker City	"	114 15
	Total	239 10

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
G. Blackburn	Shep'town	122 01
Antietam	Antietam	109 11
Juniata	Williamsport	105 02
Alaska	Georgetown	98 05
W. H. Ash	"	117 07
	Total	552 06

DN, Tue. 11/21/71, p. 1. **Canal Trade-** Twenty-one boats left this port yesterday, carrying 2,359 03 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Uno	Georgetown	111 09
Communipaw	"	106 18
H. T. Weld	"	114 03
Bowery	"	108 10
Anna Rinehart	"	110 02
	Total	550 02

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Dennis Murphy	Georgetown	116 12
J. T. Scrivner	"	119 05
Great Eastern	"	110 09
J. L. Motter	"	111 11
M. Sinclair	"	111 11
	Total	569 08

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. B. Cazeaux	Alexandria	111 06
C. P. Dayton	"	110 07
	Total	221 13

BORDENCOMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Invincible	Georgetown	110 01
Alexander	“	117 00
Tillie B. Lynn	“	111 06
	Total	<u>338 07</u>

MIDLOTHIAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Jeremiah Dick	Georgetown	119 07
John Reeves	“	112 03
	Total	<u>231 10</u>

HAMPSHIRE AND BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
P. L. Lemen	Georgetown	115 17

GEORGE’S CREEK COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Eureka	Georgetown	108 05
	<i>Private</i>	

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. S. Fernsner	Georgetown	118 15
Round Top No. 1	Hancock	105 06
	Total	<u>224 01</u>

Colored Boy Drowned – On Saturday morning last, as the canal boat “Davenport,” Capt. Geo. McMackin, was ascending the canal at Dunnigan’s Lock, near the canal tunnel, a colored boy employed on the boat, whilst in the act of opening a lock gate, slipped and fell into the lock, and was drowned before assistance could be rendered him. His remains were interred in that vicinity.

NR, Tue. 11/21/71, p. 4. **Georgetown – The Canal** – Arrived, boat Medley, from White’s Ferry, with 2,500 bushels of wheat and corn for Hartley & Bro.

Wed. 11/22/71, p. 3. Navigation on the Canal was obstructed from Saturday evening until Monday by the sinking of a boat at Terrell’s Lock, [Lock 75] about eight miles below town.

NR, Wed. 11/22/71, p. 4. **Georgetown – The Canal** – Arrived, boats W. R. Snow, with 103 tons of coal for Mayfield & Hieston; B. F. Charles, from Clear Spring, with 3,500 bushels of wheat and 170 bbls. flour for W. H. Dougal.

DN, Thu. 11/23/71, p. 1. **Canal Trade**– Twenty-eight boats left this port yesterday, carrying 3,193 02 tons of coal, as follows:

AMERICAN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James Hoy	Alexandria	114 00
J. S. Davenport	“	106 08
W. W. Shepherd	“	110 05
John J. Swift	“	106 17
A. J. Thomas	“	112 12
	Total	<u>550 02</u>

BORDEN COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
R. E. Fugitt	Georgetown	113 00
R. J. West	“	113 09
Isaac Wilson	“	118 10
Geo. H. Colbert	“	122 03
Wm. Borden	“	113 17
	Total	<u>580 19</u>

HAMPSHIRE AND BALTIMORE CO.		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. O. Reitzell	Alexandria	121 00
Mrs. C. E. Charles	“	121 01
H. A. Garrett	“	115 11
M. Fannon	“	116 17
Rainbow	“	109 03
	Total	<u>583 12</u>

CONSOLIDATION COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Morning Star	Georgetown	114 02
A. Croyley	“	112 01
H. Lowther	“	114 07
J. C. Hoffman	“	112 07
	Total	<u>452 17</u>

MARYLAND COMPANY		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
H. Gerdeman	Georgetown	113 07
S. H. Bradt	“	114 11
Willie Snyder	“	109 00

Canal Trade - 1871

		Total	336 18
<i>Private</i>			
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
Henry Roland	Antietam	122	15
Capt. J. Weir	"	116	15
Lucy Hall	Williamsport	105	06
Evening Star	Georgetown	116	13
		Total	461 09

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hero	Georgetown	113 08

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Wheeler	Georgetown	113 17

DN, Fri. 11/24/71, p. 1. **Canal Trade-**
Twenty-one boats left this port yesterday,
carrying 2,380 19 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
J. B. Thomas	Georgetown	110 13	
P. J. Smith	"	114 18	
T. J. Nimmo	"	108 00	
W. H. Boyd	"	115 13	
J. P. Agnew	"	115 00	
		Total	564 04

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
V. A. Weir	Georgetown	121 05	
Ida & Willie	"	113 00	
H. W. Shuck	"	100 18	
Col. J. C. Lynn	"	111 12	
Iowa	"	112 00	
		Total	558 15

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
Kate	Alexandria	115 02	
H. C. Flagg	"	116 14	
A. H. Wallis	"	111 11	
Jas. Vandervoort	"	110 13	
Charles Robb	"	114 07	
		Total	568 07

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Henry Kornis	Georgetown	118 07
Excelsior	"	117 05

D. Tilghman	"	112 07	
		Total	347 19

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
Grason & Fannie	Georgetown	113 03	
L. Leman	"	115 17	
Ingomar	"	112 14	
		Total	341 14

Robbery – On Wednesday night last, thieves entered the canal boat "Viola Weir," laying at this port, and stole from the cabin thereof two trunks belonging to employees on the boat, and which contained clothing valued at upwards of sixty dollars, besides a small sum of money. A reward of \$15 is offered for the apprehension of the thieves.

NR, Fri. 11/24/71, p. 4. **Georgetown – The Canal** – Arrived, boat E. Bradfield Hartley, from Berlin, with 3,800 bushels of wheat for Hartley & Bro.

DN, Sat. 11/25/71, p. 1. **Canal Trade-**
Twenty-nine boats left this port yesterday,
carrying 3,200 18 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
Mary A. Moore	Georgetown	113 08	
J. A. Murry	"	117 08	
Vulture	"	112 19	
Peacock	"	112 05	
J. M. Forbes	"	106 03	
C. H. Dalton*	"	46 00	
R. I. Morris	"	114 13	
Charles & Ada	"	122 00	
Bronx	"	110 12	
		Total	955 08

*Fire Brick, 75 06

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
H. L. Miller	Georgetown	109 09	
George Albert	"	109 12	
M. Whitson	"	111 04	
Ohio	"	99 14	
		Total	429 19

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
James Dayton	Alexandria	105 01
Joseph Noble	"	106 03
W. M. Bramhall	"	107 06
Alexander Ray	"	111 01
Henry Reed	"	107 02
Total		536 13

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Bertha M. Young	Georgetown	126 09
B. L. Slack	"	120 14
Leander Lovel	"	118 03
A. C. Greene	"	113 17
Total		473 03

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Odd Fellow	Georgetown	105 18
J. & T. Coulehan	"	120 08
W. H. Boyer	"	123 06
Total		349 12

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Amazon	Alexandria	105 02
M. O'Conner	"	117 04
Total		222 06

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
W. L. Shaw	Antietam	117 17
S. S. Grove	"	110 00
Total		227 17

The Hunters from this city who have been absent for the past ten days, on a hunting excursion near the line of the canal in the Paw Paw region returned home yesterday afternoon in the packet boat "Washington," bringing three deer and a lot of smaller game as trophies of their prowess. They report having had a splendid time, and much sport. The accommodations of the boat were equal to a well regulated hotel, and many jokes were told and amusing yarns spun of evenings when the company had all assembled within the cabin after the day's chase was over. Nothing occurred to mar their pleasure in the

least, save th loss of two dogs, who were last seen chasing a deer and are supposed to be running him yet.

DN, Mon. 11/27/71, p. 1. **Canal Trade-** Thirty-one boats left this port yesterday, carrying 3,360 19 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Miami	Georgetown	110 05
Mohawk	"	111 11
Linnet	"	110 16
Pearl	"	105 00
C. Slack	"	116 03
C. L. Brengle	"	119 19
A. Johnson	"	95 15
Total		769 09

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Prairie Flower	Georgetown	108 12
Maid of Erin	"	125 00
R. M. Sprigg	"	114 13
M. Willard	"	109 06
Total		458 01

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Michael Lienan	Alexandria	107 00
H. C. Hamilton	"	108 16
J. P. Moore	"	105 18
John H. Parrott, Jr.	"	118 00
Goldfinch	"	111 16
A. D. Brower	"	106 01
Total		657 11

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. W. Thacker	Georgetown	116 09
Maggie B.	"	118 00
Dr. F. C. Doyle	"	121 00
Total		355 09

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. Segerson	Georgetown	117 18
Jessie	"	107 12
Total		225 10

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Canal Trade - 1871

Rose & Nellie	Alexandria	103	12
John Young	"	108	12
J. B. Slattery	"	109	02
R. Emmett	"	108	01
Total		438	07

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
A. M. Reed	Georgetown	109	09
E. K. Berger	"	106	08
Total		215	17

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
J. T. Davis	Georgetown	114	14
M. E. Spier	Antietam	108	16
J. M. Resley	Williams'rt	103	05
Total		236	15

DN, Tue. 11/28/71, p. 1. **Canal Trade** – We learn by telegraph from Georgetown, D. C., that by an accident to the Consolidation Coal Company's engine at the wharf in that place, which occurred yesterday, no boats for that company can be unloaded before Wednesday. No schooners are at present in the port, nor is there room at the wharf for any more coal; as a consequence, boats are likely to be detained some time before they can be unloaded.

A boat is sunk in the Harper's Ferry Lock, which will interrupt navigation at that point for a day or two.

There were twenty-four boats left this port yesterday, carrying 2,542 17 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
Pigeon	Georgetown	108	04
Fairplay	"	110	02
Bettie	"	116	16
D. Hoadley	"	111	03
Fulton	"	109	18
Total		546	03

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
Nannie McGraw	Georgetown	111	16
Annie Beall	"	107	14

C. W. Adams	"	114	14
M. Blocher	"	108	03
Total		442	07

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
W. Laird, Jr.	Alexandria	110	10
Ben. Williamson	"	110	07
Andrew Clarke	"	107	18
W. J. B. Lloyd	"	118	04
Corn. DuBois	"	113	13
R. H. Haydock	"	110	11
Total		671	03

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
Nat. Williamson	Georgetown	117	04
Emerald	"	116	00
M. A. Adams	"	110	06
H. Freeland	"	120	07
Total		463	17

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
H. M. Snyder	Alexandria	116	07
G. Blackburn	"	122	02
Total		238	09

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
Nonsuch	Georgetown	119	09

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
Feidt & Shup	Georgetown	119	09

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
Juniata	Williams'p't	100	09

DN, Wed. 11/29/71, p. 1. **Canal Trade**– Twenty-six boats left this port yesterday, carrying 2,936 05 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>	
M. Boyer	Georgetown	117	00
Jennie Lind	"	113	16
R. Bender	"	113	01
M. H. Russell	"	116	07
Dundenburg	"	110	15
Total		571	01

MARYLAND COMPANY

Canal Trade - 1871

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Hassett	Georgetown	111 06
Dr. Grimes	"	108 09
A. Lincoln	"	103 09
R. L. Gross	"	114 04
Tillie & Minnie	"	112 14
Total		550 02

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Geo. W. Wallis	Alexandria	109 02
M. Sanford	"	110 00
Maj. E. L. Moore	"	125 06
E. F. C. Young	"	115 04
W. Devecmon	"	106 12
Ichabod Crane	"	115 12
Total		681 16

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Hollander	Georgetown	112 09
J. E. West	"	115 03
John Cowden	"	102 01
Sprigg S. Lynn	"	120 05
Sallie Ardinger	"	114 11
Total		564 09

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. C. Clarke	Georgetown	129 06
J. H. Gatrell	"	116 17
Total		236 03

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. McNally	Alexandria	118 02

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Chesapeake	Georgetown	105 10

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. Embrey	Williamsp't	109 02

J. C. Clarke, President of the Canal, carries a big load and must draw a corresponding depth of water, for we see by a report of the Midlothian Coal Company's shipments yesterday the J. C. Clarke cleared with 129 06 tons of coal, said to be the largest load which has left this port for ten years.

NR, Wed. 11/29/71, p. 4. **Georgetown – The Canal** – Arrived, boats Monocacy, from Monocacy, with 2,500 bushels of wheat, for Hartley & Bro.; J. N. Thomas, from Point of Rocks, with wheat, corn and mill feed, for G. W. Waters.

SN, Thu. 11/30/71, p. 1. **Canal Trade**– Twenty-seven boats left this port yesterday, carrying 2,860 10 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
C. P. Manning	Georgetown	109 19
J. S. Mackie	"	109 14
J. B. Varnum	"	104 15
W. R. Snow	"	106 14
L. R. Fechtig	"	117 01
Creole	"	108 11
Robin	"	110 04
R. P. Getty	"	113 10
Dr. Delaplane*	"	53 04
C. W. Harper	"	106 11
Total		1040 03

*Fire Brick, 68 05

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Rechabites	Alexandria	112 03
John W. Schenck	"	105 07
David A. Lowe	"	116 08
Total		333 18

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Horace Resley	Georgetown	111 16
Isaac M. Boyer	"	124 01
Ida & Sallie	"	113 19
J. R. Masters	"	121 10
Total		471 06

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. H. Wright	Georgetown	108 18
Mayfield & Hieston	"	117 00
Clearspring	"	109 14
Scotia	"	120 00
Star	"	110 09
Total		565 13

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Capt. J. Weir	Georgetown	108 06
Diligent	"	112 01
Total		220 07

MIDLOTHIAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Col. E. V. White	Georgetown	103 14
<i>Private</i>		
<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
S. C. Grove	Antietam	125 09

AG, Thu. 11/30/71, p. 3. **LOCAL BREVITIES** - The obstruction in the navigation of the Chesapeake & Ohio Canal, yesterday, caused by the sinking of a boat at Harper's Ferry, has been removed and boats are again arriving and departing freely.

DN, Sat. 12/2/71, p. 1. **Canal Trade**- Thirteen boats left this port yesterday, carrying 1,476 06 tons of coal, as follows:

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Brombones	Georgetown	110 14
J. C. Clary	"	121 05
Lizzie & Phillie	"	116 09
Total		348 08

AMERICAN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
D. Cromwell	Alexandria	111 11
A. J. Clark	"	117 03
George Sherman	"	116 18
J. A. Anderson	"	112 16
F. Ensminger	"	112 14
Total		571 02

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
M. S. Fernsner	Georgetown	113 08
Mrs. C E. Charles	"	116 11
Total		229 19

BORDEN COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. H. Percy	Georgetown	109 05

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Invincible	Georgetown	107 07
<i>Private</i>		

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Mollie E. Spier	Antietam	110 02

It was the canal boat *J. T. Scrivner*, belonging to the Maryland Coal Company, that sank at Harper's Ferry on Tuesday last.

AG, Sat. 12/2/71, p. 3. **Canal Commerce** – During the month of November there arrived at this port by the Alexandria canal 221 boats, bringing 320 bushels of corn, 3 tons of furniture; 159,000 hoop poles, 23,032 tons of coal; 86 perches of limestone; 60 tons of sand and 33 cords of wood. During the same period there were 222 departures, carrying 725 sacks of salt, and 568,500 bricks. Total arrivals for the season 2,213 and 2,216 departures.

Though the Chesapeake and Ohio Canal was frozen over at Cumberland yesterday morning, it is not supposed that canal navigation will be permanently suspended for the winter, until the 20th instant.

DN, Mon. 12/4/71, p. 1. **Canal Trade**- Six boats left this port Saturday, carrying 702 02 tons of coal, as follows:

MARYLAND COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
O. D. Robbins	Georgetown	107 19
J. M. Hedding	"	111 19
Total		218 18

CONSOLIDATION COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
Thomas Wheeler	Georgetown	115 11

GEORGE'S CREEK COMPANY

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
J. O. Reitzell	Georgetown	118 06

HAMPSHIRE AND BALTIMORE CO.

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
A. L. Miller	Alexandria	103 04

Private

<i>Boats</i>	<i>Destination</i>	<i>Tons</i>
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Cherokee Tribe Antietam 126 03

Before daylight on Saturday morning last the hands on the canal boat “James Vandervoort,” lying at the Consolidation Company’s wharf in this city, were awakened from their warm berths in the cabin by the rushing in of cold water, which caused the crew to hurriedly scamper on deck, when it was discovered that the boat was rapidly sinking, and in a short time afterwards she settled on the bottom. On board of the boat were eight fat hogs and a lot or turkeys, which had been taken on at Mr. Wm. Devecmon’s farm, a short distance below the canal tunnel, and which were to have been sent on to Frostburg to Mr. Devecmon’s friends. Unfortunately, all the hogs and a lot of nice turkeys were drowned. The boat had arrived during the night, and the ice during the trip up having cut through the sides, caused the leak, which the hands on the boat did not know. The boat has since been raised.

AG, Mon. 12/4/71, p. 3. **Canal Navigation**
 The ice breakers at Cumberland opened the canal at that point on Friday last, and navigation throughout the Chesapeake and Ohio and Alexandria canals is still uninterrupted.

DN, Tue. 12/5/71, p. 4. **Canal Trade** – Only four boats cleared from this port yesterday with cargoes of coal. The ice has deterred a number of owners from loading their boats, and the weather this morning indicates that they were lucky, for should the present cold snap last a day or two more, navigation will be closed.

AG, Tue. 12/5/71, p. 3. **Canal Navigation**
 The Alexandria and Chesapeake and Ohio Canals are completely closed by the ice throughout their entire length, and navigation upon them may be said to be suspended for the winter, though should a thaw occur efforts

will be made to get the coal now afloat upon them to port.

Wed. 12/6/71. Ice of considerable thickness formed during the cold snap of last week, making excellent skating but bringing coal shipments by canal to pretty nearly a standstill.

DN, Wed. 12/6/71, p. 4. **Navigation Suddenly Closed.** – Monday forenoon last gave indications that the ice in the canal which had formed during the previous cold snap would give way and prove no further obstacle to boating, but the hopes of the boatmen were dispelled in one night. Yesterday morning revealed the fact that every boat was tightly locked in icy fetters, and the channel which had been kept open the previous days by Capt. Mulvaney’s ice breaker was closed with two inches of solid ice, and the weather almost at zero. There being a number of boats on the line on their way to this port to tie up for the winter, and also a number here with cargoes for different points below, it was desirous that they should all reach their destined ports if possible, and to enable them to do so Superintendent Mulvaney had the “ice breaker” out yesterday forenoon breaking a passage way for all the ice-bound boats. A channel was cleared to the basin wharves and also to the river wharf, and boats from those places were able to move. Mr. Mulvaney then started down the canal with twelve mules hitched to the ice breaker; a Williamsport boat loaded with coal also drawn by twelve mules followed in the wake. We did not learn how far they succeeded in breaking their way through two inches or more of ice, but as the severe cold weather continues, and the ice is rapidly growing in thickness, we fear that they have been brought to a sudden stop. This intensely cold weather we are now having will undoubtedly close navigation for the season.

ES, Wed. 12/6/71, p. 4. **GEORGETOWN The Canal** – Mr. Maus, superintendent of the Georgetown division of the canal, went up as far as Seneca with an ice-breaker yesterday, and boats continued to arrive until last night. This morning the canal was again frozen over to the depth of several inches, and another breaker was employed to open it. President Clarke has directed that every exertion be made to keep navigation open until the 20th instant.

AG, Wed. 12/6/71, p. 3. **C. & O. Canal** – An ice-breaking boat was sent up the C. & O. Canal yesterday to clear the way for boats waiting both to arrive and depart, which, in the present condition of the canal, they are unable to do.

DN, Thu. 12/7/71, p. 4. The Consolidation Coal Company shipped via the canal, during the season just closed, 2,103 cargoes of coal, amounting to 236,817 tons.

Skating – Wills' Creek above Baltimore street was alive with young folks yesterday afternoon enjoying the delightful exercise of skating. The ice is only tolerably good on the creek, but on the river above the new bridge it is splendid. We caution all persons to beware of weak places in the ice in the track made by the canal boats. There are several dangerous places about the new bridges, and we trust no one will be so unfortunate as to make us a "first class local" by getting into any of them.

A Fractious Mule – Yesterday afternoon a mule attached to Messrs. J. S. Johnson & Co.'s ice plow, while being used in getting out ice on the river, became highly fractious and unmanageable, performing some feats on ice not often witnessed, and rather difficult for skaters to imitate. After a run off with the plow, and the cutting of some puzzling hieroglyphics, the animal was conducted to shore and the performance ended. It was a

jolly sport for the boys, who said it was "the biggest thing on ice," they had seen this season.

No Boats were moved on the canal at this port yesterday, and it is the impression of everybody that all loading for the season is ended. It is exceedingly doubtful whether the up boats belonging to Cumberland now detained along the line of the canal will be enabled to get here before the time comes for withdrawing the water from the canal, preparatory to the usual winter repairs, and as a consequence their detention will cause the owners much inconvenience and some loss, which of course must be quietly borne, as "time and tide (as we might add weather,) wait for no man."

DN, Fri. 12/8/71, p. 4. **Canal** – The comparatively mild weather yesterday was highly favorable to the ice-bound boatmen along the line of the canal. With untiring vigilance and persistent hard work, Superintendent Mulvaney has succeeded in opening a channel the entire length of his division, and yesterday upwards of fifteen boats arrived from below, and numbers of others are expected today. The boats arriving are tying up for the winter, and no more boats will be loaded this season.

Contrary to general expectation, the sudden mild weather ensures the safe return of all boats now on their way to this port. We see by the *Washington Star* of the 6th instant that Mr. Maus, superintendent of the Georgetown division of the canal, went up as far as Seneca with an ice-breaker Tuesday, and boats continued to arrive until that night. Next morning the canal was again frozen over to the depth of several inches, and another breaker was employed to open it. President Clarke has directed that every exertion be made to keep navigation open until the 20th inst.

ES, Fri. 12/8/71, p. 4. **Summary of the Coal Trade for the Week.** – The trade has been unusually dull this week, owing to the suspension of canal navigation and the absence of schooners. During the week, freights per schooner northward have gone up about one dollar per ton. The following are the receipts and shipments for this week: Borden Mining Company – receipts, 2,260 tons; shipments, 3,600 tons; Agnew’s wharf – receipts, 800 tons; shipments, 400 tons; Ray’s Docks – receipts, 3,114 tons; shipments, 3,490 tons; Consolidation Company – receipts, 3,721 tons; shipments, 3,742 tons. Total receipts for the week 9,895 and total shipments 11,232 tons. The receipts last week were 17,744 tons, and the shipments 10,306 tons.

The Canal Open – A large number of loaded boats which were frozen in a few miles up the canal have arrived, and the laborers at the docks, who have been out of employment for several days past, are all at work again. Much of the broken ice in the canal has melted since yesterday, and navigation the entire length of the line is reported restored.

AG, Fri. 12/8/71, p. 3. **The Canal** – As stated in yesterday’s *Gazette* a fleet of boats left here on their return to Cumberland, but they proceeded no farther than the railroad bridge where they were compelled to stop by the thickness of the ice. An ice-breaker, however, came down this morning from Georgetown, breaking a track, and on its return, was followed by the delayed boats.

DN, Mon. 12/11/71, p. 1. **Canal Trade** – The channel in the canal is still kept open, notwithstanding the coal weather and the accumulation of ice. Seven boats, one loaded with salt, arrived Saturday from below, and should the weather prove temperate enough for keeping the channel open a few days longer all the Cumberland boats will get up.

The Alexandria *Gazette* of the 9th inst. says: “Advices from along the line of the canal report the ice as thin and easily broken. A jam of boats and ice had occurred at Georgetown, as many as one hundred of the former being crowded together there. The scow belonging to the Alexandria Canal was cut through and sunk at the Aqueduct yesterday in efforts to open a way. The ice in the basin at this city was broken this morning and a large fleet of boats headed by the *Evening Star* left here for Cumberland. Shipments of coal from Cumberland have been suspended for the winter and the only objects now to be achieved are to get the coal afloat to port and the boats back to winter quarters.” The Cumberland ice-boat left this port yesterday, followed by the boats “Noble Grand,” for Hancock, and the “Excelsior,” for Cherry Run. Superintendent Mulvaney has spared no effort, day or night, to keep the channel open, and has been quite successful.

ES, Mon. 12/11/71, p. 4. **GEORGETOWN The Chesapeake and Ohio Canal** – At a meeting of the President and Directors of the canal at Frederick, Maryland, on Thursday last, a report of the president showing the business of the company for the past eighteen months, up to the 1st December, was adopted, and ordered to be presented to the stockholders at a meeting to be held at Annapolis on the 13th instant. The report shows that after appropriating the sum of \$75,000 for payment of past due coupons on the 1st of January, 1872, there will be a balance left in the treasury of \$85,000. The report of the engineer shows the canal to be in excellent condition, and recommends an expenditure of \$15,000 for the complete repair of the feeder to supply the Georgetown level. The board authorized the expenditure. The engineer further recommends an expenditure of \$74,000 for the purpose of putting the canal in complete repair for the

spring trade; which was also authorized by the board.

AG, Mon. 12/11/71, p. 3. **The Canal** – Two more boats from Cumberland arrived here on Saturday last, preceded by the Alexandria Canal scow which has been turned into an ice boat and which broke a track for them. Some of the fleet of returning boats that left here on Thursday last are reported as having cut through above Georgetown. The loaded boat A. Clark, previously reported as cut through and sunk just above the basin, was raised yesterday and her cargo saved. – There are more boats due here and efforts will be made to get them through the jam at Georgetown before the 20th, when the water will be let off for the winter.

AG, Tue. 12/12/71, p. 3. **Canal news** – Three more boats from Cumberland arrived here yesterday in the wake of the Alexandria Canal scow, which, as heretofore stated, has been converted into an ice boat. Two boats started down the canal from Cumberland, as late as Sunday morning, with an ice boat ahead of them. Many boats are reported at different points on the C. & O. Canal, bound down and up, and every effort will be made to get them through before the 20th instant, when navigation will be closed, but none of the boats now here or to arrive will return to Cumberland unless the ice should disappear entirely during the interval between this and that date.

Overboard – Captain W. H. Boley, of the canal boat M. Sanford, while walking on the race plank of that boat, this morning, slipped and fell overboard at the wharves of the American Coal Company. He cried murder before he struck the water, and the hands on the boat hearing him ran to his assistance and caught him when he came to the surface.

Fish in the Canal – On Saturday last a rock [fish] weighting five pounds was caught behind a lock gate in the canal, near the basin, and killed before it could escape. Large numbers of black bass, it is said, have lately been caught in the canal.

Wed. 12/13/71. *Chesapeake and Ohio Canal.* – The early appearance of wintry weather has had the effect of arresting shipments by the canal before the time fixed by the Board of Directors for stopping operations for the season. Ice has proved troublesome for the past ten days, but by the aid of ice-breakers is expected to keep the channel open sufficiently to enable boats caught along the line to get to their winter harbors before drawing off the water. The shipments of coal from Cumberland for the season largely exceeded those of any previous year. From the annexed statement, made up from the books of the Canal office, it will be seen that there were 847,973 tons and 19 cwt. shipped, whilst last year the aggregate was 606,707.19 – showing an increase for the present year of 241,266 tons.

Shipments of Coal, Etc., per Chesapeake and Ohio Canal, from Cumberland, for the year 1871.

Months	To Georgetown & Alexandria Tons, Cwt.	Antietan Tons, Cwt.	Shepherdstown Tons, Cwt.
March	59,210.13	443.10	108.14
April	103,758.07	1,207.00	223.03
May	118,742.19	1,316.13	217.13
June	106,056.11	716.00	226.05
July	80,452.05	697.19	225.07
August	90,043.14	522.07	327.01
September	101,635.02	1,291.00	531.03
October	83,028.10	1,752.19	775.16
November	79,388.19	2,398.10	599.15
December	2,726.07	236.07	437.06
Totals	825,043.97	10,582.05	3,672.09

Williamsport Tons, Cwt	Hancock Tons, Cwt	Other Points Tons, Cwt.	Total Tons, Cwt	Other Articles Tons, Cwt.
104.16	106.16	74.17	60,049.07	141.00
209.10	50.06	302.16	105,751.02	285.00
422.19	221.10		120,921.13	91.02
100.08	112.06		107,211.10	122.16
530.00	224.04	505.12	82,635.07	40.10
317.03	105.04		91,315.09	9.10
311.06	93.14	287.17	104,150.02	20.10
1,300.01	330.01	688.10	87,875.17	25.10
1,305.13	310.09	323.14	84,327.14	295.00
103.05		233.07	84,327.00	295.00
4,704.14	1,554.11	2,416.13	847,973.19	1,030.18

AG, Wed. 12/13/71, p. 3. **Canal News** – Two more boats arrived here yesterday evening from Cumberland. The boat C. N. Madore, belonging to her captain, started from here this morning on her return, but as stated before, none of the boats now here or to arrive, belonging to the coal companies will attempt to return. The ice is reported very thick at Shepherdstown.

ES, Fri. 12/15/71, p. 4. **GEORGETOWN Summary of the Coal Trade for the Week**
 The coal trade is growing duller as the season advances. Schooners have been scarce this week, and but few canal boats have arrived. The receipts and shipments of the different companies for this week are as follows: Borden Mining Company – receipts 440 tons, shipments 350 tons. Agnew’s wharf – receipts 300 tons, shipments 1,200 tons. Ray’s dock – receipts 2,114 tons; shipments 2,936 tons. Consolidation Company receipts 3,421 tons; shipments 3,760 tons. Total receipts for the week 6,285 tons. Total shipments 8,246 tons.

The Canal – President Clarke has directed that all loaded boats arriving here be unloaded as soon as possible in order that they may go into winter quarters up the canal before the 20th instant. About twenty boats, whose owners or captains live in this city, will tie up for the season near the collector’s office.

AG, Fri. 12/15/71, p. 3. **Canal News** – One of three boats that arrived here yesterday from Cumberland – the G. W. Wallace, was cut up so badly by ice that she had to be lighted before she could be let through the locks. The ice at Shepherdstown is reported to be so thick and jammed as to completely obstruct navigation at that point, but the boatmen are making strenuous efforts to pass it and reach the terminal points of the canal before Wednesday next, on which day the water will be let off for the winter.

NR, Sat. 12/16/71, p. 1. **Georgetown** – The coal companies’ agents are apprehensive that some mishap has occurred to the canal from ice, in consequence of the non-arrival of boats. The reports from above are that numbers of loaded boats are tied up between this city and Cumberland, awaiting an opportunity to proceed to their destinations. The failure of these boats to arrive on time is causing great inconvenience to the companies, as the stock of coal on hand is far below the amount necessary to fill the orders demanded.

The Canal – Arrived, boats E. Bradfield Hartley, from Berlin, with 3,800 bushels of wheat for Hartley & Bro.; A. S. Trundle, from White’s Ferry, with 3,600 bushels of wheat and corn, for Benson Talbott & Son.

The receipts and shipments of coal by the different companies during the past week have been as follows: Consolidation Coal Company – Receipts 3,421 tons, shipments 3,760 tons. Ray’s docks – Receipts 2,114

tons, shipments 2,936 tons. Agnew's wharf – Receipts 300 tons, shipments 2,936 tons. Borden Mining Company – Receipts 449 tons, shipments 350 tons.

DN, Mon. 12/18/71, p. 2. We append in corrected shape an item which appeared in our columns on Saturday last: The shipments of coal by canal from this region during the season to date have been 847,972 19, against 606,706 19 last year, showing an increase of 241,266 tons.

AG, Tue. 12/19/71, p. 3. **C. & O. Canal** – A telegram was received yesterday from J. C. Clarke, president of the Chesapeake and Ohio Canal Company, in which he states that he has given orders to the superintendents between Georgetown and Mercerville, Md., to keep the water on their divisions of the canal until Saturday the 23rd instant, so as to allow the grain boats that arrived yesterday to return to their winter quarters.

Wed. 12/20/71, *Sinking of a Canal Boat and Narrow Escape of the Crew.* - On Monday morning last, between 3 and 4 o'clock, the canal boat *Wave*, lying at the outlet lock in Rock Creek, near Georgetown, sprang a leak, and in a few minutes, went to the bottom. The captain and two men, who were asleep in the cabin at the time, finding themselves submerged, sprang from their bunks, and finally managed to get out of the cabin, two of them crawling out of the window, and one escaping through the door. Their cries, on finding themselves in the water, brought the police to their aid, and they were taken out and carried to the station house in their night clothes, half frozen by their involuntary cold bath. The *Wave* was badly cut by the ice in her passage down the canal, which accounts for the accident.

ES, Fri. 12/22/71, p. 4. **GEORGETOWN**

Increase of Canal Trade – The office of Collector Blunt, of the Chesapeake and Ohio Canal Company, is still open, and will remain open for the transaction of necessary business until the 1st proximo. During the last season 2,275 boats more than last year arrived at the collector's office. This shows an increase of nearly 30 percent in the business of the canal.

End of the Coal Season – But little has been done this week by the different coal companies. The Borden Mining Company and Agnew's wharf report no coal received or shipped. Ray's docks shipped 1,270 tons. The Consolidation Company received 230 tons and shipped 3,100 tons.

AG, Sat. 12/23/71, p. 3. **Coal Shipments** – The shipments of coal from this port during the week ending today were 1,459 tons, all by the American Coal Company.

Ball – The canal boatmen detained here gave a ball at the canal locks last night which was numerously attended.

DN, Sat. 12/23/71, p. 4. **The Banner Boat, or who wears the Horns.** – The canal boat "Evening Star," owned by Mr. A. L. Miller of this city made *twenty-eight* successful trips with full cargo from Cumberland to Georgetown, D. C. and back, during the season of navigation on the canal just closed. The boat "Morning Star," owned by the same gentleman made twenty-six trips during the season. This is the best work done by any boat on the canal and the "Evening Star" is justly entitled to "the horns."

Wed. 12/27/71, *An Item of Interest to Bondholders of C. & O. Canal Co.* – The President of the Chesapeake and Ohio Canal Company, Hon. James C. Clarke, gives notice through the Baltimore papers, that the unfunded coupons of the preferred construction bonds of the Company, due in

July 1852, January and July 1853, and January 1854, will be paid upon presentation at the office of Alex. Brown & Sons, Baltimore.

In conformity with President Clarke's order, the water was drawn from the Chesapeake and Ohio Canal on the 20th instant, except upon the divisions between Georgetown and Mercerville, which were left open until the 23rd instant, to allow the grain boats to reach their winter quarters.

In an altercation near Georgetown, on the 17th inst., between a white man, named William Wilson, employed on the canal boat "A. L. Miller," and a negro named Charles Morse, employed on the boat "Star," the former struck the latter on the head with a stone, knocking him insensible. The injured man was taken on board his boat, which proceeded up the canal, and it is reported subsequently died from the effects of his injury at Six Locks, near the Great Falls. We have heard no confirmation of the report.

AG, Sat. 12/30/71, p. 2. **C. & O. Canal** – A meeting of the stockholders and Board of Directors of the Chesapeake and Ohio Canal Company was held on Friday at Annapolis. President Clarke read his report. In nearly twenty-two years, extending from August, 1848, to May 30, 1870, the Company had paid accrued debt and interest and dividends \$234,807.04; while in the eighteen months President Clarke has been in, the amount paid to the same creditors is \$441,333.33. A communication also from the President was presented relating to the Washington Branch of the Company. The President also submitted a copy of an advertisement in relation to the suit of W. W. Corcoran, Esq., vs. Chesapeake and Ohio Canal Company. On motion of Mr. Merryman, the President was authorized to procure counsel, if necessary. Mr. John P. Poe offered the

following resolution: "That a committee of two, to be named by the chairman of this meeting, together with the Governor of the State, be appointed to consider the several matters embraced in the reports just read by the President and the stockholders, and to report at the adjourned meeting whether any, and if any what, action by legislation or otherwise is desirable or expedient to be taken in the premises."

The resolution was adopted and the committee appointed as follows: Messrs. John P. Poe and Colonel James G. Berrett, Governor Bowie being chairman.

On motion the meeting adjourned to meet at Annapolis, on Thursday, the 4th of January, 1872.

The total gross earnings on the canal from the 1st of June to the 1st of December, 1871, has been \$743,358.38, and the total expenses for working and maintaining the same in that time \$322,494.66, showing a net revenue of \$420,863.71.

The coal tonnage for the present season from the 10th of March to the 1st of December was 844,237 tons. This is an increase of 238,530 tons as compared with a year 1870.

The general tonnage of other descriptions for the present season to 1st December was 110,238 tons. This, compared with last year, shows an increase of 54,742 tons, or nearly 50 percent.

The net revenue for the present season, as compared with the year 1870, shows an increase of \$197,186.54.

The expenses of the year 1871 to 1st December, as compared with the year 1870, show a decrease of \$47,134.45.

Mr. Clarke, in referring to low stages of water in the canal during seasons of drought, hopes for relief when the Western Maryland Railroad is completed to Williamsport and the connection with the Cumberland Valley Railroad is made, as they will offer new outlets for the Cumberland coal

freighted over the canal. Says Mr. Clarke:
“When those new channels are open the coal trade of the canal will soon reach one million to twelve hundred thousand tons, during the season of nine months’ navigation.”

Before the meeting of the stockholders of the Canal Company there was a meeting of the Board of Public Works to decide the course the State should pursue.