

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE ALLEGANIAN***  
and  
***THE DAILY TIMES***  
Two Cumberland newspapers,  
***THE HERALD AND TORCH LIGHT***  
A Hagerstown, Md. Newspaper,  
***NATIONAL REPUBLICAN***  
and  
***EVENING STAR***  
Two Washington, D. C. newspapers  
and  
***THE ALEXANDRIA GAZETTE***  
An Alexandria, Va. newspaper  
1873

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## A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. *The Alleganian* and *The Daily Times*, two Cumberland, Md. newspaper were found on microfilm at Frostburg State University, Frostburg, MD. *The Herald and Torch Light* a Hagerstown, Md. Newspaper, the *National Republican* and *Evening Star*, two Washington, D. C. newspapers and *The Alexandria Gazette* an Alexandria, Va. newspaper were found on-line. Articles transcribed from *The Alleganian* are preceded by CA, those from *The Daily Times* are preceded by DT, those from *The Herald and Torch Light* are preceded by H&TL, those from the *National Republican* are preceded by NR, those from the *Evening Star* are preceded by ES and those from the *Alexandria Gazette* are preceded by AG. *The Daily Times* issues for Oct. and Dec. 1874 were missing from the microfilm roll. Not every edition of a newspaper had a story about the canal, and some issues were missing from the microfilm roll; thus the reader will notice gaps in the record.

This is an edited report. After the transcription was complete, an EXCEL spread sheet of the canal trade entries was made to establish consistency in spellings of the canal boat names. The names herein were also compared with “Registers Issued to Boats to Navigate the Chesapeake and Ohio Canal – 1873, 1874 & 1975.” Thus Meredith was selected instead of Meridith, Haynes instead of Haines, Loretto instead of Loretta, or Delafield instead of Delifield, etc. Not all discrepancies were resolved. Readers looking for their ancestor’s boat should try alternate spellings.

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

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## Canal Trade 1873

NR, Wed. 1/8/73, p. 4. **GEORGETOWN AFFAIRS. - Canal Business.** - The receipts of the Chesapeake and Ohio Canal Company for the week ending Saturday, December 28, 1872, were: From Georgetown, \$631.49; from Cumberland, \$1,180.02; from Hancock, \$172.60. Total, \$1,984.11.

NR, Thu. 1/9/73, p. 4. **GEORGETOWN AFFAIRS. - Chesapeake and Ohio Canal.** - At the regular monthly meeting of the directors of the Chesapeake and Ohio Canal, held at Annapolis Tuesday, the president, A. P. Gorman, esq., submitted the following report for the month of December:  
Office Chesapeake and Ohio Canal  
Annapolis, Jan. 7, 1873.

*To the Directors:*

**Gentlemen:** The revenue accrued in the month of December, 1872, was, tolls, \$1,794.13; water and other rents at Georgetown, \$2,521; fines collected and paid in the Treasury, \$531.66; interest account to credit, \$1,334.50. Total revenue, \$6,181.29. There was converted into the treasury during the month the sum of \$13,749.56.

The number of tons of coal shipped during the month was 1,346, and during the year 814,363 tons, which is 33,836 tons less than last year. From January 1, 1872, to December 31, 1872, there was shipped over the canal 564,447 tons, and from January 1, 1871, to December 31, 1871, 561,448; increase in 1872, 3,000.

The unprecedented cold weather in the latter part of November, and which continued during December, prevented greater shipments, and we were compelled to order the water off on the 16th.

The expenses for ordinary, extraordinary and pay of officers during the month was \$17,237.58; which includes the amount of \$1,077.73 for breaking ice.

While the instructions to superintendents were not to break ice it was found that over one hundred loaded boats was on the line, and as previous interference to navigation had created a short supply of coal at Georgetown I felt that it was due to the coal companies to give them this relief, and every boat reached that place.

The very severe weather that has continued during the entire month has prevented any great amount of repairs on the line, but a large quantity of materials is now on hand and properly distributed. Work will now be forwarded as rapidly as circumstances will permit.

Respectfully submitted,  
(signed) A. P. Gorman, President

ES, Thu. 1/9/73, p. 4. **Georgetown – Claim of the Chesapeake and Ohio Canal Company on the National Government –** The stockholders of the Chesapeake and Ohio canal at their meeting in Annapolis yesterday, adopted resolutions requesting the Maryland Senators and Representatives in Congress to endeavor to procure legislation in satisfaction of the claim of the company against the United States for alleged damages done the canal by the construction of the Washington aqueduct to supply Washington and Georgetown with water. Twenty years ago, says the report of President Gorman, the government obtained water rights on the Potomac by promising to fulfill certain obligations to the company, but it has as yet failed to do so, thereby greatly embarrassing the canal and affecting its trade.

NR, Fri. 1/10/73, p. 4. **Canal Business.** - A meeting of the stockholders of the Chesapeake and Ohio canal was held in the executive chamber of the State capitol yesterday. A communication was presented from Mr. A. P. Gorman, president, on behalf

of himself and the board of canal directors, dates January 4, in which he again refers to the demands of the large and increasing trade of the canal for an additional water supply on the Georgetown level, which has been so urgent that it was felt to be an imperative duty to make provision for the same. He shows that the deficient supply has been caused by the non-compliance on the part of the United States with an agreement made with the company at the time of the construction of the aqueduct dam, to supply Washington and Georgetown with water, in 1853. It was then stipulated that the Government works should not interfere with canal navigation; that if it should ever become necessary to lighten or rebuild any dam below the Great Fall it should be done by the United States, and that the works at Great Falls should be so constructed as to answer the purpose of a feeder to supply the canal with water from that point to Little Falls. The desired permission was given, and upon these conditions. Mr. Gorman says: "The United States constructed the works, destroyed the feeder of the canal, and have not, up to this time, complied with a single provision of the agreement.

"The destruction of the feeder at Great Falls, and the failure to repair the dam at Little Falls has not only, as heretofore stated, seriously impaired the trade and diminished our revenue, but has compelled us to expend sums in the repairs of works, none of which would have been necessary had this agreement been complied with by the United States.

"The present large and increasing trade of the canal, in our judgment, absolutely demands:

"First, That the feeder at the Great Falls, destroyed by the United States, be restored, or a supply of water be drawn from the conduit or aqueduct.

"Second, That the thorough repair or rebuilding of dam No. 1 at Little Falls cannot be longer delayed, all of which, as shown, we have a right to expect both to be done by the United States.

"Third, That the United States should reimburse the treasury of this company for amounts expended in repairs of dams and other works made necessary by their failure to comply with the contract."

Statements of the amounts expended accompany the letter, and the whole subject was referred to the stockholders by the president of the canal.

The stockholders, in acting upon the report and the claim of the company, today passed resolutions approving the action of the president and directors, and requesting the Senators and Representatives of Maryland in Congress to use their influence to secure the passage by Congress of such legislation as may be appropriate to meet and discharge the claim of the company against the United States.

A resolution was also passed requesting the president and directors to take some action looking to the immediate application of the sums in the treasury heretofore appropriated to the payment of overdue coupons on the preferred bonds, and not actually paid out, to the payment of the next senior outstanding coupons, in accordance with the decree of the Court of Appeals in the case of the Commonwealth of Virginia against the Chesapeake and Ohio Canal Company and others.

The meeting then adjourned to the 18th of February, at Annapolis.

CA, Wed. 1/15/73, p. 3. **The Cumberland Coal Trade for 1872.** – We are indebted to C. Slack, Esq., Superintendent of the Cumberland and Pennsylvania Railroad, for a printed circular giving tabular statistics of the Cumberland Coal Trade for the year 1872, from which we learn that the total

amount of coal mined, consumed and shipped to market during the year amounted to 2,355,471 tons, distributed as follows:

By C. & P. R. R.	To B. & O. R. R.	1,252,858
“ “ “	To Canal	612,437
“ “ “	To Penn’a Railroad	22,021
“ “ “	To Local	31,098
By C. C. & I. B’ch	To B. & O. R. R.	22,877
“ “	To Canal	203,566
“ “	To Local	3,709
Hamp. & Balt. Co.	To B. & O. R. R.	121,364
Virginia C. & I. Co.		85,441
		<u>2,355,471</u>

The increase over the year 1871 is 10,318 tons.

DT, Wed. 1/15/73, p. 4. Down about the boat-yards things are looking lively.

Yesterday we noticed several new canal boats on the stocks, and a great many more undergoing repairs. The basin is dotted with boats that have been fitted with new cabins, and the evidences of repairs are visible on every hand.

The ice on the canal, which was over twenty inches thick, commenced dropping in yesterday, although the water was drawn off some weeks since.

The lock at the collector’s office is being fitted with new water gates.

DT, Fri. 1/17/73, p. 4. **Workmen** were engaged last night at the excavation for the Railroad water supply near the canal lock.

AG, Fri. 1/17/73, p. 2. **The Proposed Increase of Canal Tolls** – All indications point to increased activity in the Cumberland coal trade during the coming year, and to steady extension as time moves on. There is nothing visionary in the expectation of a long continuing prosperity to the many large and important interests connected with it. Prominently, the Baltimore and Ohio railroad is alive to the situation, and leaves no measures untried to reap the largest harvest it can. No one understands better than Mr. Garrett how rich a lot Providence has cast into the lap of the

people of Maryland and Virginia, in those copious deposits of precious mineral hid away in their mines and mountains. Very wisely does his recent report call for “low and uniform rates” of coal transportation of his railroad, rates which consumers may rely upon as permanent throughout all seasons and circumstances.

The authorities of the Chesapeake and Ohio canal are well aware that they can find no safer path to follow than they trodden by the president of the Baltimore and Ohio railroad. The doctrine he teaches for the benefit of his road is the true doctrine for the benefit of the canal.

It is known that large operations in Maryland coal are now under negotiation for foreign account in New York, the coal to be shipped from Georgetown during 1873. We do not know what effect has been produced on the negotiations by the recent suggestions of the president of the Chesapeake and Ohio canal with regard to the increase of toll, but it is plain to every eye that the effect is not likely to be beneficial, may the shrewd judgment of President Garrett be pleaded against the policy, but the reasons advanced for it rest on no ground surer than bare assumption. Even a worse fate than would befall a merchant who should hope to enrich himself by marking up his wares ten or twenty percent above the customary price might be expected for a company which should advance its tolls ten cents a ton, whilst its competitors were diminishing theirs by a like amount. If, under the present canal tariff, eight hundred thousand tons of coal per annum have been carried to market, will not an increase of tolls be about the surest way to reduce this tonnage? The existing prosperity of the canal is due to the wisdom and firmness of its previous administrations in refusing to disturb the established rate of toll.

It is true that the suggestion thrown out by President Gorman was a suggestion

only, yet it was potent enough to command a special committee. On what collection of testimony, on the basis of what interest, let it be asked, will the committee report? Who will be consulted on the topic, so full as it is of weal or woe to the thousands of people whose lives and interest have become entwined with the welfare of the canal? – *Washington Star*.

DT, Sat. 1/18/73, p. 4. **The Ice in the River** broke up and commenced floating out about 5:30 yesterday morning. During the night previous men were at work on the tow path between the rive dam and canal to guard against threatened danger from the break up. On account of the sandy nature of the foundation of the tow path and its being weakened by the excavation for the railroad mains, it was feared that a sudden rise in the river might make a breach through it and cause terrific damage. Fortunately, however, the precautions taken by the managers of the work prevented any disaster of this kind, and no damage resulted, except that which was sustained by the Company in the destruction of the work on its trenches already done and the delay to its further progress. Had the river risen to a sufficient height to make a breach, immense damage would have ensued from the almost certain demolition of the large number of canal boats in the basin, and South Cumberland would doubtless have experienced a disastrous flood.

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**Yesterday** morning, as the ice on the river was breaking up, a canal boat owned by the Messrs. Young, lying in the river opposite their boat-yard, broke loose from her moorings and floated about a hundred feet down the river. Mr. James Young, seeing the danger the boat was in, quickly procured a rope, and leaping on the floating ice from block to block, made his way to the boat which, with the assistance of friends

upon the bank, was soon made safe. As a bystander remarked, “the thing was done so quick it would make your head swim,” but Mr. Young’s head evidently does not swim, or he would have been unable to do it.

NR, Mon. 1/20/73, p. 4. **GEORGETOWN AFFAIRS. - No Freshet.** - All fears of a freshet have abated, and the water in the Potomac is gradually coming down to level.

ES, Tue. 1/21/73, p. 4. **A meeting** of millers and other business men was held this morning in the grain exchange rooms to discuss the recent decision of the U. S. supreme court in the case of the Chesapeake and Ohio canal against Geo. Hill, jr., and to consider other matters pertaining to the interests of our city.

AG, Wed. 1/22/73, p. 2. The Millers in Georgetown, D. C., met yesterday in conference on the subject of the supply of water furnished them by the Chesapeake and Ohio Canal Company. It is contended that the flumes are located too high up, and that under the decision of the Supreme Court in the case of George Hill, jr., vs the Canal Company, the mills are entitled to draw water from the level of the canal bottom. A conference with the authorities of the canal will be held.

ES, Thu. 1/23/73, p. 2. The advance in the value of property along the river front since the question of improving our harbor and channel has been before Congress is wonderful. Those reeking marshes, the “Kidwell meadows,” have risen from \$23 to \$1,000,000 or thereabouts, and if we are to believe President Gorman, of the Chesapeake and Ohio canal company, and the other honorable gentlemen who appeared before the House committee on the District in behalf of that company yesterday, even that useless, foul and unsightly ditch

from Rock creek to 17<sup>th</sup> street – a rival of our filled-up Washington canal in worthlessness and filthiness – has suddenly come to be considered a great victory of trade, “more valuable than all the rest of the canal from Georgetown to Cumberland,” essential not only to the prosperity of the canal company, but to the future of the coal trade of Maryland! Who would have thought it? Here the builders, millers, merchants and other business men of Washington have had, for years past, either to land in Georgetown their coal, their building stone, cement, grain and country produce which came down the canal, and haul it to the city at great expense, or have the boats locked out into the river at Rock creek, towed down to Giesboro and back again up the Washington channel – a detour of eight or ten miles – when here was this valuable mile-long canal, which would have saved all the wasted time and money, enriched our people and the canal company, and developed the coal trade, allowed to lie idle, when the company, by expending a few dollars annually in dredging the Rock creek basin, might have made it available. Sometimes – often in fact – when the basin was a little worse than usual, or its lock-gates into the river out of repair, boats had to come to Washington from Georgetown by way of Alexandria! In vain were all the protests of our business men, in vain their petitions to the canal company, and in vain numerous articles in this paper calling attention to the matter, and pleading with the canal company to save our people this great expense.

Judge Merrick says this property – the canal from 17<sup>th</sup> street to Rock creek – “is essential to the development of the coal trade of Maryland.” Will the committee request him to explain how it is essential to the coal trade, when the fact is that ten tons of coal have not passed through it in as many years? “We must.” Said President

Gorman, “get our coal boats from the canal into the Potomac.” What has that got to do with it? If he must get them into the Potomac, he knows they need not go to 17<sup>th</sup> street. Why not spend a few dollars to dredge Rock creek, and put the lock at its mouth in order. Shippers have been subjected to great loss and inconvenience for years past, because this has not been done. Or, better still, why not build an outlet lock into the Potomac above Georgetown, where it ought to be. He will not then have to go through a basin foolishly located at the mouth of a running stream, which fills up as fast as they could dredge it out, if they dredged it out at all. But, he says, they want the river front from Rock creek to 17<sup>th</sup> street. What good is it to them or anybody else unless the harbor is improved, when vessels cannot get within a mile or two of it? To use a slangy expression – but it seems to fit this case exactly – President Gorman’s statements are too thin. Again, he says the canal to 17<sup>th</sup> street has never been used because the basin filled up. Correct; but why let the basin fill up? Because, he says, they had to depend on the good faith of Washington to keep up the connection. But if the route to 17<sup>th</sup> street was so essential, why did the canal completely depend on Washington to dredge the basin and keep up the connection? So again he mentioned the trouble about change of grades in Georgetown. That city was willing at any time to have the low stone bridges over the locks, which interfered with the passage of the largest class of coal boats only, replaced with iron structures, which would have necessitated but a slight change of grade; but the fact is, the canal company not only wanted Georgetown to give the requisite permission, but to build the bridges. And so it has been with that company throughout. We could give many illustrations of the very accommodating spirit of this company to the millers of Georgetown and others of our

business men who contributed largely to their receipts if it was pertinent to the matter in hand and we had the space. We merely desire at this time, however, to expose the shallow pretense that the canal from Rock creek to 17<sup>th</sup> street is essential to the prosperity of the canal company, the coal trade, or the state of Maryland, when President Gorman knows, and we all know, that if the project for improvement of our harbor should not be carried out, that valuable piece of property would continue to be the nuisance in the future that it has been in the past, and unnavigable receptacle for filth, affording no accommodation to the people of Washington and no revenue to the canal company.

NR, Mon. 1/27/73, p. 4. **GEORGETOWN AFFAIRS.** - The Chesapeake and Ohio canal afforded great pleasure to the boys yesterday who were the possessors of a pair of skates.

The toll-keeper of the Aqueduct bridge reaped a rich harvest yesterday from it, many who visited Arlington to obtain a wee drop of the cratur. The *gross* receipts must have been enormous, judging from the *allowing* that was done on the home stretch.

NR, Sat. 2/1/73, p. 4. **GEORGETOWN AFFAIRS.** - **Extortionate Tolls.** - A petition to Congress is in circulation in this city praying that body to reduce the rates of toll for vehicles and cattle passing over the Aqueduct bridge to one third, and foot passengers free. The petitioners set forth that on July 27, 1868, by an act of Congress, entitled "An act relating to the Alexandria canal," the lessees of said canal were granted the privilege of construction a roadway bridge over the Aqueduct crossing the Potomac at Georgetown, and allowed to demand the following enormous rates of toll: For every foot passenger two cents each way; for every horse, mule or jack, ox

or horned cattle, five cents each way; for any vehicle drawn by one animal, fifteen cents each way; drawn by two animals, twenty-five cents each way; drawn by four animals, thirty-five cents each way; for every hog, sheep or other live creature, one cent each way.

The petitioners claim by these exorbitant rates of toll that the lessees of the canal are wresting from the people who are obliged to cross this bridge from \$50 to \$500 per day, while the extra cost of constructing said roadway over the said Aqueduct bridge has been only about \$20,000, and while the stone piers upon which the said bridge is built were constructed with a loan from the United States Government of \$300,000, which, together with the interest, now amounts to over one million dollars, the said canal lessees have now, by the said extortionate tolls, received and realized several times the cost of said road bridge, it being one of the highways entering the capital of the United States.

The petition is being extensively circulated in Washington, Georgetown and the adjoining counties, and the citizens are signing it freely.

ES, Tue. 2/4/73, p. 4. **The Chesapeake and Ohio Canal** employs 400 boats constantly during the boating season. These boats require 2,000 head of mules, and give employment to 2,000 persons directly and 2,000 persons indirectly. The mules consume at least 25,000 barrels of corn; 3,840 bushels of oats; and 1,500 tons of hay. This provender, which is mainly purchased along the line of the canal, costs in the aggregate \$60,000. The wages of employees, other than hands on repairs, amounts to the sum of \$156,800. These figures are rough estimates, based on the lowest price for everything, and will be found in the main lower than the actual



figures would make them. – *Williamsport (Md.) Pilot.*

CA, Wed. 2/5/73, p. 3. The water mains of the Baltimore and Ohio Railroad Company, extending from the Company's steam pumps at the rolling mill to the river dam, have all been laid, and in a few days more the company will be enabled to furnish its own water supply for the rolling mill, hotel and locomotives in this city. The line of mains extends straight down from the rolling mills to the dam, a distance of about 400 yards, and have been laid to a depth of two feet below the bottom of the canal and basin, and several feet below the level of the water in the river. The excavations for the mains were quite extensive, and owing to the severity of the weather, and the ice and water to contend with, the work was attended with many difficulties and at considerable cost. On the river side of the tow-path a brick reservoir has been constructed, into which the water from the river will flow, and from thence by a slight declination in the mains to the east side of the Shriver basin – about half way of the entire line of mains – from which point it will be drawn by the pumps, and distributed to the several places to be supplied. The water is to be taken immediately from the east side of the river, which in fact is but the mouth of Wills' Creek, and consequently the water will be very impure, especially in the dry seasons of the year. Everybody who knows anything about the creek is familiar with the impure character of the water in it, and we presume the guests of the hotel will not fancy it much when once they have used it for a season or two. We predict that the company will yet have to extend their main out into the river beyond the flow of water from the creek, and obtain pure, river water only. The water question here has been of a vexatious nature to the company, and we earnestly hope final and complete

arrangements will soon be made for a full and satisfactory supply forever.

AG, Mon. 2/10/73, p. 3. **The Coal Trade** – It is understood that some of the coal companies whose shipping is now done exclusively at Georgetown, fearing the channel of the Potomac above the Long Bridge has been made shallow by the late ice gorge, are making arrangements for removing their agencies to this city. There is plenty of wharf room here, and sufficient depth of water to float any vessel that does not draw over twenty-three feet.

DT, Tue. 2/11/73, p. 4. **The Canal** on this division will be ready for use after this week. A little cleaning up remains to be done by the Railroad Company, at points torn up to lay their water mains. If the other divisions are as forward, we may look for an early resumption of trade.

CA, Wed. 2/12/73, p. 3. **An Independent Water Supply** – At last the turbulent question of a water supply for use of the Baltimore and Ohio Railroad in this city has been settled by the Company's completion of their own system of works for an independent supply from the river dam. The new works of the Company were put in operation on Monday afternoon last, and they give entire satisfaction. The city authorities have been duly notified that water from the city's works is no longer needed. We are glad to know that the vexed question is at last settled, and we hope the Company may ever have a free and bounteous flow of water, supplied by its own work.

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**The Coal Trade** – Indications promise an early and active season in the coal trade operations in the county. The *Frostburg Journal* says that already "orders have been received at the 'Ocean' mines of

the Consolidation Coal Company for the immediate resumption of full work – the mining of about six hundred and fifty tons of coal per day. This resumption has taken place earlier this season than ever before.

DT, Wed. 2/12/73, p. 4. **The Canal Board** will meet at Barnum’s Hotel in Baltimore tomorrow to determine upon the proposed increase of tolls on the canal. It is now conceded among the coal operators in Baltimore that there is no doubt that the measure will be adopted, and the opening of the season will mark an increase in the rates of toll. The canal at last has fallen into the hands of those who have been scheming to gain control of it for years past, as we predicted it would when A. P. Gorman was chosen President, with a board of putty Directors to assist him in carrying out the wishes of his owners. An increase of tolls on the canal means a decrease of wages for miners and boatmen or a bankrupt business for coal companies. Look out, and stand from under. One more for His Noble Excellency, Governor Whyte. Score three!

DT, Thu. 2/13/73, p. 4. **Canal Freights** – In the event of the Canal Board deciding to increase the tolls on the canal, the boatmen have already signified to the coal companies their intention to demand an increase of ten cents per ton on freight.

ES, Fri. 2/14/73, p. 4. **Chesapeake and Ohio Canal** – President Gorman has determined to create a new officer on the canal – a division inspector of boats – whose duty it shall be to inspect and certify to the condition and fitness of all boats running on his division. The Williamsport *Pilot* says Mr. J. V. L. Ensminger has been appointed on the Williamsport division.

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**An Incident of the Small Pox Campaign** – Georgetown, D. C., Feb. 13,

1873. – *Editor Star*: - In your paper a day or two since was mentioned the case of a hand on a canal boat here being attacked with small pox and removed by the board of health officers, but the whole story was not told. The board of health officers first boarded the wrong boat, and finding the captain sitting by the stove with a very red face – he was sick with putrid sore throat – they insisted upon it that he had the small pox and must go to the hospital; it was no use talking; these Georgetown doctors might say it was sore throat, but the board of health men knew better than that; you couldn’t fool them on small pox; he had it and he had it bad; and he must go on. The captain said he be blamed if he would, and was backed by his wife, a very determined woman, and the zealous officials after fumigating the boat and hoisting the small pox flag, were at last convinced that they had boarded the wrong boat, and thereupon retreated in good order. The captain sent for a physician and had himself and wife vaccinated, not knowing but he might catch the small pox from his unwelcome visitors, who claimed to know all about it.

DT, Sat. 2/15/73, p. 4. **Canal Navigation**, as will be seen from the report of a recent meeting of Directors, will be resumed March 1<sup>st</sup>.

DT, Mon. 2/17/73, p. 4. **Canal Tolls** – From a reliable source, we learn that an increase of five cents per ton, will be recommended to the Canal Board by the Committee having the matter under consideration, and will no doubt be adopted.

DT, Tue. 2/18/73, p. 4. **President Gorman**, of the Chesapeake and Ohio Canal Company, is expected in this city today.

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**The Canal** – The water was let into the canal basin at this point yesterday. –

Appearances at present are favorable to a resumption of canal navigation by March first.

NR, Tue. 2/18/73, p. 4. **GEORGETOWN AFFAIRS. - To Be Raised.** - Work has begun on the grocery store of Messrs. S. Cropley & Son, at the corner of Potomac and Bridge streets, preparatory to its being raised on the level with the new grade of the streets.

CA, Wed. 2/19/73, p. 2. The regular monthly meeting of the Board of Directors of the Chesapeake and Ohio Canal was held in Baltimore last week. The President reported that during the past month the ordinary winter repairs have been pushed forward as rapidly as possible. The extraordinary cold weather has, however, retarded the work, particularly on the upper portion of the line, but within the last fifteen days the various superintendents have been directed to employ a large number of extra hands, and have all the necessary repairs completed by the 1<sup>st</sup> day of March, so that navigation may be resumed by the 5<sup>th</sup> of March. The President also recommended that a committee of three be appointed to confer with the board of survey created by the act of Congress as well as the Governor and Board of Public Works of the District of Columbia, with the view of making some equitable arrangement by which the contemplated improvement of the river at and adjacent to Washington may be made without seriously affecting the rights of the company. The report of the committee having in charge the adjustment of tolls was to be presented to the meeting of stockholders at Annapolis yesterday.

*Ibid*, p. 3. **Canal** – The customary winter work of cleaning the channel of the canal is being vigorously prosecuted on the Cumberland Division, and it is expected to have the work completed by the time set for

resumption of navigation, which, we believe, is the third day of March next.

DT, Wed. 2/19/73, p. 4. - **Water** will be drawn off the Georgetown level of the canal tomorrow.

AG, Fri. 2/21/73, p. 3. **Canal News** – The repairs to the break in the Alexandria Canal at Four Mile Run, would have been completed by next Monday night, had it not been for the rain of yesterday and last night, which necessitated a suspension of work. Three or four consecutive days of good weather will, however, be sufficient to enable the workmen to finish their labors.

The Chesapeake and Ohio Canal Company having raised the toll five cents a ton on coal, the boatmen, it is understood, contemplate making an advance on freights.

DT, Tue. 2/25/73, p. 4. – The present freeze will cause a detention of several days in the opening of canal navigation, which, all things considered, is perhaps for the best. When the coal trade opens very early in the spring, past experience has shown that the few days gained at the start have been doubly lost before the close, on account of the investment of vast sums of money in large quantities of coal that have been allowed to lie upon the wharves of Georgetown and Alexandria for want of customers. In coal shipments, as in other matters, Davy Crockett's maxim: "Be sure you're right, then go ahead," will be found to work best in the end.

H&TL, Wed. 2/26/73, p. 2. **Increase of Tolls on the Canal.** - At a meeting of the Stockholders of the Chesapeake and Ohio Canal, held at Annapolis last week, the President presented the report of the Committee on Revision of Tolls, recommending an increase of five cents per ton on coal, which was approved by the

Board of Public Works and the Stockholders. This places the toll on coal for 1873 at fifty-one cents instead of forty-six, as at present. A correspondent of the Sun gives the following synopsis of the report of the Committee:

"The report admits that a wise policy dictates the establishment and maintenance of a low and uniform rate of toll, but maintains that it must be remunerative. It shows that in the past three years the average tonnage per year has been 846,312 tons, average annual receipts from tolls \$428,462, average annual expenditure \$224,634, showing an annual net revenue of \$203,859. In addition to this the revenue derived from water and other rents enabled the company to pay within the past year \$251,925 on account of overdue coupons on preferred construction bonds, which shows the net revenue from all sources to have been less than two percent of the cost of the work.

"The committee believes that the present trade requires and the permanency of the work demands increased expenditures, but they cannot consent to diminution in the amount paid in the past on account of overdue coupons on the preferred construction bonds, and yet to make the necessary improvements, at the present rates of toll, would produce such a result. The principal of these bonds is \$1,699,500 on which there is now due for unpaid coupons \$1,631,520; adding to this amount the accruing interest, it will take over ten years, at an annual payment of \$254,925 to liquidate the whole interest that will be due on this class of debt.

It is due also to the taxpayers of the State that the company will pay within that time to the State treasury not only the amount required by law to be applied to the sinking fund of the principal of these bonds, but at least \$150,000 a year on account of interest due the State. This could be done

only by increasing the toll. The tolls on grain and other produce are now at the rate of one cent per ton per mile, or \$1.80 from Cumberland to Georgetown, while on coal it is one quarter of a cent per ton per mile, or 46 cents for the whole distance. In this particular they claim that there has been too great a discrimination. The legal rates of toll on the canal are three eighths of a cent per ton per mile, or 69.92 for the whole distance."

DT, Sat. 3/1/73, p. 4. **Canal** sailors are flocking in; getting ready for the spring cruise.

ES, Sat. 3/1/73, p. 8. **Another Application for Injunction Against the C. & O. Canal** – Yesterday the following Georgetown millers: Messrs. James S. Welch and Wm. H. Tenney, through Walter D. Davidge, and Shoemaker and Burroughs, through Joseph H. Bradley, jr., filed similar applications for injunction to that filed by A. Ross Ray & Bro., to restrain the Chesapeake & Ohio canal company from cutting off water from their respective mills.

DT, Wed. 3/5/73, p. 4. The following first-class notice of the late President of the C. & O. Canal Company, is from the *Baltimore American* of Tuesday:

We have been authoritatively informed that our well known citizen, the Hon. James C. Clarke, of Frederick county, has accepted the important position of Vice President and General Manager of the New York and Erie Railroad Company, with a salary of \$12,500 per annum. Mr. Clarke is a thorough business man, well fitted for the position, and one of the progressive men whose loss will be felt in Maryland. His new cares embrace the management of eleven hundred miles of Railroad, and the control of six thousand employees, with a stock and bonded capital of not less than

\$126,000,000. When the Chesapeake and Ohio Canal for a period of twenty-two years had paid to its creditors out of its net earnings by \$220,000, Mr. Clarke's administration produced within two years \$440,000. That such results should attract the attention of President Watson, of the New York and Erie Railroad Company, is quite natural. We predict for Mr. Clarke, whose energy and zeal are undeniable, a brilliant career, equally creditable to himself and the State of Maryland. In Mr. Clarke Maryland loses one of her best and most useful citizens.

DT, Sat. 3/8/73, p. 4. On Wednesday night as Mr. Andrew Goodman was passing under the Basin Wharf, on his way to South Cumberland, he was attacked by two men, who demanded his money. His reply was to the effect that he would fight for it first, and he drew a knife and cut one of his assailants across the face, when both took to flight. Men with slashed noses will take notice, and keep out of the way of the police.

DT, Tue. 3/11/73, p. 4. **Boats Launched** – Mr. William Young the enterprising boat builder of our West side has already launched four new canal boats and will launch two more during the week. The boats are A No. 1, and do full credit to their enterprising builder.

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The gay and festive canal mules who now skip and play in pasture will be brought in this week to slave and toil at the end of a rope "when the canal opens," which event is looked for in a few days at the furthest.

DT, Thu. 3/13/73, p. 4. **The First Boat** of the season of 1873, the J. C. Stubblefield, Captain James Hitechew, was loaded with coal for Georgetown yesterday. She will probably leave on Saturday.

NR, Thu. 3/13/73, p. 4. **GEORGETOWN AFFAIRS.** A letter was received from a reliable source yesterday, stating that the water would be turned on the Georgetown level of the canal during the night.

**The Board of Directors** of the Chesapeake and Ohio canal have authorized the president to purchase a steam dredging machine to be used on Rock Creek in keeping it navigable.

ES, Thu. 3/13/73, p. 4. **Georgetown – Chesapeake and Ohio Canal** – The water was not put on the Georgetown level of the canal last night, as promised, and it is stated today that it will be put in on Saturday. President Gorman is expected here tonight to confer with the millers in reference to the water difficulty between them and the canal company.

DT, Fri. 3/14/73, p. 4. **A Number of Boats** from points along the canal came up yesterday to be ready for the opening of the spring trade.

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**The First Boat** to go down the canal was the "Peter Hein," owned by the enterprising lumber dealer of that name in this city, which left this port yesterday morning.

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**Boatmen** are now as busy as bees. – Shaping up boats, getting teams ready and making other preparations for the summer campaign, gives an air of bustling activity in the vicinity of the canal stables and boat yards.

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**We** were incorrect in our notice of Capt. Hitechew's boat yesterday, in so far as the lading was mentioned. The boat was loaded *last fall*, as was the "Capt. Weir" and others. It will, however, be the first coal boat to go down the canal.

NR, Fri. 3/14/73, p. 4. **GEORGETOWN AFFAIRS. - Chesapeake and Ohio Canal.**

- The board of directors of the Chesapeake and Ohio Canal Company met in Annapolis Tuesday. The president submitted a report, in which he says that the entire line will be in condition to resume navigation on the 15th instant. Extensive repairs have been made along the entire line of the canal, forty-one of the seventy-five locks have been repaired, and the prism or waterway of the canal has been put in good condition for navigation. "The heavy ice on the Potomac river passed off without any very serious damage to any of our permanent dams on the river, but it nearly demolished dams Nos. 1 and 2, Georgetown and Seneca, which are merely dikes of loose stone, and they will require extensive repairs to enable us to keep up a proper supply of water from Seneca to Georgetown.

"In compliance with the resolution of the board of December 12, 1872, I notified each of the lessees of water at Georgetown that they would be required to restore their gauges to the bank of the canal, as provided by their respective leases, on or before the 5th instant. These lessees have declined to comply with the order of the board, and have sought to obtain an injunction to prevent the company from interfering in any way with the supply of water to their mills. A restraining order has been issued by his Honor, Judge Wylie, of the Supreme Court of the District of Columbia. An answer will be filed and a hearing had within a few days."

The question was fully considered by the board, and the president was authorized to employ eminent counsel to assist the counsel of the company at Washington in these cases, which are deemed of vital interest to the company.

It also established a collecting and registering office at Harper's Ferry, and

ordered the repair of Little Falls and Seneca dams, and made an appropriation therefore.

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**GEORGETOWN'S BUSINESS.**

- After a lapse of several months, the busy scenes of Water street, Georgetown, which were stopped by the cold weather and the freezing over of the Potomac river, will be renewed shortly, and the work for the spring will have been fairly begun. All the different merchants in the city are brushing up and preparing for the spring with great earnestness, while along the wharves the sounds of hundreds of hammers may be heard putting in perfect repair all the necessary appurtenances. No set of business men in this city are more busily engaged in preparation than are the agents of

THE VARIOUS COAL COMPANIES who have large forces of working men employed in trimming up for the great work before them. The magnitude of the coal trade in this city is something that but few people outside of the town are acquainted with, and yet is the main business of this District. A brief *resume* of the trade will be interesting to the readers of the **Republican**, and below is furnished a history gleaned from official records.

THE FIRST CUMBERLAND COAL was brought into this market by way of the Chesapeake and Ohio canal in 1850, and during that year the shipments by the canal amounted to 4,042 tons, and increased yearly until the commencement of the late war, when shipments receded to less than 100,000 tons per annum. At the close of the late war the trade again took a stand, and during 1864 the shipments amounted to 258,000 tons, and continued to become larger, until the total amount shipped in 1872 was 816,000 tons, which made this the most successful year in the history of the Cumberland coal trade, not so much in regard to the increased business, but by the opening of

#### NEW CHANNELS OF TRADE.

In addition to the increase in this country there has been a large demand for this coal in the West Indies and South America, which markets have heretofore been closed to it by reason of the extreme low prices of English coal. During the past year 6,000 tons were shipped to ports in those countries from Georgetown, and so favorable was the impression made by

ITS SUPERIOR QUALITIES that large orders are now in hand for its shipment to Havana, St. Thomas, Martinique, Barbados, Demarara, Aspinwall and other coaling stations in the West Indies and along the South American coast, which makes the prospects for the coal trade with the coastwise cities better than it has ever been before, while the high price of anthracite coal has induced the large manufacturing interests of the New England States, as well as the steamship companies, to make

LARGE CONTRACTS with the Cumberland coal companies for their supplies of coal. In this city there are six companies who have mines of this coal, all of which have their regular lines of trade, and have all the necessary arrangements for stocking their coal and shipping the same, each having their full force of laborers, &c. In the employment of the trade in Georgetown there are about

FIVE HUNDRED BOATS, of an average capacity of 110 tons each, and 760 to 800 sailing vessels engaged in the coastwise service. At present no vessels drawing over sixteen feet of water can get to Georgetown by reason of the shallowness of the channel, and they are compelled to finish loading at Alexandria. In every case where coal was sent to South America and the West Indies the vessels loaded partly at Georgetown and finished their cargoes at Alexandria, where these companies have branch yards; and if the coal trade of

Washington and Georgetown is to remain within its present boundaries, it is a matter of vital importance that

THE CHANNEL OF THE POTOMAC at this point should be deepened and widened in order that the vessels now being built for the coal trade, which are of a much larger size and draw a greater depth of water than those now in use, can approach the wharves. The coalers under construction are about 800 tons burden, and draw from 16 to 20 feet of water, while the old vessels were about 300 tons' burden and drew about 11½ feet of water.

THE WHARF CAPACITIES of Georgetown cannot be excelled, and are ample to do all coal business required to be done by the Chesapeake and Ohio canal, and with clearing out of the channel of Rock creek, as contemplated by the canal company, the whole water front of this port can be made available for the use of the coal trade to any extent, and boats can then pass the Chesapeake and Ohio canal through Rock creek into the river without detention. With the opening of the canal business will commence promptly, as the yards and wharves of all the companies are bare of coal and the supply of vessels already here waiting for their cargoes will be loaded at once, and the excitement of last year be renewed with greater vigor.

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In Georgetown yesterday a boatman's wife cleaned four sets of mule harness, cooked dinner for six, washed the cooking utensils and then cleared the deck for a general scrub. Valuable article that to have about the boat.

ES, Fri. 3/14/73, p. 4. **President Gorman**, of the Chesapeake and Ohio canal company, was in town today looking after the general interests of the company.

DT, Sat. 3/15/73, p. 4. At one of the canal stables yesterday a darkey who had just caught the flat part of a mule's hoof betwixt his eyes, was heard to express the opinion that canal navigation was resumed.

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**The Georgetown** correspondent of the *Sun* says that the Directors of the Chesapeake and Ohio Canal Company have determined to keep navigable that portion of Rock Creek adjacent to the locks. For this purpose, they have ordered a steam dredge, which will be here in a short time.

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**An unsuccessful** attempt was made yesterday to launch the canal boat J. P. Agnew, owned by Mr. Frank Rhinehart, which has been stranded near Johnson's ice house on Green St., since the first break up last winter. The work will be resumed today, when the launch, it is hoped, will be successfully made.

ES, Sat. 3/15/73, p. 4. **Mr. Henry C. Winship**, agent of the Consolidation Coal Company, has contracted with the Messrs. Frey for the erection of a two-story brick house in Dumbarton street, near Rock Creek.

DT, Mon. 3/17/73, p. 4. **Rates of Wharfage** for the coming season in this city will be raised from *five* to *eight* cents per ton.

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**The workmen** at the boat yards of Messrs. Fred Mertens, Wm. Young, Doerner & Bender, Weld & Sheridan, and Louis Miller, were paid off on Saturday.

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**The canal boat** J. C. Stubblefield was the first coal boat to leave this port this season. She cleared on Saturday, for Georgetown.

A boat loaded with lumber came up the canal on the same day.

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**The boat** stranded at Johnson's ice house on Green street, mentioned in Saturday's *Times*, was the "John Spencer." The launch was again attempted on Saturday, but the ways broke and let the boat down before she reached a depth of water sufficient to float her. The rise in the river a few hours later, however, did what the workmen failed to do, viz: float the boat, and she now cleaves the billows with the proudest of them all.

ES, Tue. 3/18/73, p. 4. **GEORGETOWN – Business on the Canal** – The water was let in on the Georgetown level of the canal last night, and the business of the season was resumed this morning. The mills are now running, and several wood boats arrived during the morning, and reported that five or six boats loaded with grain and several loaded with coal would arrive today and tomorrow morning. The news from Cumberland states that the coal boats commenced loading there on Saturday, and that in a day or two the coal trade would be very active.

CA, Wed. 3/19/73, p. 3. **Chesapeake and Ohio Canal** – At the meeting of the Board of Directors of the Chesapeake and Ohio Canal in Annapolis, last week, the President reported the whole line in condition for navigation on the 15<sup>th</sup> inst. He stated that forty-one of the seventy-five locks have been repaired, and the prism or waterway of the canal has been put in good condition. "The heavy ice on the Potomac river passed off without any very serious damage to any of our permanent dams on the river, but it nearly demolished dams Nos. 1 and 2, Georgetown and Seneca, which are merely dykes of loose stone, and they will require extensive repairs to enable us to keep up a proper supply of water from Seneca to Georgetown. In compliance with the



resolution of the Board of December 12, 1872, I notified each of the lessees of water at Georgetown that they would be required to restore their gauges to the bank of the canal as provided by their respective leases, on or before the 5<sup>th</sup> instant. These lessees have declined to comply with the order of the Board, and have sought to obtain an injunction to prevent the company from interfering in any way with the supply of water to their mills. A restraining order has been issued by his honor Judge Wylie, of the Supreme Court of the District of Columbia. An answer will be filed and a hearing had within a few days.”

The question was fully considered by the board, and the President was authorized to employ eminent counsel to assist the counsel of the company at Washington in these cases, which are deemed of vital interest to the company.

The board ordered the purchase of a steam-dredge, to be used during the boating season in removing bars and other deposits in canal bottom. It also established a collecting and registering office at Harper’s Ferry, and ordered the repair of Little Falls and Seneca dams, and made an appropriation therefor.

DT, Wed. 3/19/73, p. 4. **Between** one hundred and seventy and one hundred and eighty canal mules which have been wintered at Mr. Williams’, near Petersburg, W. Va., were brought into this city yesterday, by their several owners, boatmen, to be put to work on the canal. As a general thing the stock look very well, notwithstanding the severity of the past season.

ES, Wed. 3/19/73, p. 4. **Georgetown – Grain Trade** – The first receipts of grain by canal arrived yesterday evening by the following boats: T. J. Baker, with 1,050 bbls. flour, and E. F. Wheeler, with 3,181

bushels wheat, both consigned to George Waters. A. S. Trundle, with 3,000 bushels of wheat, E. B. Hartley, with 1,700 bushels of wheat and 1,700 bushels of corn, and B. Talbott, with 2,500 bushels corn, all to Hartley & Bro. Medley, to H. M. Talbott, with 2,500 bushels of wheat.

NR, Thu. 3/20/73, p. 4. **Georgetown Affairs – Business Prospects** – Yesterday Water street, Georgetown, resumed the busy appearance which characterized it previous to the severe winter and the shutting off of the water from the canal in December last. During the past few months business has been confined entirely to the local trade. Advices have been received which give good ground for belief that heavy shipments of grain will shortly be made to the market, and that the spring trade will begin early and under the most promising circumstances.

ES, Thu. 3/20/73, p. 4. **Georgetown – Grain Trade** – The receipts today are 3,000 bushels corn, per boat Andy Johnson, and 160 barrels flour, consigned to Jas. G. Waters, and 115 barrels ear corn, and 300 bushels shelled corn, per boat Okonoko, consigned to H. M. Talbott.

AG, Thu. 3/20/73, p. 3. **Canal Boat Sunk** – The canal boat H. B. Cromwell, belonging to the American Coal Company, was sunk last night in the Chesapeake and Ohio canal, about two miles above Georgetown. She was light, and had wintered where she sunk. Messrs. Parrott and Henry, of the American Company’s agency in this city, left here this morning to make arrangements for raising her at once.

DT, Fri. 3/21/73, p. 4. **The first coal** of this season was loaded at Potomac Wharf yesterday; a load of gas coal for Georgetown, D. C., which went down on the A. L. Miller, Capt. Barney McQuade.

DT, Sat. 3/22/73, p. 4. **There are** at present about five hundred boatmen in this city. In the basin and in the vicinity of the several wharves, boats are tied up in great numbers.

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**Events** occurring within the last two days are likely to postpone the opening of the canal trade indefinitely. On Thursday evening a mass meeting of boatmen was held in this city, at which resolutions were adopted, pledging the boatmen not to carry coal at less than the rates of 1871, namely \$1.45 per ton to Georgetown and \$1.50 per ton to Alexandria, and a committee was appointed to notify agents of coal companies of the actions of the meeting. From the best information we could gather yesterday, the coal companies will resist the demand, and hold to their determination not to pay more than the closing rates of the last season, namely, \$1.35 to Georgetown and \$1.40 to Alexandria and the trade will likely remain at a standstill for an indefinite period. Freights for the season immediately preceding the present, ruled as follows: In 1871, to Georgetown \$1.45, to Alexandria \$1.50. In 1872 the season opened at \$1.40 to Georgetown, and \$1.45 to Alexandria; but before it had advanced far the rates were cut down to \$1.35 to Georgetown and \$1.40 to Alexandria, which latter figures the companies now offer.

Prior to the action of the boatmen's meeting it was thought that a compromise could be effected upon the opening rates of last season, viz: \$1.40 per ton to Georgetown and \$.45 to Alexandria, but a proposition to offer the companies these terms, was vociferously voted down.

In making their demand for a return to the prices of 1871, the boatmen claim that they are only asking what is justly due. Hay, feed and provisions are quite as high as in 1871, and of all the men interested in the

coal trade, the wages of the boatmen alone have been cut down.

It is a matter of great regret that the difference between the boatmen and the companies cannot be arranged, as any long continuance of the present state of affairs can only produce general disaster to our community, which is so largely dependent upon the successful progress of the canal traffic.

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**The first coal** mined in Allegany county for the canal trade this season was loaded at the Potomac wharf yesterday by the Hampshire and Baltimore Coal Company, and left this city on the canal boats Scotia and Conrad Waltz. From present appearances it will likely be the last to leave for some time to come.

NR, Sat. 3/22/73, p. 4. **GEORGETOWN AFFAIRS – The Grain Market** – George Waters received yesterday, per canal, 2,700 bushels of wheat.

**Mr. Henry C. Winship**, of the Consolidation Coal Company, has contracted for a brick residence to be built on his place, "Dunbarton Rocks," located at the end of Dunbarton street, near Rock creek.

ES, Sat. 3/22/73, p. 4. **GEORGETOWN – Canal Freights** – *Important Action of the Boatmen* – A largely attended meeting of the Boatmen's benevolent Society was held last evening, for the purpose of deciding upon a rate of freight upon coal to be demanded for the coming season. The rates last year from this city to Georgetown were \$1.35, and to Alexandria \$1.40 per ton. A proposition to fix the rate of freight on coal from Cumberland to Georgetown at \$1.40, and to Alexandria at \$1.45 per ton was voted down. After some discussion, and the offering of various motions embodying the different items, all of which were carried by a

unanimous vote, it was resolved that the rate to Georgetown be fixed at \$1.45 and to Alexandria at \$1.50 per ton, which rates are to apply to all shipments, whether by companies or individuals, and whether in the companies' boats or those owned by private parties. A committee was then appointed to wait upon the agents of the coal companies and acquaint them with the action of the meeting. – *Cumberland News, March 21.*

**Coal Trade** – There have been only a few arrivals of boats loaded with coal since the opening of navigation, all of which have been in winter quarters along the line. No boats have loaded yet in Cumberland in consequence of the boatmen's strike for higher freights, noticed above. If this demand for increased freights is allowed, the effect (together with the increased toll required by the canal company) will be to turn the coal trade from the Chesapeake and Ohio canal to the Baltimore and Ohio railroad. There is now only 40¢ per ton difference in the price of coal here and in Baltimore, in favor of Georgetown.

AG, Sat. 3/22/73, p. 3. **Georgetown** – Our esteemed contemporary, the *Georgetown Courier*, gives us a thrust for our "interest in Georgetown." We confess our "weakness" for the place and for that reason want to see it "live long and prosper" but not at the expense of Alexandria, by knocking the "bottom out of the Aqueduct" as it threatens to do. By the way, destroying the Aqueduct won't deepen the channel of the Potomac or permit large vessels to reach the wharves at Georgetown any more than now. It is evident that nature and art intended that Alexandria should be the outlet for the coal trade and therefore it would be unwise in Georgetown to knock the bottom out of the Aqueduct, thereby assuming the attitude of the dog in the manger.

DT, Mon. 3/24/73, p. 4. **The Canal Trade** at this date offers but a gloomy prospect for the future. – The boatmen evince no disposition to accept less than their demanded increase on the freights of last year, and the coal companies show no sign of yielding even to the extent of meeting them half-way, which we believe would have been done a week ago.

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A meeting comprised of boat and stock owners exclusively was held on Saturday evening in Boatmen's Hall, No. 5, Baltimore street. The meeting was designed mainly as a secret session, but we learned yesterday that among the business of a public nature, resolutions were adopted and the old committee, George H. Brooks, of the Consolidation line; Joseph Kirkly, of the Maryland; John Hellgate, of the American; Michael Quigley, of the George's Creek; John Wright, of the Hampshire and Baltimore; and Abraham Kroon, of the Borden, instructed to request an answer from the coal companies as to whether the rates of 1871, would be paid on or before Tuesday next, and to notify them that in the event of the terms of the boatmen not being accepted before that date, the boatmen living along the line of the canal will on Tuesday next depart for their homes.

NR, Mon. 3/24/73, p. 4. **GEORGETOWN AFFAIRS. - Coal Rates** - At a recent meeting of the Boatmen's Benevolent Society, held in Cumberland, Md., the rates of last year for the boating of coal from this city to Georgetown and Alexandria was thoroughly discussed, and it was resolved unanimously that the rates hereafter shall be to Georgetown, \$1.45 per ton, and to Alexandria, \$1.50 per ton, to apply to all shipments, whether by companies or individuals, or whether in the companies' boat or those owned by private parties.

ES, Mon. 3/24/73, p. 4. **Georgetown – Coal Trade** – There was nothing new from the boatmen’s strike at Cumberland up to noon today. The Consolidation Coal Company have put in a complete set of new machinery at their dock No. 1, of this place; also, rebuilt the wharf along the river front of the same.

**Grain Trade** – The canal boat Nettie Graham has arrived with 544 bushels wheat, 1,200 yellow corn, 323 bushels rye, 310 bushels mill feed, and 150 barrels for George Waters.

AG, Mon. 3/24/73, p. 3. **The Canal and Coal Trade** – The canal has so far been opened almost in vain. No arrivals have taken place since Saturday and there seems little probability of an immediate resumption of the coal business. The strike at Cumberland continues, and but four boats have been loaded there since the opening of the season. The Coal Companies on Saturday offered as a compromise five cents advance on canal freights but the boatmen insist upon their original demand, an advance of ten cents per ton. Meanwhile the coal yards here are all bare, no demand for vessels and no cargoes for them.

DT, Tue. 3/25/73, p. 4. **The following** named boats left this port yesterday for Williamsport with coal for individuals: Grayson & Fannie – 109 tons; Lady of the Lake – 104 tons; J. B. Thomas – 112 tons.

CA, Wed. 3/26/73, p. 3. **Strike of the Boatmen** – At the close of the last boating season it was quite evident by those conversant with coal matters that the boatmen would demand an advance on the previous rates for the transportation of coal. The rates for last season were \$1.35 to Georgetown, and \$1.40 to Alexandria, though at the beginning of the season they were \$1.40 to Georgetown, and \$1.45 to

Alexandria, but were soon cut down. In 1871 the rates were \$1.45 to Georgetown and \$1.50 to Alexandria. On the first Monday in last February the boatmen held a meeting in this city, demanding an increase of ten cents per ton on the rates for the previous season.

Resolutions embodying these purposes were transmitted to the different Coal Companies. So that the course of the boatmen during the past week has been simply the restatement in emphatic fashion of terms previously demanded. Indeed, the movement has had a certain coherence for some time past. Last week several meetings were held by the boatmen in which their previous demand of ten cents advance was stoutly held to. A proposition to drop down to five cents, was voted down. Resolutions of allegiance, fidelity to the common cause, and all that sort of thing were adopted. It was recommended that they return to their homes on Tuesday. That day, however, has come and gone, and the boatmen still tarry. Meanwhile the most that can be done by outsiders is to only stand and wait, humbly praying that when this cruel war is over, the pulses of business life will beat only the faster for this sickly season. It can be said that the boatmen have gone about this matter in a quiet, manly way and have made their earnestness *felt* rather than *heard*. Quite a number of agitators of low draught and light ballast have circulated among the boatmen spinning out the thread of their verbosity longer than the staple of their arguments, and it is probably lies to their babble that a satisfactory compromise has not been consummated.

DT, Wed. 3/26/73, p. 4. **The Canal** – But two boats went down the canal yesterday: Dr. Delaplane with 106 06 tons of coal for Hancock, and the A. L. Miller with 114 tons gas coal for Georgetown.

The differences between the boatmen and the coal companies is as far from adjustment as ever; the situation tending rather to cause the companies to stand more firmly for the rates of last season than was the case earlier in the strike.

H&TL, Wed. 3/26/73, p. 2. **The Canal Navigable** – The Canal is said to be in navigable order, but on account of a difficulty between the Boatmen and the Coal Companies with regard to the prices of freight, trade has not been resumed. The *Cumberland Times* of Saturday says that a meeting of Boatmen was held in that city, at which resolutions were adopted, pledging the boatmen not to carry coal at less than the rates of 1872, namely \$1.45 per ton to Georgetown and \$1.50 per ton to Alexandria, and a committee was appointed to notify the agents of coal companies of the action of the meeting. From the best information we could gather yesterday, the coal companies will resist the demand, and hold to their determination not to pay more than the closing rates of the last season, namely, \$1.35 to Georgetown and \$1.40 to Alexandria and the trade will likely remain at a stand still for an indefinite period. Freights for the season immediately preceding the present, ruled as follows: In 1871, to Georgetown \$1.45, to Alexandria \$1.50. In 1872 the season opened at \$1.40 to Georgetown, and \$1.45 to Alexandria, but before it had advanced far the rates were cut down to \$1.35 to Georgetown and \$1.49 to Alexandria, which latter figures the companies now offer.

Prior to the action of the boatmen's meeting it was thought that a compromise could be effected upon the opening rates of last season, viz: \$1.40 per ton to Georgetown and \$1.45 to Alexandria, but a proposition to offer the companies these terms, was vociferously voted down.

In making their demand for a return to the prices of 1871, the boatmen claim that they are only asking what is justly due. Hay, feed and provisions are quite as high as in 1871, and of all the men interested in the coal trade, the wages of the boatmen alone have been cut down.

ES, Wed. 3/26/73, p. 4. **Georgetown – Grain Trade** – There have been no arrivals of grain today. The boats from above the Point of Rocks are detained by the leak in the culvert near that place.

**Coal Trade** – There was nothing new at noon today from Cumberland in reference to the strike of the boatmen for an increased rate of freight. The *Cumberland News* of yesterday states that at a meeting held night before last they rejected the proposition of the coal companies to advance the rate five cents per ton, by a vote of 64 to 30, which shows a considerably weakening of their combination.

NR, Tue. 3/25/73, p. 4. **GEORGETOWN AFFAIRS. - Improvement** - The agent of the Consolidation Coal company has had placed in position at his wharf No. 1 a complete set of new machinery.

**The striking boatmen** on the Chesapeake and Ohio canal, who at their meeting on Thursday last decided to increase their rates of transportation ten cents over the present rates, have received a reply from the shippers stating that they will give five cents extra per ton. The strikers refuse to accede to the proposition, and matters stand in *status quo*.

**The Coal Trade** - The *Cumberland Times* of Saturday last, in speaking of the coal trade, says: "The first coal mined in Alleghany county for the canal trade this season was loaded at the Potomac wharf yesterday by the Hampshire and Baltimore Coal Company, and left this city on the canal boats Scotia and Conrad Waltz. From

present appearances it will likely be the last to leave for some time to come. Events occurring within the last two days are likely to postpone the opening of the canal trade indefinitely." An account of the mass meeting of boatmen to raise the freights is then given, and the *Times* says: "In making their demand for a return to the prices of 1871 the boatmen claim that they are only asking what is justly due. Hay, feed and provisions are quite as high as in 1871, and of all the men interested in the coal trade the wages of the boatmen have been cut down. It is a matter of great regret that the difference between the boatmen and the companies cannot be arranged, as any long continuance of the present state of affairs can only produce general disaster to our community, which is so largely dependent upon the successful progress of the canal traffic."

DT, Wed. 3/26/73, p. 4. **The Canal** – But two boats went down the canal yesterday: Dr. Delaplane with 1106 06 tons of coal for Hancock, and the A. L. Miller with 114 tons of gas coal for Georgetown.

The differences between the boatmen and the coal companies is as far from adjustment as ever; the situation tending rather to cause the companies to stand more firmly for the rates of last season than was the case earlier in the strike.

H&TL, Wed. 3/26/73, p. 2. **The Canal Navigable** - The Canal is said to be in navigable order, but on account of a difficulty between the Boatmen and the Coal Companies with regard to the prices of freight, trade has not been resumed. The *Cumberland Times* of Saturday says that a meeting of Boatmen was held in that city, at which resolutions were adopted, pledging the boatmen not to carry coal at less than the rates of 1871, namely \$1.45 per ton to Georgetown and \$1.50 per ton to

Alexandria, and a committee was appointed to notify agents of coal companies of the action of the meeting. From the best information we could gather yesterday, the coal companies will resist the demand, and hold to their determination not to pay more than the closing rates of the last season, namely, \$1.35 to Georgetown and \$1.40 to Alexandria and the trade will likely remain at a standstill for an indefinite period. Freights for the season immediately preceding the present, ruled as follows: In 1871, to Georgetown \$1.45, to Alexandria \$1.50. In 1872 the season opened at \$1.40 to Georgetown, and \$1.45 to Alexandria, but before it had advanced far the rates were cut down to \$1.35 to Georgetown and \$1.40 to Alexandria, which latter figures the companies now offer.

Prior to the action of the boatmen's meeting it was thought that a compromise could be effected upon the opening rates of last season, viz: \$1.40 per ton to Georgetown and \$1.45 to Alexandria, but a proposition to offer the companies these terms, was vociferously voted down.

In making their demand for a return to the prices of 1871, the boatmen claim that they are only asking what is justly due. Hay, feed and provisions are quite as high as in 1871, and of all the men interested in the coal trade, the wages of the boatmen alone have been cut down.

DT, Thu. 3/27/73, p. 4. **The Boatmen's Strike** may now be regarded at an end. A large number of boatmen yesterday agreed to carry coal for the New Central Company at the opening rates of last season, and no doubt their example will be followed by the boatmen of all the companies. Coal was ordered down from the mines last night by Messrs. Spier and Shaw, agents of the New Central, and the first shipments on any large scale will be made this afternoon.

Since writing the above we have received the following explanatory of the causes leading to the end of the strike:

The committee of boatmen a majority whom were inclined to be moderate in their demand, but who felt that their position required them to protect the interests of their fellow boatmen, had devised a plan by which to take the sense of the interested boatmen on the question of continuing the strike or compromising. A poll was to be opened at the collector's office this morning at 9 o'clock and continue open till 3 p.m., at which none should vote but owners and renters of boats – one vote allowed for each boat – but the owner of any boat rented to another person should not cast a vote for such boat. All boats owned by builders and companies were also excluded. The committee had just matured their plan when they found that some of the boatmen had already compromised with the companies, taking the most sensible view of the matter under the circumstances, they concluded to advise all boatmen to hold out no longer, but accept the compromise at once, which they did. The committee will accept our thanks for information given at various times.

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**Canal Freights** on coal are now \$1.40 per ton to Georgetown and \$1.45 per ton to Alexandria; the opening rates of last season.

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Two empty boats – the J. T. Davis and C. W. Brengle – left this port yesterday for Georgetown to return loaded with salt.

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**Personal** – Major Alexander Shaw, President of the New Central Coal Company, arrived in the city last evening.

ES, Thu. 3/27/73, p. 4. **GEORGETOWN.** - **Grain Trade** - The only arrival reported was the canal boat Seneca, with 200 barrels

of flour and some small lots of wheat, corn, oats and potatoes, consigned to Thomas C. Wheeler.

**Canal Trade** - A letter received this morning by Mr. Geo. Waters states that boats will pass the leak at Point of Rocks on Saturday.

**Coal Trade** - There was no news from Cumberland at noon today from the boatmen's strike for higher freights.

DT, Fri. 3/28/73, p. 4. The dredging machine of the Chesapeake and Ohio Canal Company was at work yesterday, clearing away a bar from the point where the race is discharges into the canal.

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The following boats, with coal for individuals, left this port yesterday: S. H. Davis 108 06 for Hancock, Washington 111 16 for Williamsport. and the Wm. C. Charles 112 14 for Georgetown.

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**The Boatmen's Strike** – Yesterday we mentioned the fact that the strike of the boatmen had terminated by the acceptance of the compromise price by some of the men interested in the movement. On reading in the *Times* yesterday the conditions on which the committee proposed to settle the matter, the boatmen who had agreed to go to work as then stated, concluded to let the matter go to a vote, so that no particular person should bear the onus of having violated the agreement to hold out for the advance. Accordingly, the committee issued a notice in handbill form calling on all boatmen to vote by ballot at the Collector's office between the hours of 1 and 4 o'clock p.m., yesterday; voting to be regulated as prescribed by the arrangement published yesterday in the *Times*.

At 1 o'clock the polls were promptly opened and as each man voted, his name and that of his boat was recorded. At 4 o'clock the poll was closed and in the presence of

the boatmen and *our reporter*, the votes were counted, W. E. Weber, Esq., acting as teller, and Messrs. John Resley and Edward Mulvaney as clerks. When the votes were all counted it was found that 193 boats had voted, 106 of which had gone for compromise and 87 against, which settled the matter in favor of compromise. During the vote a large number of boatmen were congregated in the vicinity of the office, many of whom held opinions widely different from the other portion, but the spirit of harmony prevailed to such an extent that no unkind word was passed, no bitter feeling evinced, and when the decision was announced, even those who approved compromise seemed relieved that the matter was decided, and each man retired to his boat with the consciousness that he had done his duty in the premises.

ES, Fri. 3/28/73, p. 4. **Georgetown – Coal Trade** – A telegraphic dispatch received yesterday afternoon from Cumberland, announced that the boatmen’s strike for an increased rate of freight had been compromised with the coal companies, and that the New Central coal company had commenced loading. There seems to be a conflict of opinion as to whether there has been any settlement with the other coal companies. The agents here had no advices at 1 o’clock today, and were of the opinion that no arrangement had been consummated except with the New Central. The *Cumberland News* of yesterday stated that there was no change in the aspect of the boatmen’s strike; while the *Daily Times* regards the strike at an end and congratulates its readers upon the event. The rates agreed upon with the New Central company are the same as at the commencement of the coal trade last season, \$1.40 to Georgetown and \$1.45 to Alexandria. That company has built a new

office here which is nicely fitted up, an example which deserves to be followed.

**Grain Trade** – There were no arrivals of grain today, but as the culvert at the Point of Rocks has been completed sooner than expected there will be several cargoes in by Monday.

DT, Sat. 3/29/73, p. 4. **A large** drove of Kentucky mules will arrive here tomorrow morning, consigned to Mr. D. L. Taylor, the well-known stock dealer, to be sold to canal men and others who have use for well broken stock.

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The determination of the boatmen to accept the opening rates of last year, \$1.40 per ton to Georgetown and \$1.45 per ton to Alexandria, as coal freights, will be followed by active shipments, as all the companies acquiesce in the compromise. Coal was ordered down from the mines yesterday, and quite a number of boats will be loaded at the several wharves today. – Yesterday the George’s Creek Coal Company dispatched the boats R. B. Cropley, 112 15, and Frederick Laing, Jr., 117 10, to Georgetown. An individual boat Lizzie & Phillie 80 19 tons of coal and 6,500 feet of lumber left also, for the same destination. Even the prospect of an immediate resumption of trade had its effects upon the business of the city yesterday, and the long faces of the merchants and dealers were considerably shortened.

DT, Mon. 3/31/73, p. 4. The roof of the stable at the coal yard of Mr. Michael Coulehan, blew off on Saturday night.

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Coal shipments were resumed by nearly all the principal companies on Saturday and those which did not then commence will begin shipping today.  
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The mules consigned to Mr. D. L. Taylor, which were to arrive here yesterday, did not come to hand, on account of an accident on the railroad near Zanesville, Ohio. An engine and two cars ran off the drawbridge, into the canal at that point, and so blocked the way that all trains behind were delayed. Mr. Taylor, however, will receive the stock today.

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 On Saturday morning as the canal boat J. Coulehan, Capt. Pat. Ganley, of the Hampshire & Baltimore line, was about entering the lock from the river, she made a narrow escape from being swamped. – The heavy rain of the night previous had swelled the waters of Will’s creek to a greater height than the river, and when the boat came opposite the surging breast at the mouth of the creek, she was swept down stream against the crib at the lock and tilted over on her side so that the water poured freely into her hold. A number of boatmen were fortunately upon the bank, and a rope being thrown to them, by main strength and good will they succeeded in hauling the boat from her dangerous position into the lock, when she went on her way without further accident.

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**Canal Trade** – 11 boats cleared this port Saturday, carrying 1,245 02 tons of coal as follows:

George’s Creek Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
H. Willison	Georgetown	116 00
Five Brothers	“	115 15
2 boats	Total	<u>231 15</u>
Consolidation Company		
John P. Moore	Alexandria	115 14
New Central Company		
H. W. Shuck	Georgetown	107 12
Dr. E. DeLacey	“	111 01
Geo. H. Bradt	“	111 18
3 boats	Total	<u>330 06</u>
Hampshire & Baltimore Co.		
J. Coulehan	Georgetown	113 14
Borden Company		

Alexander	Georgetown	115 00
A. E. McQuade	“	111 01
Henry Freeland	“	111 15
3 boats	Total	<u>239 16</u>
	Individual	
Scotia	Alexandria	113 17
	Total	<u>1,245 02</u>

ES, Mon. 3/31/73, p. 4. **Georgetown – The Coal Trade** – The information has been received here that the strike of the boatmen for higher freights was ended on Saturday last, and that today all of the boats, about 300 in number, are loading.

**Grain Trade** – The canal boat Wm. Marbury arrived today with 2,200 bushels corn and 175 barrels flour for Hartley & Bro., and the boat Donna Tilghman with 4,100 bushels wheat for T. C. Wheeler; also the boat A. S. Trundle with 1,000 bushels wheat for Hartley & Bro., and 875 bushels do. for H. M. Talbott; also, boat E. F. Wheeler with 4,060 bushels wheat; boat T. J. Baker with 269 barrels flour and 650 barrels cement; boat Horace Greeley with 800 barrels cement, and the F. R. Bowers with 850 barrels cement, all to Geo. Waters.

AG, Mon. 3/31/73, p. 3. **The Canal and the Coal Trade** – The difficulty with the boatmen on the Chesapeake and Ohio Canal having been adjusted and the rate of freight agreed upon, the first shipments of coal, by companies, from Cumberland, were made on Friday last, boats carrying 311 04 tons of coal clearing at that place on that day. The receipts for tolls for the week ending Saturday, March 22, were \$554.47.

P.S. – The culvert which was washed out of the C. & O. Canal at the Point of Rocks last week has been replaced and navigation resumed. Five boats are on the way here from Cumberland, consigned to Mr. Agnew, one of which was expected to arrive today. Mr. Hutton has received the bills of lading of two boats, and the

American Coal Company commenced loading boats on Saturday last.

DT, Tue. 4/1/73, p. 1. **Canal Trade** – 22 boats cleared this port yesterday, carrying 2,477 11 tons of coal as follows:

American Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Jas. Dayton	Georgetown	114 17
Maj. E. L. Moore	“	117 00
2 boats	Total	231 17
Consolidation Company		
Jos. W. Turner	Georgetown	115 01
Dove	“	110 00
2 boats	Total	225 01
New Central Company		
Our Sister	Georgetown	111 03
Col. J. C. Lynn	“	111 05
J. T. Scrivener	“	111 09
E. M. Bynon	“	111 08
Ohio	“	108 04
5 boats	Total	553 09
Hampshire & Baltimore Co.		
E. Mulvaney	Georgetown	107 07
Wm. P. Woolls	“	112 14
Dr. J. P. Broderick	“	115 08
J. B. Turton	“	108 07
American Boy	“	104 19
5 boats	Total	548 15
Borden Company		
John R. Masters	Georgetown	124 03
Leander Lovell	“	120 14
Wm. Borden	“	115 17
3 boats	Total	360 14
Individual		
Wm. M. Price	Georgetown	110 18
C. Slack	“	117 17
Grayson & Fannie	“	113 06
Thos. Stackpole	“	106 14
Lady of the Lake	Williamsport	114 00
5 boats	Total	557 15

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*Ibid*, p. 4. A less frequent sight than a gaily painted steam canal boat would be sufficient to draw hundreds of people to the Baltimore street bridge today. The water at that point is so situated that a fine view of the boat, the Zephyr of Georgetown, can be obtained from either side.

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**Kicked by a Mule** – A boatman named John Myers, of the boat George S. Couter, Capt. Nowle, was severely injured by the kick from a mule at the Basin Wharf yesterday. Whilst trying to hold the animal who had become restive under the harness and was trying to break away, Mr. Myers loosed his grip, when the mule turned and kicked him fair in the head, cutting his face and scalp severely. Drs. Wilson and McCormack who were called in dressed his wounds. The accident will lay him up for days to come.

ES, Tue. 4/1/73, p. 4. **Georgetown – The Grain Trade** – The arrivals today were the canal boat E. B. Hartley, with 3,700 bushels wheat to Hartley & Bro.

CA, Wed. 4/2/73, p. 3. **The South Branch Railroad to be Built** – We are pleased to be enabled to inform our readers that all the necessary preliminaries in regard to this important work have been, with the Baltimore and Ohio Railroad Company, satisfactorily adjusted. Through the untiring energy of the President of the road, Col. Robert White, the matter, at last, has been accomplished, to road is to be built, and we are to have intercourse by rail, and telegraphic communication with the inside world.

We understand the contract for the building of the road has been let to Mr. Watkins, residing near Washington City, and it is to be finished by the first of January next. – *Intelligencer*.

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 “Blow bugle! Blow  
 Set the wild echoes flying!”

With the boating season comes back the note of the canalman’s bugle horn blown wide o’er mountain, gorge and bourn. At night time it sounds pleasant to hear the boatman’s horn ring out the cry of “Lock ready! Lock ready!” At such an hour any

loiterer will find a charm in idling near the locks and watching the bow lights of the boats as they come into harbor gleam over the quiet waters of the canal.

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The boatmen's strike came to an end last Wednesday by the acceptance on their part of an advance of five cents per ton on the closing rates of last season. This was five cents less than they had demanded at the beginning of the strike, but was all the companies would give. The present rates are \$1.40 to Georgetown and \$1.45 to Alexandria.

DT, Wed. 4/2/73, p. 1. **Canal Trade** – 26 boats cleared this port yesterday, carrying 2,923 09 tons of coal as follows:

American Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
J. W. Morris	Alexandria	115 08
New Central Company		
T. H. West	Georgetown	114 14
Naomi	“	105 06
A. Lincoln	“	114 05
J. Hammond	“	114 08
4 boats	Total	<u>448 13</u>
Hampshire & Baltimore Co.		
Alex. Adams	Alexandria	114 06
P. L. Lemon	Georgetown	114 00
Morning Sun	“	115 15
Samuel Swain	“	109 15
James March	“	114 15
5 boats	Total	<u>568 06</u>
George's Creek Company		
Capt. Weir	Georgetown	112 09
Lucinda	“	112 15
John Spencer	“	115 10
C. Segerson	“	112 09
4 boats	Total	<u>453 03</u>
Borden Company		
Maggie B.	Alexandria	112 10
Jos. E. West	Georgetown	116 00
Martha Ann	“	118 18
M. A. Adams	“	112 12
Jas. H. Percy	“	108 12
5 boats	Total	<u>568 12</u>
Individual		
J. V. Norman	Williamsport	105 10

E. J. Hammond	Washington	108 13
Jos. Murray	“	115 08
Cherokee Tribe	Antietam	115 05
Wren	“	105 03
Mayfield & Hieston	Georgetown	115 06
M. O'Conner	“	104 10
7 boats	Total	<u>763 15</u>

ES, Wed. 4/2/73, p. 4. **Georgetown – Grain Trade** – The arrival today was canal boat Medley, with 2,000 bushels corn and 150 bushels of wheat to Hartley & Bro.

**Coal Trade** – Nineteen boats left Cumberland on Monday for this port by the Chesapeake and Ohio canal, and two for Alexandria. The agents here are expecting their arrivals on Friday or Saturday.

DT, Thu. 4/3/73, p. 4. About one hundred mechanics are now at work in the several boat yards of the city, engaging in the building and repair of canal boats.

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**Canal Trade** – 27 boats cleared this port yesterday, carrying 3,189 06 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
R. S. McKaig	Georgetown	108 06
Wm. Doyle	“	117 05
W. H. Ash	“	108 19
F. M. LeFever	“	111 00
Ida & Willie	“	114 16
M. Sinclair	“	108 02
H. Gerdeman	“	113 10
H. B. Simonds	“	118 14
R. L. Gross	“	108 04
Huntington	“	110 19
10 boats	Total	<u>1,119 13</u>
Hampshire & Baltimore Co.		
G. P. DeWitt	Georgetown	114 13
Consolidation Company		
A. B. Turner	Georgetown	117 04
George's Creek company		
Mattie	Georgetown	119 01
Adam Sherman	“	112 12
2 boats	Total	<u>231 13</u>
American Company		
G. P. Lloyd	Alexandria	118 11

Wm. Darrow	“	113 12
Charles Robb	“	114 16
3 boats	Total	<u>346 19</u>
Borden Company		
R. J. West	Georgetown	109 12
Thos. Drennen	“	111 14
Susan Charles	“	116 14
A. C. Greene	“	116 03
Harry Borden	“	119 05
R. E. Fugitt	“	116 14
6 boats	Total	<u>689 12</u>
Individual		
Fannie & Estella	Antietam	108 05
M. H. Russell	“	114 11
Jacob McGraw	Alexandria	115 10
R. A. Goodwin	Georgetown	113 07
H. A. Garritt	“	117 19
5 boats	Total	<u>570 02</u>

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**Narrow Escape** – Yesterday morning, four men belonging to the crew of Mr. Peter Kelly, at work clearing the mud from the entrance to the lock, made quite a narrow escape from death. The men were on board a scow used in connection with the dredging machine for the purpose of carrying away the mud drawn up by the bucket. The practice is to run the scow alongside the machine, under the bucket, the contents of which are discharges into it, and then to drop down the current and unload in the river. A rope in the hands of a workman on the crib is used in hauling the scow back. Yesterday, however, at the time referred to, the man lost his hold on the rope, and the current being very swift the scow drifted rapidly towards the breast of the dam. But for the fact that some men upon a light boat lying near the crib threw a rope to the men on the scow, it certainly would have gone over the dam, and the men, in all probability would have drowned. As it was, stout arms upon the light boat drew the scow back to a place of safety, and those lately in peril of their lives again breathed freely.

DT, Fri. 4/4/73, p. 4. **Canal Trade** – 26 boats cleared this port yesterday, carrying 3,201 17 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
A. Spier	Georgetown	111 06
Jonathan Spielman	“	112 07
Industry	“	107 16
E. E. Spielman	“	109 00
J. M. Hedding	“	110 02
City of Hamburg	“	108 00
L. M. Holland	“	114 13
W. H. Wilson	“	111 04
8 boats	Total	<u>884 08</u>
Hampshire & Baltimore Co.		
Tony Rodier	Georgetown	116 02
Ben Russell	“	111 00
2 boats	Total	<u>227 02</u>
Consolidation Company		
F. H. Wolcott	Georgetown	108 03
H. C. Hicks	“	115 15
2 boats	Total	<u>223 18</u>
George's Creek company		
Shipley & Bush	Georgetown	119 03
J. & T. Coulehan	“	122 06
2 boats	Total	<u>241 08</u>
American Company		
A. J. Thomas	Alexandria	114 09
Plover	“	106 10
Michael Lienan	“	116 18
3 boats	Total	<u>337 17</u>
Borden Company		
J. H. Farrow	Georgetown	115 11
Chas. A. Green	“	114 15
Tilly B. Lynn	“	111 13
F. Ensminger	“	115 04
Nathan Williams	“	111 07
5 boats	Total	<u>568 10</u>
Maryland Company		
Ida & Harry	Georgetown	10810
Individual		
Col. E. V. White	White's Ferry	116 06
Willie & Annie	Antietam	109 02
J. Clendening	Alexandria	112 08
Geo. Hutton	Georgetown	115 03
Gilmer Meredith	Washington	117 05
5 boats	Total	<u>570 04</u>

NR, Fri. 4/4/73, p. 4. **GEORGETOWN AFFAIRS. - The Canal.** - Up to a late hour last evening no coal boats had arrived.

DT, Sat. 4/5/73, p. 4. **Canal Trade** – 28 boats cleared this port yesterday, carrying 3,141 13 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
E. Hadra	Georgetown	108 11
William Moffett	“	111 10
J. W. Carder	“	111 04
Jack Topper	“	111 15
Dr. Eliason	“	114 12
Jacob Couter	“	112 05
Geo. S. Couter	“	111 15
Annie Bell	“	113 06
C. W. Wilson	“	120 05
9 boats	Total	1,014 13
Consolidation Company		
J. B. Slattery	Georgetown	110 08
Queen City	“	115 00
Bronx	“	106 11
3 boats	Total	331 19
George’s Creek Company		
Chesapeake	Georgetown	108 07
Col. A. Spates	“	119 02
2 boats	Total	227 09
Maryland Company		
Annie	Georgetown	110 00
Emma	“	112 04
J. D. Tice	“	112 09
Dr. Duckett	“	111 09
4 boats	Total	446 03
Hampshire & Baltimore Co.		
J. H. Woodburn	Georgetown	113 18
H. M. Snyder	“	117 02
Park Agnew	“	113 17
M. S. Fernsner	“	110 07
4 boats	Total	454 14
American Company		
R. H. Haydock	Alexandria	104 00
Borden Company		
Henry Kraus	Georgetown	113 08
Jos. P. Haines	“	112 05
Rudolph Herr	“	110 01
S. H. Sherman	“	114 11
4 boats	Total	450 05
Individual		
W. E. Bell	Shepherdstown	112 10

The following boats arrived at this port yesterday:

J. T. Davis, from Georgetown, with 600 sacks of salt to Jacob Brengle.

Georgiana Blackburn, from Shepherdstown, with 40 barrels of flour.

Frederick C. Doyle, from Cherry Run, with 39 barrels of apples.

Excelsior, Cherry Run, with 100 sacks of wheat.

DT, Mon. 4/7/73, p. 1. **Canal Trade** – 40 boats cleared this port yesterday, carrying 4,547 09 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
W. T. Hassett	Georgetown	114 14
A. Bain	“	121 00
Wm. Young	“	115 14
W. T. Allen	“	111 06
Willie Snyder	“	108 02
J. P. Moore	“	111 11
W. R. Shaw	“	114 05
7 boats	Total	769 03
Consolidation Company		
Harlem	Georgetown	108 08
Ernst & Holland	“	112 05
Brimstones	“	109 14
P. J. Smith	“	113 01
D. M. Read	“	116 19
Kate Brooks	“	115 04
Sarah K. Miller	“	120 00
7 boats	Total	795 06
George’s Creek Company		
T. J. Boyer	Georgetown	119 00
Arthur Cropley	“	111 17
2 boats	Total	230 17
Maryland Company		
M. C. Merryman	Georgetown	115 14
Noble Grand	“	111 06
James Noble	“	106 16
Theo. Embrey	“	108 19
4 boats	Total	442 15
Hampshire & Baltimore Co.		
Mrs. C. E. Charles	Georgetown	116 14
American Company		
Andrew Main	Alexandria	114 07
James Alexander	“	113 11
E. F. C. Young	“	107 05

John H. Platte	“	117 10
David Stewart	“	114 12
5 boats	Total	<u>567 05</u>
Borden Company		
A. K. Syester	Georgetown	115 01
Morning Star	“	115 10
B. M. Young	“	114 10
Sallie Ardinger	“	112 01
G. W. Thecker	“	114 01
Invincible	“	107 13
7 boats	Total	<u>797 18</u>
Individual		
Emerald	Georgetown	111 19
J. L. Motter	“	110 00
Excelsior	“	116 05
Hollander	“	111 09
Steamer Alaska	“	91 04
E. P. Steffey	Williamsport	109 02
Lady of the Lake	“	108 12
6 boats	Total	<u>659 07</u>

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**In Danger** – The boat Gen. Grant, while being towed out of the lock on Saturday, broke the tow line, and drifted toward the dam. The men on board tried to pole her ashore but finding the poles would not reach bottom, they resorted to the novel expedient of fastening a rope to a bucket, and throwing it overboard near the bow, ran aft pulling on the rope, thus countermanding the effect of the current. By this means she was finally landed about ten feet from the breast of the dam on the Virginia shore.

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*Ibid*, p. 4. **The Alaska**, steam canal boat, left this city with a load of coal on Saturday.

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**The Lost Mules**, advertised in *The Daily Times*, have all been recovered by their owner, Mr. David L. Taylor.

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DT, Tue. 4/8/73, p. 4. **Canal Trade** – 30 boats cleared this port yesterday, carrying 3,377 10 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>

P. Fleckenstein	Georgetown	111 10
Consolidation Company		
J. M. Forbes	Georgetown	112 06
E. Corning	“	109 13
G. W. Barnett	“	115 15
E. M. Linthicum	“	113 16
J. T. Davis	“	117 18
C. H. Dalton	“	113 19
6 boats	Total	<u>683 07</u>
George’s Creek Company		
W. H. Boyer	Georgetown	119 15
M. Quigley	“	119 09
C. H. Covington	“	114 11
Benj. Miller	“	117 07
Chas. W. Adams	“	114 03
Dennis Murphy	“	107 17
Jeremiah Dick	“	121 08
7 boats	Total	<u>814 13</u>
Maryland Company		
C. N. Madore	Georgetown	94 15
J. H. Garrish	“	108 12
John Rhind	“	108 19
Mary Mertens	“	106 03
4 boats	Total	<u>418 09</u>
Hampshire & Baltimore Co.		
Grayson & Fannie	Alexandria	116 02
American Company		
Charles Clifton	Alexandria	118 00
Ed. Bayer	“	114 08
B. Williamson	“	118 01
John W. Bacon	“	109 00
E. Stevenson	“	114 12
5 boats	Total	<u>564 04</u>
Borden Company		
Julia Borden	Georgetown	115 00
Ida & Sallie	“	110 11
John T. James	“	110 09
3 boats	Total	<u>326 00</u>
Individual		
M. Fannon	Georgetown	113 17
Conrad Waltz	“	115 14
C. W. Harper	Antietam	112 14
3 boats	Total	<u>342 05</u>

NR, Tue. 4/8/73, p. 2. **The Chesapeake and Ohio Canal.** - The long and severe winter, that seemed so loath to leave, having relaxed its hard hand even upon the still waters of the canal, it is again resuming its function, and with, we should suppose,

unusually good prospects for a fine business year. Having passed through the strike epidemic successfully, and finally it may be hoped active navigation is at hand, bringing to market all the produce of the region through which it passes. Grain, flour, lumber, timber, bark, lime, constitute some of the articles transported, while much the largest and most important trade arises from the transportation of that unexcelled quality of bituminous coal, which has of late years commended itself to the commerce of many lands beside our own. The people of the adjacent States of Maryland and Virginia, as well as in the District, are interested in the prosperous condition of this work, and it behooves us all to see that nothing is done which may permanently thwart the objects for which it was created, and thus far, through evil and good report, inflexibly maintained. A public canal is like a common road, for any and all that may choose to use it, whilst great railroads, though indispensable, lack the element of common interest, for the reason that they are owned by and worked for a single company.

We hardly think it can be long before decided improvements will be made in canal navigation. Steam will undoubtedly be introduced and become general, whereby this method of transportation will then approximate nearer to the rapidity and promptitude which may be predicted of railroads.

There ought, however, to be no ungenerous rivalry between these different methods of conveyance; let each pursue its own course without meddling or interference with the other; neither need fear the fullest employment its facilities will admit of.

DT, Wed. 4/9/73, p. 1. **Canal Trade** – 34 boats cleared this port yesterday, carrying 3,818 07 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
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O. D. Robbins	Georgetown	107 17
Ida J. Kreps	“	119 04
E. F. Rizer	“	114 10
J. M. Forbes	“	111 07
L. G. Stanhope	“	114 14
W. S. Shaw	“	108 09
G. Blackburn	“	114 15
J. F. Hitch	“	106 08
A. H. Bradt	“	111 08
9 boats	Total	999 07
Consolidation Company		
B. Hawk	Georgetown	111 14
Ino	“	117 04
Mohawk	“	105 18
Adam Norrie	“	114 13
Bettie	“	117 00
5 boats	Total	556 09
Hampshire & Baltimore Co.		
P. L. Lemon	Georgetown	113 06
Diligent	“	114 08
2 boats	Total	227 14
Maryland Company		
Sharpsburg	Georgetown	109 14
J. C. Stubblefield	“	111 12
John Gorman	“	103 10
J. W. Rhind	“	111 19
4 boats	Total	446 15
Borden Company		
Loretto	Georgetown	112 05
John G. Lynn	“	113 17
Evening Star	“	114 01
3 boats	Total	340 03
George’s Creek Company		
T. R. Bowles	Georgetown	116 00
F. J. Laing	“	119 03
2 boats	Total	235 03
American Company		
Wm. J. Boothe	Alexandria	113 19
H. Delafield	“	111 09
R. S. Grant	“	114 07
3 boats	Total	340 13
Individual		
Samuel H. Davis	Round Top	115 14
C. W. Brengle	“	110 09
Thos. E. Sheridan	Alexandria	114 11
B. F. Charles	Georgetown	108 15
E. E. King	“	115 15
Annie E. McQuade	Washington	114 00
6 boats	Total	672 03

ES, Wed. 4/9/73, p. 4. **Georgetown – Chesapeake and Ohio Canal** – A meeting of the stockholders of the Chesapeake and Ohio canal was held at Annapolis yesterday. President Gorman submitted his quarterly report, but inasmuch as it covers the three months during which navigation was suspended it contains nothing of special interest. The receipts from tolls from December 1, 1872, to February 28, 1873, amounted to \$3,637.35; receipts from water rents and other sources, \$4,934.17; total, \$9,571.52. The total expenditures for the same period for repairs, &c., were \$53,764.56.

**Grain Trade** – The canal boat A. S. Trundle arrived today with 2,500 bushels corn and 100 barrels ear corn for Hartley & Bro.

DT, Thu. 4/10/73, p. 4. **Canal Trade** – 31 boats cleared this port yesterday, carrying 3,491 02 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Friendship	Georgetown	108 04
Dr. F. M. Davis	“	104 09
N. S. Lemen	“	111 12
M. E. Spier	“	107 14
E. J. Hammond	“	116 06
5 boats	Total	540 05
Consolidation Company		
J. B. Varnum	Georgetown	113 00
J. Snively	“	115 06
W. M. Hill	“	118 13
J. A. Graham	“	116 16
Uno	“	115 01
Hunter & Bruce	“	112 15
6 boats	Total	902 07
Hampshire & Baltimore Co.		
J. E. Coulehan	Georgetown	117 02
Scotia	“	118 03
2 boats	Total	235 05
Maryland Company		
Mollie	Georgetown	109 17
Thomas Hassett	“	102 14
M. E. McMacon	“	112 02
Little Joe	“	115 18

4 boats	Total	440 11
Borden Company		
Isaac Wilson	Georgetown	116 12
John C. Hassett	“	107 10
Dr. F. C. Doyle	“	117 19
3 boats	Total	332 01
George’s Creek Company		
Silver Wave	Georgetown	115 13
H. Willison	“	119 07
2 boats	Total	235 00
American Company		
Rechabites	Alexandria	110 07
M. Sandford	“	111 02
Kate	“	114 14
A. H. Grant	“	110 08
Samuel Henry	“	112 17
5 boats	Total	559 08
Individual		
W. P. Woolls	Georgetown	117 08
Dr. J. P. Broderick	“	115 17
E. P. Steffey	Williamsport	113 00
3 boats	Total	346 11

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**The Canal** – The *American* of yesterday says:

A Meeting of the stockholders of the Chesapeake and Ohio Canal was held at Annapolis on Tuesday. No business of importance was transacted. President Gorman submitted his quarterly report, but inasmuch as it covers the three months during which navigation was suspended it contains nothing of special interest. The receipts from tolls from Dec. 1, 1872, to February 28, 1873, amounted to \$3,637.35; receipts from water rents and other sources, \$4,934.17; total \$8,571.52. The total expenditures for the same period for repairs, &c., were \$53,764.56.

NR, Thu. 4/10/73, p. 4. **GEORGETOWN AFFAIRS. - The Canal.** - The stockholders of the Chesapeake and Ohio canal held a meeting at Annapolis Tuesday. President Gorman submitted his quarterly report; but inasmuch as it covers the three months during which navigation was suspended, it contains nothing of special interest. The



receipts from toll from December 1, 1872, to February 28, 1873, amounted to \$3,637.35; receipts from water rents and other sources, \$4,934.17; total, \$9,571.52. The total expenditures for the same period for repairs, &c., were \$53,764.56.

ES, Thu. 4/10/73, p. 4. **GEORGETOWN – Grain Trade** – Canal boat Andy Johnson to J. G. Waters with 2,500 bushels of wheat and 100 barrels flour, and canal boat E. F. Wheeler with 3,830 bushels of wheat to George Waters.

DT, Fri. 4/11/73, p. 4. **Canal Trade** – 30 boats cleared this port yesterday, carrying 3,376 02 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
T. A. Wood	Georgetown	118 03
Nora & Willie Wood	“	115 05
M. A. West	“	114 14
G. W. Grove	“	107 16
J. E. Silver	“	108 05
Benj. Long	“	104 14
F. A. Mertens	“	108 01
7 boats	Total	776 18
Consolidation Company		
J. Malloy	Georgetown	113 00
Yonkers	“	113 00
2 boats	Total	226 00
Hampshire & Baltimore Co.		
Morning Sun	Georgetown	113 08
Maryland Company		
J. H. Gatrell	Georgetown	109 00
F. Davis	“	113 16
H. S. Miller	“	117 17
3 boats	Total	340 13
Borden Company		
A. L. Miller	Georgetown	119 12
Clara Brengle	“	116 15
Alexander	“	116 13
Henry Freeland	“	115 14
George H. Colbert	“	116 11
5 boats	Total	585 05
George’s Creek Company		
Five Brothers	Georgetown	122 15
D. L. Taylor	“	119 06
2 boats	Total	242 01

American Company		
J. H. Stickney	Alexandria	114 00
James Hoy	“	107 03
Cornelius DuBois	“	110 15
John L. Reid	“	107 00
Theo. L. Betts	“	120 01
5 boats	Total	558 19
Individual		
E. Mulvaney	Georgetown	113 02
Horace Resley	“	114 00
H. Roland	Antietam	117 09
Lady of the Lake	Williamsport	108 10
C. F. Walters	Sharpsburg	79 17
5 boats	Total	532 18

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**Serious Accident** – Mr. Hiram Furlow, employed on a boat belonging to Jacob Kessler, had his leg broken yesterday morning by being caught in the rope attached to the fall board of the boat. He was brought to this city last evening, where he is now under surgical care. The accident occurred at the Nine Mile Level on the canal.

The injured man is a brother of Mr. Samuel D. Furlow who was injured on the Baltimore and Ohio Railroad some months ago.

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**Arrest** – Yesterday evening officer Dowden took a man named John Dimmock *alias* John, George and Charles Wilson, before Justice Flanagan for a hearing. The party was arrested at Pollock’s farm below this city by Charles Cavanaugh, at the instance of Mr. Samuel Furlow, who says he thinks he is the party who stole a horse from his premises last fall. He is also of the opinion that he is one of the gang of thieves who recently escaped from Bedford jail. He was committed to await a further hearing on Wednesday next.

ES, Fri. 4/11/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the past week has not been as brisk as anticipated. Some of the companies have just

commenced to load, and the boatmen complain bitterly of the condition of the canal. The receipts this week by the New Central Company were 3,000 tons; George's Creek Company, 800 tons; Borden Mining Company, 3,500 tons; Ray's docks, 1,100 tons; Consolidation Company, 1,369 tons. The shipments were: - By the New Central Company, 3,000 tons; George's Creek Company, 800 tons; Borden Mining Company, 2,300 tons; Ray's docks, 800 tons; and the Consolidation Company, 1,178 tons.

**Grain Trade** – The only arrival of grain up to noon was the canal boat Red Eye No. 2, with 600 bushels wheat to J. G. Waters.

**Transcriber's Note:** *Daily Times* editions from 4/12/73 thru 5/5/73 were missing on microfilm.

ES, Tue. 4/15/73, p. 4. **GEORGETOWN – Grain Trade** – There were no arrivals of grain today.

ES, Thu. 4/17/73, p. 4. **GEORGETOWN – Coal Trade** – The *Cumberland Times* of yesterday says: 37 boats cleared this port yesterday, carrying 4,161 tons 13 cwt. of coal.

NR, Sat. 4/19/73, p. 4. **GEORGETOWN AFFAIRS – The Receipts** of the Chesapeake and Ohio Canal Company for the week ending April 12 were: Cumberland \$4,544.34; Georgetown \$3,500; Hancock \$173.87; Williamsport \$143.30. Total \$8,361.51.

ES, Sat. 4/19/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has increased, and today is quite lively. But, in comparison to the season, is still very dull, boats still arrive slow. The receipts of the Consolidated Company for the past week

were 3,144 tons; at Ray's docks, 3,360 tons; New Central Company, 5,518 tons, and the Borden Mining Company, 2,912. The shipments during the week were, by the Consolidated Company, 877 tons; from Ray's docks, 1,175; New Central, 3,740, and the Borden Mining Company, 2,614. The canal boat Monongahela arrived today with 10 tons sumac and 34 cords wood consigned to John C. Cox.

AG, Sat. 4/19/73, p. 3. **Coal Trade** – The receipts of Cumberland coal at this port for the week ending today, were as follows: by American Coal Company 2,875 tons; J. P. Agnew 2,830 tons; Hampshire & Baltimore Coal Company 780 tons. The shipments during the same time were: by American Coal Company 2,675 tons; J. P. Agnew 1,600 tons; Hampshire & Baltimore Coal Company 1,125.

ES, Mon. 4/21/73, p. 4. **GEORGETOWN – Canal Trade** – The *Cumberland News* of Saturday says: - "Thirty-nine boats, carrying 4,380 tons 3 cwt. of coal, cleared from this port yesterday."

AG, Tue. 4/22/73, p. 3. **The Coal Trade** – Boats continue to arrive from and depart for Cumberland freely. The water was drawn off on the Williamsport level last Wednesday for repairs to the Aqueduct on that division, and a suspension of navigation for twenty four hours was the result, but as the arrivals here were only affected on Sunday the suspension was unnoticed. The receipts of coal here are increasing daily, and as there is a good demand and as vessels are scarce freight to ports in the U. S. and West Indies have advanced considerably, being higher than they have been for the last five years.

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**The Coal Trade** – Boats continue to arrive from and depart for Cumberland

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CA, Wed. 4/23/73, p. 3. **Accident** – On Monday a small boy, who is a driver on the canal, was knocked down by a loaded cart near the Consolidation Company's wharf, and run over. One of his legs was broken above the knee and one arm badly bruised.

ES, Wed. 4/23/73, p. 4. **GEORGETOWN – President Gorman** of the Chesapeake and Ohio canal arrived here last evening. It is hoped here that his trip of inspection of the canal has informed him of the necessity of repairing the lock gates between this city and Goose Creek, and also the Seneca aqueduct.

**Canal Trade** – The Cumberland *News* of yesterday says: - "Thirty-four boats, carrying 3,863 tons 9 cwt. of coal, cleared from this port yesterday."

NR, Thu. 4/24/73, p. 4. **GEORGETOWN AFFAIRS. - President Gorman**, of the Chesapeake and Ohio Canal Company, has arrived in this city, and purposes to make a tour of inspection of the canal.

AG, Thu. 4/24/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats C. Clifton, James Vandervoort and Andrew Main to American Coal Co.; Grayson & Fannie, Diligent and Morning Sun to Hampshire & Baltimore Coal Co.; Sprigg S. Lynn and Nora & Willie to New Central

Coal Co.; F. J. Laing to George's Creek Coal Co.; A. K. Syester and Joseph F. Hitch to Maryland Coal Co.; A. B. Cunise to Consolidated Coal Co., Washington; A. L. Miller, to B. McQuade, Washington.

DEPARTURES – Boats A. Johnson, Henry Keney, B. Long, Dr. J. P. Broderick, C. A. Little, Queen City, C. J. Kaiser, D. Stewart, James Brown, Wm. Darrow, S. W. Bear, J. E. Coulehan, R. Ganley, F. Kidwell, J. R. Edemy, Chas. Clifton, Chas. Malone, Johnny & Tommy, James Vandervoort, John C. Hoffman and L. R. Fechtig, for Cumberland.

AG, Fri. 4/25/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats G. Blackburn to New Central Coal Co.; John C. Hoffman and Emerald to Sinclair & Agnew; James S. Welch, Washington City; J. K. Whitford and Capt. John Weir to George's Creek Coal Co.; Ed Bayer, Benj. Williamson, R. H. Haydock, A. J. Thomas, H. Delafield and E. Stevenson to American Coal Co.; E. Mulvaney, Lillie Lemen and James March to Hampshire & Baltimore Coal Co.

DEPARTURES – Boats S. S. Lynn, Grayson & Fannie, Wm. H. Boyer, F. J. Laing, Morning Sun, A. Cropley, A. E. McQuade, Nora & Willie, Morning Star, J. F. Hitch, Martha Ann, G. W. Grove, A. L. Miller, A. Main, R. H. Haydock, B. Williamson and E. Mulvaney, for Cumberland.

NR, Sat. 4/26/73, p. 4. **GEORGETOWN AFFAIRS – J. R. Maus**, superintendent of the Chesapeake and Ohio Canal Company, has a large force of laborers cleaning out Rock creek. It is the intention of the company to place on this section a steam dredging machine.

ES, Sat. 4/26/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week

past has been more active, and the companies located here report the receipts for the week: Ray's docks received 3,396 tons; New Central Company, 5,156 tons; Consolidation Company, 3,687 tons; and the Borden Mining Company, 2,995. The shipments were from Ray's docks, 2,300 tons; New Central Company, 5,926; Consolidation Company, 1,919 tons; and the Borden Mining Company, 2,500 tons.

**Grain Trade** – The receipts of grain today were 600 bushels wheat; 400 bushels corn by boat Monocacy, to H. M. Talbott, and the canal boat A. S. Trundle, with wheat, ear corn, hay.

AG, Sat. 4/26/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats E. E. King, J. T. Davis and C. W. Bayer to Mayfield & Hieston; James A Alexander, J. H. Parrott, jr., D. Cromwell, M. Sandford, John W. Bacon, J. H. Stickney and Samuel Henry to American Coal Co.; D. L. Taylor and F. R. M. Bowers to George's Creek Coal Co.; Wm. M. Price and Samuel Swain to Hampshire & Baltimore Coal Co.; Loretto to Sinclair & Agnew, Washington, D. C.; Thos. Stackpole to B. McQuade, Washington, D. C.

DEPARTURES – Boats Scotia, Jas. A. Alexander, John H. Parrott, jr., Samuel Swain, D. L. Taylor, J. K. Whitford and D. Cromwell, for Cumberland.

*Ibid.* p. 3. **Coal Trade** - The receipts of Cumberland coal at this port for the week ending today, were as follows: by J. P. Agnew 2,700 tons; by Hampshire & Baltimore Coal Company 2,532 tons; by American Coal Company 3,462 tons. The shipments during the same time were: by J. P. Agnew 2,700 tons; by American Coal Company 2,671 tons; by the Hampshire & Baltimore Coal Company 1,734 tons.

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### Local Brevities

Some colored boys who were detected yesterday afternoon in stealing coal from the canal boats lying at the wharves of the Hampshire & Baltimore Coal Company were attacked by the Superintendent of the yard in such a vigorous manner that the will hardly repeat their offence.

AG, Mon. 4/28/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats E. F. C. Young, James Hoy, Kate, H. B. Cromwell, Rechabites, John L. Reid, R. S. Grant and A. H. Grant to American Coal Co.; boats L. G. Stanhope and H. S. Miller to New Central Coal Co.; boats Silver Wave and Five Brothers to George's Creek Coal Co.; boats Geo. P. DeWitt, R. Emmett, Alex Adams and H. A. Garritt to Hampshire & Baltimore Coal Co.; boats Ida & Sallie and Gen. Grant to Sinclair & Agnew; boats Thos. E. Sheridan and D. A. Carl to W. A. Smoot; boat Henry Wade, jr. to E. Francis; boat Capt. John Sheridan to Consolidated Coal Co.

DEPARTURES – Boats R. M. Sprigg, James Hoy, Henry Wade, jr., E. F. C. Young, C. Segerson, Kate and Geo. P. DeWitt, for Cumberland.

AG, Mon. 4/28/1873, p. 3. **Chesapeake and Ohio Canal Receipts** – The receipts from tolls of the Chesapeake and Ohio Canal Company for the week ending April 19, foot up \$15,483.77 – divided as follows: Cumberland \$12,943.49; Georgetown \$2,100; Hancock \$132.00; Williamsport \$107.14; from water rents \$200.24.

AG, Tue. 4/29/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Geo. Sherman and Wm. J. Boothe to American Coal Co.; Henry Wade to E. Francis; Dove to Sinclair & Agnew; H. Willison and Mattie to George's Creek Coal Co.; B. L. Slack to Park Agnew.

DEPARTURES – Boats G. P. DeWitt, J. C. Hoffman, L. G. Stanhope, R. Emmett, Rechabites, H. B. Cromwell, H. S. Miller, Alex. Adams, R. S. Grant, Thomas E. Sheridan, W. J. B. Lloyd, A. H. Grant, Theo. L. Betts and Five Brothers, for Cumberland.

CA, Wed. 4/30/73, p. 3. **A Break** occurred in the canal bank near Williamsport last week. Supposed to have been caused by the passage of the packet carrying President Gorman & Co. The load was too heavy for the bank. – *Civilian*.

Yes, and if the writer of the above had been in the boat it would have had the effect of gravity with the minus sign before it; the boat would have been so buoyed up by its exceeding volatile cargo that a child might scatheless have drawn it.

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**Canal Freights** – Last Monday there was a reduction of five cents per ton on the rates for the transportation of coal on the canal. For some time past the Borden Mining Company has been shipping coal at these reduced rates but it was not until the date above mentioned that all the Coal Companies of this county made the reduction. The present rates are now \$1.35 per ton to Georgetown, and \$1.40 to Alexandria. The present rates are the same as those which obtained last season.

ES, Wed. 4/30/73, p. 4. **GEORGETOWN – Reduction of Canal Freights** – The Cumberland *Times* of yesterday says: Monday, by general consent of the boatmen, the freights on coal to Georgetown and Alexandria were reduced five cents to each point. The rates, therefore, are now \$1.35 and \$1.40, respectively, being the closing rates of last year, and for an advance on which the boatmen held out for several weeks at the opening of the present season, gaining the advance, which they now,

however, voluntarily relinquish, in the hope, we suppose, that shipments will be stimulated.

**Business** – Business in our city is unusually dull this season. The spring season has been backward, and the business of the river front and Chesapeake and Ohio canal has received a great set-back by the action of the canal company in advancing the rate of tolls on coal, which, added to the increase allowed the boatmen in freights, has brought the canal into competition with the railroads, which are, it is well known, bidding strong for the coal trade. Our up-town trade has suffered from the necessary interruption to travel, by the grading and improving the streets, and by that monopoly which runs the bridge across the river, known as the Alexandria aqueduct.

**Grain Trade** – The canal boat Monongahela arrived today with flour and 1,800 bushels wheat for Geo. Waters.

AG, Wed. 4/30/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats A. S. Winteringham, W. J. Shreve, W. W. Shepherd, A. D. Brower, John S. Fox and U. C. Hamilton to American Coal Co.; Excelsior, R. A. Goodwin, P. L. Lemon and A. Thomas to Hampshire & Baltimore Coal Co.; Lucinda to George's Creek Co.

DEPARTURES – Boats A. S. Winteringham, W. W. Shepherd and W. J. Shreve, for Cumberland.

AG, Thu. 5/1/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats G. W. Wallis, R. Marshall, W. Laird, John P. Moore, Eagle, A. J. Clark, J. R. Anderson, Maj. E. L. Moore, D. A. Lowe and James Dayton to American Coal Co.; A. H. Blackiston and Mrs. C. E. Charles to Hampshire & Baltimore Coal Co.; John P. Agnew and Washington Irving to Sinclair & Agnew.

DEPARTURES – Boats A. Sherman, G. W. Wallis, R. Marshall. Tony Rodier and Wm. Laird, for Cumberland.

AG, Fri. 5/2/73, p. 2. CANAL COMMERCE – ARRIVALS – Boat Goldfinch to American Coal Company; F. Kitwell, limestone for Washington; Creole to Mayfield & Hieston.

DEPARTURES – Boats John P. Moore, G. Blackburn, W. H. Billmyer, John Spencer, Eagle, A. J. Clark, Mrs. C. E. Charles, D. A. Lowe, James Dayton and Goldfinch, for Cumberland.

ES, Sat. 5/3/73, p. 8. **GEORGETOWN – Coal Trade** – The coal trade for the week past has not been as brisk as expected, and the receipts and shipments for the week show a considerable falling off as compared with last week. The New Central received 2,287 tons; Ray’s Docks, 2,900 tons; Consolidation Company, 1,200 tons; Borden Mining Company, 3,000 tons. The shipments for the week were – By the New Central, 4,488 tons; Consolidation Company, 1,200 tons; Ray’s Docks, 1,170 tons; Borden Mining Company, 2,800 tons; making the total receipts for the week 10,687 tons, and the shipments 9,658.

AG, Sat. 5/3/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats G. P. Lloyd, J. W. Morris and M. A. Myers to American Coal Co.; Wm. P. Woolls and P. Agnew to Hampshire & Baltimore Coal Co.; T. J. Boyer to George’s Creek Coal Co.; G. W. Murgratory, gas coal for Sinclair & Agnew.

DEPARTURES – Boats H. M. Snyder, R. B. Cropley, G. P. Lloyd, John W. Morris and F. Kitwell, for Cumberland.

*Ibid*, p. 3. **Coal Trade** - The receipts of coal by the canal from Cumberland for the week ending today, have been as follows: by the American Coal Company

3,707 tons; by J. P. Agnew 1,800 tons; by the Hampshire & Baltimore Coal Company 1,605 tons. The shipments during the same period have been: by the American Coal Company 5,259 tons; and by J. P. Agnew 2,720 tons.

ES, Mon. 5/5/73, p. 4. **GEORGETOWN – Grain Trade** – There were no arrivals of grain today.

AG, Mon. 5/5/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats C. DuBois, John H. Platte, D. Stewart, Alex. Ray, Chas. Robb and M. Snow to American Coal Co.; M. Fannon to Hampshire & Baltimore Coal Co.; A. K. Syester to John P. Agnew; Morning Star gas coal to Sinclair & Agnew; Sprigg S. Lynn to Wm. Guinand, Washington; Samuel Charles for Washington; Wm. Marbury, limestone for Washington; H. Wade, jr., limestone to E. Francis.

DEPARTURES – Boats M. A. Myers, Wm. P. Woolls, Andy Johnson No. 2, Park Agnew, A. K. Syester, C. DuBois, H. Wade, jr., and M. Fannon, for Cumberland.

DT, Tue. 5/6/73, p. 1. **Canal Trade** – 33 boats cleared this port yesterday, carrying 3,382 03 tons of coal as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
J. Malloy	Georgetown	116 12
Black Hawk	“	115 06
2 boats	Total	231 18
American Company		
D. Cromwell	Alexandria	110 16
W. J. B. Lloyd	“	115 17
Rechabites	“	112 13
R. S. Grant	“	110 08
E. F. C. Young	“	113 10
Geo. Sherman	“	110 01
6 boats	Total	673 05
New Central Company		
M. E. McMacon	Georgetown	114 14
J. F. Hitch	“	108 06

J. Reeves	“	105 03
O. D. Robbins	“	107 19
Friendship	“	108 00
J. W. Rhind	“	111 07
E. J. Hammond	“	112 14
G. Blackburn	“	111 04
8 boats	Total	<u>879 17</u>
Maryland Company		
W. H. Ash	Georgetown	112 07
Mary Mertens	“	105 09
2 boats	Total	<u>217 16</u>
Borden Company		
Harry Borden	Georgetown	116 09
Thos. Drennen	“	112 05
Sallie E. Hassett	“	115 12
Lizzie & Phillie	“	115 18
4 boats	Total	<u>463 05</u>
George’s Creek Company		
H. Willison	Georgetown	121 07
Individual		
Evening Star	Georgetown	110 00
B. L. Slack	“	115 00
J. B. Slattery	“	110 12
Amazon	“	107 15
Willie & Annie	Antietam	118 15
T. E. Sheridan	Alexandria	113 04
D. A. Carl	“	112 09
Uno	Washington	107 00
8 boats	Total	<u>894 15</u>

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*Ibid*, p. 4. Mr. S. M. Petrie has been appointed Assistant Superintendent of the Maryland Coal Company at Lonaconing, the heavy burden of labor devolving upon O. D. Robbins, Esq., Superintendent, rendering this appointment necessary. Mr. P. is a competent gentleman and will doubtless make a good officer.

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Mr. S. H. Trundle, recently of Point of Rocks, Md., will today open a cigar and tobacco store in Buck’s building on Centre street, near the post office.

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**Yesterday** afternoon, the body of a man named Martin Robinette was seen floating in the canal, a short distance below the waste weir, and was taken to the aqueduct, where Coroner Strong summoned

a jury and held an inquest on the body. The evidence at the inquest went to show that Robinette had been working for a time at Milford’s mill in this city. About a week ago he got on a spree, and was discharged. After being discharged he asked Mr. Peter Kelley, a boss on the canal, for work, but was not successful in obtaining a job. It is supposed the unfortunate man continued drinking and while intoxicated fell into the canal and was drowned. He had on his person \$6.70 in money when Coroner Strong took charge. Robinette was about 26 years of age. He had a stencil plate in his pocket, in which his name was punched, but his body had been recognized before this was found. The jury returned a verdict of accidental death.

AG, Tue. 5/6/73, p. 2. CANAL  
COMMERCE – ARRIVALS – C. Clifton,  
Harvey Fisk, Henry Kenny, Ben  
Williamson, Wm. Darrow, A. Main and H.  
Delafield to American Coal Co.; Diligent,  
Grayson & Fannie, Ed. Mulvaney and Jas.  
March to Hampshire & Baltimore Coal Co.;  
A. Spates to George’s Creek Coal Co.

DEPARTURES – Boats M. Snow,  
A. Cropley, Diligent, C. Clifton, Wm. H.  
Boyer, H. Fisk, Grayson & Fannie, Sprigg S.  
Lynn, Wm. Marbury and Henry Kenny, for  
Cumberland.

CA, Wed. 5/7/73, p. 3. **Canal Trade** – For the month of April, 864 boats received clearances at the Cumberland office, laden with 96,478 tons 12 cwt. of coal, 47 tons of lumber, 8 tons of fire brick and 7 tons of other articles. The shipments of coal, compared with the month of April of last year, show a falling off of 10,820 tons – the results of “strikes” and other adverse circumstances. The shipments for the month, by companies and individuals, were as follows:

American Company	14,046 04
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Borden Company	13,394 07
Consolidation Company	13,135 07
George's Creek	6,408 02
Hamp. & Balt.	6,870 05
Maryland	11,106 08
New Central	17,329 12
Individuals	14,188 07
	<u>96,478 12</u>

Of this, 92,366 tons 16 cwt went through, 1,433 tons 17 cwt. to Williamsport, 1,339 tons 7 cwt. to Antietam iron works, 615 tons 1 cwt. to Shepherdstown, 310 tons 18 cwt. to Hancock, 111 tons 6 cwt, to White's Ferry, 115 tons 8 cwt. to Mercerville, 108 tons to Berlin and 79 tons 19 cwt. to Sharpsburg.

**The Coal Trade** – The Washington *Star* says that the coal trade for the week ending May 3 was not as brisk as was expected, owing doubtless, to the mining troubles of last week. The figures for the receipts and shipments at Georgetown, which we give below, show a considerable falling off as compared with the week previous. The New Central received 2,587 tons; Ray's Docks, 2,900 tons; Consolidation Company, 1,200 tons; Borden Mining Company, 3,000. The shipments for the week were – by the New Central, 4,488 tons; Consolidation Company, 1,200 tons; Ray's Docks, 1,170 tons; Borden Mining Company, 2,800 tons; making the total receipts for the week 10,687 tons; and the shipments 9,658.

DT, Wed. 5/7/73, p. 4. **Canal Trade** – 33 boats cleared this port yesterday, carrying 3,624 02 tons of coal as follows:

New Central Company		
Boats	Destination	Tons cwt.
J. H. Gattrell	Georgetown	111 12
J. C. Grove	“	112 01
Thomas Hassett	“	104 00
H. W. Shuck	“	106 06
N. S. Lemen	“	114 07
P. Fleckenstein	“	110 02

R. A. Wagley	“	107 04
Wm. Doyle	“	111 01
F. A. Mertens	“	107 01
9 boats	Total	<u>986 01</u>
American Company		
Wm. J. Boothe	Alexandria	113 03
A. H. Grant	“	109 10
Theo L. Betts	“	115 04
H. B. Cromwell	“	110 01
Plover	“	105 18
5 boats	Total	<u>553 18</u>
Borden Company		
Maggie B.	Georgetown	116 01
J. H. Percy	“	106 04
M. A. Adams	“	108 09
Rudolph Herr	“	113 00
R. E. Fugitt	“	117 03
5 boats	Total	<u>500 17</u>
Maryland Company		
Dr. E. DeLacey	Georgetown	115 02
F. Davis	“	112 04
Naomi	“	105 01
Elizabeth	“	115 10
4 boats	Total	<u>447 17</u>
George's Creek Company		
Five Brothers	Georgetown	118 12
John Spencer	“	115 12
2 boats	Total	<u>234 04</u>
Consolidation Company		
J. B. Varnum	Georgetown	118 03
Harlem	“	110 05
2 boats	Total	<u>228 08</u>
Hampshire & Baltimore Co.		
G. P. DeWitt	Alexandria	108 01
R. Emmett	“	116 13
Alex Adams	“	116 16
3 boats	Total	<u>331 10</u>
Individual		
T. Stackpole	Georgetown	115 02
Fannie & Estella	Antietam	111 08
Joel Charles	Four Locks	114 03
3 boats	Total	<u>340 13</u>

**Sunken Boat** – The canal boat Mayfield & Hieston, owned by the firm of that name at Georgetown, sunk at a lock near Williamsport on Monday. The accident will likely delay navigation for four or five days.



ES, Wed. 5/7/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Nettie Graham arrived today with 200 barrels corn and 150 barrels flour to Geo. Waters.

AG, Wed. 5/7/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats J. J. Swift, E. Stevenson, J. Vandervoort, S. Henry, M. Sandford, J. B. Cazeaux, A. J. Thomas, R. H. Haydock and J. A. Alexander to American Coal Co.; Captain John Weir to George’s Creek Coal Co.; Medley, empty.

DEPARTURES – Boats A. Main, B. Williamson, W. Darrow, H. Delafield, S. S. Lynn, E. Mulvaney, E. Stevenson, S. Henry, John J. Swift and J. Vandervoort, for Cumberland.

DT, Thu. 5/8/73, p. 4. **Canal Trade** – 35 boats cleared this port yesterday, carrying 3,030 01 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
M. A. West	Georgetown	114 12
Col. J. C. Lynn	“	111 17
Ida J. Kreps	“	115 19
R. M. Sprigg	“	117 13
R. L. Gross	“	111 02
H. S. Miller	“	111 10
R. S. McKaig	“	114 09
City of Hamburg	“	107 16
J. V. Norman	“	108 00
Lillie & Nannie	“	111 01
10 boats	Total	1,113 19
American Company		
W. J. Shreve	Alexandria	110 14
A. S. Winteringham	“	109 17
John S. Fox	“	106 08
A. D. Brower	“	109 15
Henry C. Flagg	“	113 12
U. C. Hamilton	“	109 19
6 boats	Total	660 05
Borden Company		
Jos. H. Farrow	Georgetown	116 12
Tilly B. Lynn	“	114 02
F. Ensminger	“	112 12
Sallie H. Taylor	“	113 02

Chas. A. Green	“	115 13
5 boats	Total	572 01
Maryland Company		
Geo. H. Bradt	Georgetown	111 13
Ed Bayer	“	111 07
Our Sister	“	112 11
L. G. Stanhope	“	111 04
C. N. Madore	“	105 07
5 boats	Total	552 02
George’s Creek Company		
Adam Sherman	Georgetown	113 09
Lucinda	“	122 00
2 boats	Total	233 09
Consolidation Company		
Fulton	Georgetown	111 11
J. A. Millholland	“	120 12
Cherokee Tribe	“	115 06
3 boats	Total	347 09
Hampshire & Baltimore Co.		
H. A. Garritt	Alexandria	116 07
Individual		
Emerald	Georgetown	113 09
Queen City	Antietam	110 00
M. O’Conner	Four Locks	109 00
3 boats	Total	332 09

ES, Thu. 5/8/73, p. 4. **The Canal Tolls** – The Cumberland *News* says: - “It appears to be pretty generally acknowledged that the recent increase in the rate of tolls on the transportation of coal on the Chesapeake and Ohio canal of five cents per ton has had a most disastrous effect on the business of that thoroughfare, and consequently upon the trade of the country through which it passes. A petition is being circulated in Allegany, Washington and Frederick counties, asking the directors of the canal to put the rate of toll back to that of last year. The petition will be signed by a large number of persons.

AG, Thu. 5/8/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Samuel Swain and W. M. Price to Hampshire & Baltimore Coal Co.; Annie, J. Dick, Dr. R. J. Duckett and C. W. Wilson to New Central Coal Co.; J. H. Stickney, John H. Parrott, jr. and E. Bayer to American

Coal Co.; Silver Wave and Mattie to George's creek Coal Co.  
 DEPARTURES – Boats Samuel Swain, J. B. Cazeaux, M. Sandford, Wm. Marbury, Johnny & Tommy, R. H. Haydock, Lillie Lemen, A. J. Thomas, Mattie and James March, for Cumberland.

DT, Fri. 5/9/73, p. 1. **Canal Trade** – 32 boats cleared this port yesterday, carrying 3,600 19 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
American Boy	Georgetown	105 00
T. A. Wood	“	110 17
M. Sinclair	“	106 11
M. Whitson	“	112 16
A. Lincoln	“	111 14
Hero	“	107 07
M. E. Spier	“	114 14
Wm. Young	“	114 05
8 boats	Total	<u>883 04</u>
American Company		
John P. Moore	Alexandria	112 09
W. W. Shepherd	“	110 01
James R. Anderson	“	113 00
3 boats	Total	<u>335 10</u>
Borden Company		
Jos. R. Haines	Georgetown	109 14
S. H. Sherman	“	110 00
Henry Kraus	“	115 03
Geo. W. Thecker	“	112 06
Julia Borden	“	112 06
5 boats	Total	<u>559 14</u>
Maryland Company		
Johnnie	Georgetown	117 15
J. Hammond	“	114 05
E. M. Bynon	“	110 09
Emma	“	107 14
F. M. LeFever	“	108 12
Benj. Long	“	108 11
6 boats	Total	<u>667 06</u>
George's Creek Company		
Robt. B. Cropley	Georgetown	115 11
J. & T. Coulehan	“	115 09
2 boats	Total	<u>231 00</u>
Consolidation Company		
Communipaw	Georgetown	108 19
Owl	“	116 02

2 boats	Total	<u>225 01</u>
Hampshire & Baltimore Co.		
P. L. Lemon	Alexandria	119 02
Geo. Hutton	“	110 00
2 boats	Total	<u>229 02</u>
Individual		
Mountain City	Georgetown	112 00
Lady of the Lake	Williamsport	108 09
E. P. Steffey	“	111 13
Knights of Pythias	Washington	112 00
4 boats	Total	<u>444 02</u>

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*Ibid*, p. 4. In anticipation of high water, orders were sent to the Potomac Wharf yesterday morning to send all boats to the lower wharf for loading. During the day the steady rain continued and by night the river and Wills Creek were full to their banks.

AG, Fri. 5/9/73, p. 2. **CANAL COMMERCE** – ARRIVALS – Boats John L. Reid, James Hoy and John W. Bacon to American Coal Co.; Scotia to Hampshire & Baltimore Coal Co.; Evening Star to Sinclair & Agnew; Little Joe to New Central Coal Company.

DEPARTURES – Boats Annie, John H. Parrott, jr., James A. Alexander, J. H. Stickney, Wm. H. Price and E. Bayer, for Cumberland.

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 It is said that a strong effort is about to be made, especially from Georgetown and the counties in Maryland interested in the coal trade, to induce the officers of the Chesapeake and Ohio canal to obtain a reduction in the rates of toll.

DT, Sat. 5/10/73, p. 4. **Canal Trade** – 39 boats cleared this port yesterday, carrying 4,391 02 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
J. M. Resley	Georgetown	108 11
Ida & Harry	“	111 00
Ida & Willie	“	111 03
Theo. Embrey	“	111 07

Industry	“	107 09
L. M. Holland	“	114 00
A. Spier	“	112 00
J. Spielman	“	118 00
J. E. Silver	“	114 13
E. Hadra	“	114 17
Jacob Couter	“	114 18
Ironsides	“	108 08
Sharpsburg	“	107 16
13 boats	Total	<u>1,454 12</u>
American Company		
James Dayton	Alexandria	113 04
A. J. Clark	“	113 07
Maj. E. L. Moore	“	115 01
Robert Marshal	“	107 11
David A. Lowe	“	113 04
Goldfinch	“	110 11
6 boats	Total	<u>693 10</u>
Borden Company		
J. E. Hassett	Georgetown	108 16
Sally Ardinger	“	112 02
J. T. James	“	111 13
J. G. Lynn	“	119 07
Isaac Wilson	“	112 08
Alexander	“	116 18
6 boats	Total	<u>681 04</u>
Maryland Company		
Col. J. D. Tice	Georgetown	111 07
Dr. Eliason	“	112 14
2 boats	Total	<u>224 01</u>
George's Creek Company		
Chesapeake	Georgetown	112 04
Thos. J. Boyer	“	118 12
2 boats	Total	<u>230 16</u>
Consolidation Company		
M. Topper	Georgetown	112 17
D. C. Bruce	“	109 13
A. P. Gorman	“	106 02
3 boats	Total	<u>328 12</u>
Hampshire & Baltimore Co.		
R. A. Goodwin	Alexandria	116 06
M. S. Fernsner	“	115 03
J. H. Woodburn	“	112 01
Tony Rodier	“	113 02
Mrs. C. E. Charles	“	116 19
5 boats	Total	<u>573 11</u>
Individual		
Wm. Moorehead	Georgetown	110 00
M. H. Russell	Antietam	114 16
2 boats	Total	<u>224 16</u>

ES, Sat. 5/10/73, p. 8. **GEORGETOWN – High Water** – The Potomac river is very full today, running over some of the wharves. At high tide tonight it is said the water will be much higher. So far no damage is reported. News from up the country states that the seven-mile level of the Chesapeake & Ohio canal is overflowed with water from the river, and when it recedes damage to the canal is expected.

**Coal Trade** – The coal trade for the week past has been more active and if at the next meeting of the board of directors of the canal company, they decide to reduce the tolls to the old rate it is thought the trade would soon assume its former activity, as there is, beyond all doubt, a great demand for Cumberland coal both in the north and east, and foreign ports. The reports of the different companies located here for the week past, are as follows: Received at Ray's docks, 2,964 tons; by the New Central Company, 3,695 tons; Consolidation Company, 2,019 tons; Borden Mining Company, 3,360. Making total receipts for the week, 12,038 tons. The shipments for the week were as follows: Ray's docks, 2,630 tons; from the New Central wharf, 5,185 tons; from the Consolidation Company wharf, 1,960 tons; Borden Mining Company, 3,632. Total, for the week, 13,407 tons.

**Grain Trade** – The canal boat Red Eye No. 1 arrived today with 700 bushels of corn to J. G. Waters.

AG, Sat. 5/10/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats F. R. M. Bowers, D. L. Taylor, Chesapeake, J. & T. Coulehan and C. Segerson to George's Creek Coal Co.; J. B. Slattery, Conrad Waltz and C. W. Brengle for Washington; W. J. B. Lloyd, Kate, R. S. Grant, Geo. Sherman and Rechabites to American Coal Co.

DEPARTURES – Boats F. R. M. Bowers, D. L. Taylor, J. Dick, J. Weir, J. L. Reid, James Hoy, R. J. Duckett, C. W. Wilson, Chesapeake, J. & T. Coulehan, Silver Wave, J. W. Bacon, Scotia, Little Joe, W. J. B. Lloyd and Kate.

*Ibid.* p. 3. **Coal Trade** – The receipts of Cumberland coal at this port for the week ending today, have been as follows: by American Coal Company 3,813 tons; by J. P. Agnew 2,000 tons; by Hampshire & Baltimore Coal Company 1,161 tons. The shipments during the same period have been: by American Coal Company 4,014 tons; by J. P. Agnew 3,507 tons; by Hampshire & Baltimore Coal Company 1,630 tons.

DT, Mon. 5/12/73, p. 1. **Canal Trade** – 35 boats cleared this port yesterday, carrying 3,977 15 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
M. C. Merryman	Georgetown	111 09
A. Bain	“	113 06
Willie Snyder	“	116 06
J. L. Motter	“	111 07
W. T. Allen	“	111 00
J. B. Thruston	“	111 02
H. Gerdeman	“	111 08
E. E. Spielman	“	108 06
J. W. Carder	“	115 00
Iowa	“	107 18
10 boats	Total	1,122 02
American Company		
John H. Platte	Alexandria	115 01
Cornelius Bubo	“	109 09
Charles Robb	“	117 00
M. A. Myers	“	113 03
David Stewart	“	110 15
J. W. Morris	“	112 11
G. P. Lloyd	“	112 06
W. Laird, Jr.	“	110 04
8 boats	Total	901 09
Borden Company		
Invincible	Georgetown	116 00
Henry Freeland	“	118 04
Clara Brengle	“	115 17
Capt. J. R. Masters	“	121 14

4 boats	Total	471 15
Maryland Company		
Ohio	Georgetown	115 02
Annie Bell	“	114 13
Geo. Couter	“	110 11
S. H. Davis	“	112 07
J. M. Hedding	“	107 17
T. H. West	“	118 12
6 boats	Total	679 07
George’s Creek Company		
F. J. Laing	Georgetown	113 11
Shipley & Bush	“	113 15
2 boats	Total	227 06
Consolidation Company		
H. Lathers	Georgetown	114 00
Yonkers	“	119 05
2 boats	Total	233 05
Individual		
J. C. Hoffman	Georgetown	113 03
W. P. Woolls	“	114 00
H. M. Snyder	“	115 14
3 boats	Total	342 17

ES, Mon. 5/12/73, p. 2. **Railroads and Canals** – Noting, as we have done, the traffic on the Chesapeake and Ohio canal since the opening of the present season, it is to be regretted that results are not entirely satisfactory. Although the demand for Cumberland coal, which constitutes the main reliance of the canal, has not slackened, but increased and is increasing with the widening reputation of the commodity; it is not pleasant to notice that the canal is not deriving the full corresponding benefit. From the periodical reports of the canal delivery at Cumberland it appears that whilst the railroads are carrying away more coal than ever, the canal has been falling behind last year’s trade by so considerable a quantity as two thousand tons a week! Thus we are shown that on the 12<sup>th</sup> of April the Baltimore and Ohio railroad’s increase over last year’s business to the same date was 117,000 tons, whilst the decrease by the canal for the same period was 38,000 tons. Again on the 26<sup>th</sup> of April the railroad had gone on augmenting its

increase up to 125,000 tons, by which time the canal decrease had gone down to 43,000 tons. Furthermore, on the 3<sup>rd</sup> of May inst., the railroad increase appears to have been over 127,000 tons, against a further falling off in canal shipments of 48,300 tons. What the effect of such an exhibit must be on the canal stock, if the same downward course should long continue, requires no Solomon to divine, and no less injurious will it be to the income of the canal which will need to be as large as possible to meet ordinary expenses and the interest on the preferred bonds. Something of this untoward state of things was predicted at the time the tolls were raised, but not, perhaps, to so large an extent or one so early reached. People wondered when the Baltimore and Ohio road was inviting trade by keeping down its freight charges, the canal directors should seem to repel it by raising theirs.

We are sure that the people of Maryland, east, west, middle, or elsewhere, cannot desire the decay of one of their principal public works, notwithstanding others, not quite so public, may be prospering. Because the railroad thrives, no reason is furnished why the canal should droop. Why should Peter be robbed that Paul might become richer? Powerful railroads traverse the territory of other states, but those states do not propose to sacrifice their canals. Pennsylvania and Ohio keep up their state canals, and the Empire state cherishes her great historic work, the Erie canal, like the apple of her eye. Within the last three years she has offered the tempting premium of one hundred thousand dollars for a plan for successfully navigating the canal by steam, and the prize is yet open to a winner. How eager is Virginia to place a Chesapeake and Ohio canal alongside of her Chesapeake and Ohio railroad, although the latter has gone into energetic operation. How then can Maryland afford to relax her care and

interest in her canal, now that after the tribulation and struggles of old, it is seen that the canal, if committed to kindly and faithful auspices, will yield a plentiful reward?

We countenance no unjust rivalry between railroads and canals; rightly considered there never will be any, if each keeps to its proper functions and destiny. But proofs are plentiful that whilst canals are not monopolies and involve nothing aggressive in their character or management, railroads require restriction and close watching. They undeniably furnish the principal source and opportunity for excessive stockjobbing and corruption. Without them the exploits of the Jim Fisk and Jay Gould of our era could never have been. "Railroads," says the Hon. Josiah Quincy in his late address on the subject, "have the power to bribe legislatures and to control laws," and it is moreover said of them that they sometimes "become practically monopolies and the tools of avaricious and unscrupulous capitalists, and are used to plunder the public, enrich themselves and impoverish the country through which they run." At first modest and supplicatory, like the Gogmagog of the romance, railroads, by and by, develop a tendency to so grow and swell, as to threaten the rest of the world with sheer expulsion. Against such influences, open or secret, from any and every quarter, it behooves the friends of the particular cause of which we are now writing to be on the alert.

With no disposition to censure, we think that if the present canal board had now for the first time to consider the policy of raising their tolls, that policy would not be adopted. That a mistake has been made is clear from the remarkable fact that, to save their business from further disaster, the boatmen have voluntarily reduced their freight rate five cents per ton!

And there is another matter we hear of, not without regret. It is a great pity that the long subsisting harmony between the canal company and the numerous millers on the lowest, or Georgetown level, could not be maintained. These mills furnish a market for a large part of the canal grain trade; and to quarrel with them and to seek to restrict their water privileges, so long enjoyed, is simply to strike at another source of income for the canal. The present is an important juncture in the history of this work, and its friends will need all their industry and good judgment in so managing its affairs, against open and secret foes, as to restore its full prosperity, and commit it to a successful future, to which the late administration of its affairs was tending.

AG, Mon. 5/12/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Alex Adams, Geo. P. DeWitt and R. Emmett to Hampshire & Baltimore Coal Co.; W. J. Boothe, E. F. C. Young, Theo. L. Betts, H. B. Cromwell and A. H. Grant to American Coal Co.; N. Williams, G. Blackburn, J. Spencer and Five Brothers to George's Creek Coal Co.

DEPARTURES – Boats E. F. C. Young, Morning Star, Hunter & Bruce, G. Blackburn, J. B. Slattery, J. A. Bacon and Scotia, for Cumberland.

DT, Tue. 5/13/73, p. 4. **Canal Trade** – 28 boats cleared this port yesterday, carrying 2,844 13 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
S. K. Miller	Georgetown	118 09
E. E. King	“	107 17
J. N. Clary	“	118 15
Bynon & Goodwin	“	94 10
J. R. Cruzen	“	111 15
Joseph Murray	“	111 01
A. B. Cunise	“	118 02
7 boats	Total	780 11
American Company		

Michael Snow	Alexandria	113 19
Eagle	“	106 15
Alex. Ray	“	106 11
Chas. Clifton	“	115 17
Henry Kenny	“	109 03
5 boats	Total	551 15
Borden Company		
Donna Tilghman	Georgetown	116 13
Ida & Sally	“	117 14
Excelsior	“	120 06
Sprigg S. Lynn	“	113 06
A. K. Syester	“	115 01
5 boats	Total	590 00
Maryland Company		
J. McGraw	Georgetown	114 05
D. A. Miller	“	119 06
Dr. A. A. Biggs	“	114 04
Maryland No. 2	“	110 19
4 boats	Total	458 14
George's Creek Company		
W. H. Boyer	Georgetown	122 01
D. L. Taylor	“	121 19
2 boats	Total	244 00
Consolidation Company		
Gowanus	Georgetown	109 03
Mohawk	“	110 10
2 boats	Total	219 13
Individual		
Henry Roland	Antietam	114 19
Gen. Grant	Washington	110 00
Loretto	“	112 15
3 boats	Total	337 13

CA, Wed. 5/14/73, p. 3. The coal trade is assuming its wonted activity, if we may judge by the receipts and shipments of the past few days. Were it not for impediments, by the sinking of boats near Williamsport early in the week, we would be enabled now to report heavy consignments to eastern ports, vessels abounding here and evidently likely to be numerous for some time. In short, the demand for bituminous coal is quite brisk, and it is to be hoped that nothing may interfere with the supply. The following is the business done this week:

	Receipts	Shipments
Borden Mining Co.	3,360	3,632
Consolidation Co.	2,019	1,960

New Central Co.	3,695	5,185
Ray's Docks	2,694	2,630
Total	11,768	12,407

*Georgetown Courier, May 10<sup>th</sup>.*

The Georgetown *Courier* says with reference to a proposed Canal improvement near that place:

The outlet lock into the river above the aqueduct is about to be built. The Chesapeake and Ohio Canal Company have purchased the land of Dr. J. A. Ritchie and J. L. Kidwell, the site for the proposed locks, and they will be completed during the coming season.

AG, Tue. 5/13/73, p. 2. CANAL COMMERCE – DEPARTURES – Boats Robert Emmett, Wm. J. Boothe, Medley, D. Cromwell, Alex Adams, T. L. Betts, Samuel Charles, G. P. DeWitt, A. H. Grant, C. W. Brengle, Conrad Waltz, T. E. Sheridan and D. A. Carl, for Cumberland.

DT, Wed. 5/14/73, p. 1. **Canal Trade** – 35 boats cleared this port yesterday, carrying 3,983 07 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
C. Slack	Georgetown	114 12
Paul	“	94 02
Gilmer Meredith	“	115 10
Okonoko	“	118 10
C. P. Manning	“	121 08
S. S. Cunningham	“	111 06
Ichabod Crane	“	115 04
A. J. Center	“	111 13
Creole	“	114 05
H. B. Simonds	“	114 09
W. T. Hassett	“	114 17
11 boats	Total	1,246 01
American Company		
Ben Williamson	Alexandria	117 02
Henry Delafield	“	113 14
Harvey Fisk	“	106 17
John J. Swift	“	115 16
Samuel Henry	“	110 03
5 boats	Total	563 12

Borden Company		
H. J. Kenah	Georgetown	112 15
Dr. F. C. Doyle	“	125 00
Horace Resley	“	120 12
A. C. Greene	“	119 08
4 boats	Total	478 15

Maryland Company		
Ernst & Holland	Georgetown	111 09
B. R. Summers	“	113 10
J. T. Davis	“	114 10
Col. E. V. White	“	109 09
4 boats	Total	447 18

George's Creek Company		
A. Croyley	Georgetown	110 03

Consolidation Company		
I. M. Boyer	Georgetown	118 17
Blue Bell	“	92 05
Laura	“	118 13
Bronx	“	112 03
Hoboken	“	112 02
5 boats	Total	554 01

Hampshire & Baltimore Co.		
Dr. J. P. Broderick	Alexandria	119 12
Park Agnew	“	121 15
2 boats	Total	241 07

Individual		
W. H. Billmyer	Shepherdstown	113 16
Wren	Antietam	105 05
M. Fannon	Georgetown	121 09
3 boats	Total	340 10

H&TL, Wed. 5/14/73, p. 2. **Canal Receipts** - The receipts of the Chesapeake and Ohio Canal Company for the week ending Saturday, May 3, 1873, were: Cumberland, \$15,787.48; Georgetown, \$3,883.15; Williamsport, \$124.26; Hancock, \$294.23; Total \$20,089.12.

ES, Wed. 5/14/73, p. 2. President Gorman, of the Chesapeake and Ohio canal company, in his report for April, submitted to the company at Annapolis yesterday, shows a decrease of 10,830 tons of coal, and also a decrease in revenue of \$1,171.63, in comparison with the month of April of last year. This decrease he says “is attributable to the destruction of the Borden Mining

company's shaft, the strike among a portion of the miners, together with the decrease in the shipments of one of the companies which has in the past two years furnished one-fourth of all the coal which passed over the canal." Will the president inform the stockholders how it is that the destruction of the Borden shaft has increased the shipments over the Baltimore and Ohio railroad, and lessened the same by the canal, or why it is that the strike among the miners has put more coal into the cars for transportation by rail, and less into the boats by canal? Also, why the largest company is now sending its coal by rail to Baltimore instead of by canal to Georgetown and Alexandria where it has wharves for shipping?

DT, Thu. 5/15/73, p. 1. **Canal Trade** – 22 boats cleared this port yesterday, carrying 2,519 05 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
P. J. Smith	Georgetown	111 00
Benj. Miller	"	117 04
Nora & Willie	"	114 13
J. W. Turner	"	111 12
H. W. Dellinger	"	111 02
Jack Topper	"	115 07
T. J. Nimmo	"	112 09
7 boats	Total	<u>798 04</u>
American Company		
Wm. Darrow	Alexandria	111 12
E. Stevenson	"	110 08
2 boats	Total	<u>222 00</u>
Borden Company		
Linnet	Georgetown	111 04
Henry C. Hicks	"	111 09
A. B. Turner	"	120 14
Hollander	"	119 10
G. H. Colbert	"	117 09
5 boats	Total	<u>580 06</u>
Maryland Company		
Huntingdon	Georgetown	115 13
George's Creek Company		
Kate Brooks	Georgetown	113 00
Consolidation Company		
L. R. Fechtig	Georgetown	114 05
W. L. Reed	"	123 01

Julia Manning	"	<u>108 12</u>
3 boats	Total	345 18
Hampshire & Baltimore Co.		
J. E. Coulehan	Alexandria	118 12
Ben Bissell	"	117 15
2 boats	Total	<u>236 07</u>
Individual		
Grayson & Fannie	Williamsport	112 11

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*Ibid*, p. 4. On account of high water at the Big Slackwater up boats have been delayed several days. Every boat in port was in consequence loaded and sent away yesterday.

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**The Canal** – The Annapolis correspondent of the *Sun* has the following:

The board of directors of the Chesapeake and Ohio Canal Company met today. – President Gorman submitted his report, showing that the revenue during the month of April amounted to \$60,091.95; expenditures \$17,888.22; net revenue \$42,233.73. The number of tons of coal shipped during the month was 96,478, a decrease of 10,830 compared with April, 1872. The decrease in revenue from tolls and rents, by similar comparison, was \$2,174.63, while the expenditures show an increase of \$625. The decrease in coal tonnage and revenues is attributable to the destruction of the Borden shaft, the strike among a portion of the miners, together with the decrease in shipments of one of the companies which has, in the past two years, furnished over one-fourth of all the coal which passed over the canal. Shipments will be increased generally this month, however. The board adjourned to meet on Monday, June 2<sup>nd</sup>, when also the annual meeting and election will take place.

The increase of *tolls* has nothing to do with it, of course. Governor Whyte's man, Gorman, not only obstinately takes his point in spite of *predictions*, but holds his position in spite of *results*.



NR, Thu. 5/15/73, p. 4. **GEORGETOWN AFFAIRS. - Canal Business** - The board of directors of the Chesapeake and Ohio Canal Company met at Annapolis Tuesday. President Gorman submitted his report, showing that the revenue during the month of April amounted to \$60,091.95; expenditures, \$17,888.22; net revenue, \$42,233.73. The number of tons of coal shipped during the month was 96,478, a decrease for 10,830 compared with April, 1872. The decrease in revenue from tolls and rents, by similar comparison, was \$2,174.63, while the expenditures show a decrease of \$625. The decrease in coal tonnage and revenue is attributed to the destruction of the Borden shaft, the strike among a portion of the miners, together with a decrease in shipments of one of the companies which has, in the past two years, furnished over one-fourth of all the coal which passed over the canal. Shipments will be increased generally this month, however. The board adjourned to meet on Monday, June 2nd, when also the annual meeting and election will take place.

ES, Thu. 5/15/73, p. 4. **GEORGETOWN – Grain Trade** – Canal boat Bradfield Hartley with 3,700 bushels wheat for Hartley & Bro.; also canal boat Andy Johnson with 2,100 bushels wheat, 65 barrels flour and 800 bushels mill feed, for J. G. Waters.

AG, Thu. 5/15/73, p. 2. **CANAL COMMERCE – ARRIVLAS** – Boats B. L. Slack for Washington; and Henry Wade to E. Francis.

DT, Fri. 5/16/73, p. 1. **Canal Trade** – 47 boats cleared this port yesterday, carrying 4,572 05 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
A. H. Bradt	Georgetown	114 11
F. H. Delano	“	117 16
F. H. Wolcott	“	111 08

Clearspring	“	107 13
Energy	“	117 15
Annie	“	117 18
J. C. Stubblefield	“	114 02
J. T. Scrivener	“	114 17
J. H. Garrish	“	115 00
Viola H. Weir	“	114 10
Willie & Annie	“	113 09
O. D. Robbins	“	111 12
Johnny & Tommy	“	121 12
13 boats	Total	1,492 06

American Company		
J. Vandervoort	Alexandria	113 15
M. Sandford	“	110 17
R. H. Haydock	“	107 01
J. H. Stickney	“	113 05
Jas. A. Alexander	“	112 10
J. H. Parrott, Jr.	“	116 00
J. B. Cazeaux	“	110 16
Michael Lienan	“	108 16
8 boats	Total	893 09

Borden Company		
R. I. Morris	Georgetown	118 17
Leander Lovell	“	117 00
Wm. Borden	“	113 07
Bertha M. Young	“	119 16
Martha Ann	“	118 16
Susan Charles	“	115 06
6 boats	Total	708 17

Maryland Company		
Dr. F. M. Davis	Georgetown	108 10
A. M. Reid	“	111 04
J. P. Moore	“	111 06
W. S. Shaw	“	111 02
D. Murphy	“	115 01
J. Reeves	“	115 03
Jerry Dick	“	107 19
J. L. Feidt	“	108 07
Noble Grand	“	112 13
9 boats	Total	1,001 04

George's Creek Company		
F. R. Bowers	Georgetown	115 04
Mattie	“	118 17
Col. Spates	“	118 18
3 boats	Total	352 19

Consolidation Company		
Magpie	Georgetown	117 16
Robin	“	120 12
Geo. Washington	“	113 00
3 boats	Total	351 17

Hampshire & Baltimore Co.		
H. W. Dellinger	Alexandria	113 18
	Individual	
E. P. Steffey	Williamsport	113 15
Morning Sun	Washington	115 03
Dove	"	110 00
E. Mulvaney	Georgetown	114 05
4 boats	Total	<u>453 03</u>

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*Ibid*, p. 4. The receipts of the Chesapeake and Ohio Canal Company for the week ending May 10, 1873, were: Cumberland, \$8,016.20; Georgetown, \$1,800; Williamsport, \$38.73; Hancock, \$88.09. Total, \$9,943.02

ES, Fri. 5/16/73, p. 2. Statistics of the coal trade at Cumberland show that if the shipment from the mines via the Chesapeake and Ohio Canal have fallen off considerably this year, the aggregate amount shipped largely exceeds that of last year. The shipments by railroad and canal for the week ending the 10<sup>th</sup> inst., amounted to 57,284 tons 11 cwt., an increase over the corresponding week of last year of 150 tons 8 cwt. For the year to the 10<sup>th</sup> inst., 716,484 tons 14 cwt were shipped, showing an increase over the same period in 1872 of 79,260 tons 5 cwt. This shows the increase in railroad shipments to be 129,109 tons and 5 cwt. Over last year, and the decrease in canal shipments 48,849 tons 8 cwt.

AG, Fri. 5/16/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats H. B. Cromwell, Plover, W. J. Shreve, H. C. Flagg, John S. Fox, U. C. Hamilton, John P. Moore and A. D. Brower to American Coal Co.; R. M. Sprigg, R. L. Years, City of Hamburg, Owl, J. V. Norman and Ida Kreps to New Central Co.; Lucinda to George’s creek Coal Co.

DEPARTURES – Boats H. B. Cromwell, Plover, A. S. Winteringham, W. J. Shreve, H. C. Flagg, J. S. Fox and Ida Kreps, for Cumberland.

Transcriber’s Note: *Daily Times* edition of Sat. 5/17/73 was missing on microfilm.

AG, Sat. 5/17/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats J. R. Anderson, G. W. Wallis, Jas. Dayton, W. W. Shepherd, D. A. Lowe, E. L. Moore, A. J. Clark, G. P. Lloyd, J. W. Morris, William Laird, Goldfinch, D. Stewart and Chas. Robb to American Coal Co.; H. S. Miller, A. S. Morris, R. B. Cropley, J. & T. Coulehan, R. L. Gross and Chesapeake to George’s Creek Coal Co.; Queen City, Mountain City and Wm. Moorehead to Sinclair & Agnew; H. A. Garritt, P. L. Lemon, Geo. Hutton, R. A. Goodwin, J. H. Woodburn and M. S. Fernsner to Hamp. & Balt. Coal Co.; Owl, J. A. Millholland and Uno to Consolidated Coal Company.

DEPARTURES – Boats I. J. Kreps, G. W. Wallis, James Dayton, W. W. Shepherd, M. S. Fernsner, Geo. Hutton, A. S. Morris, A. J. Clark and M. Sinclair, for Cumberland.

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 In reference to the recent report of the President of the C. & O. Canal, the Washington Star says: “Will the president inform the stockholders how it is that the destruction of the Borden shaft has increased the shipments over the Baltimore and Ohio railroad, and lessened the same by canal, or why it is that the strike among the miners has put more coal into the cars for transportation by rail, and less into the boats by canal? Also, why the largest company is now sending its coal by rail to Baltimore instead of by canal to Georgetown and Alexandria where it has wharves for shipping?”

*Ibid*, p. 3. **Coal Trade** – The receipts of Cumberland coal by canal at this port during the week ending today were as follows: by American Coal Company 3,104 tons; by J. P. Agnew 2,600; by Hampshire &

Baltimore Coal Company 1,177 tons. The shipments during the same period were: by American Coal Company 4,336 tons; by Hampshire & Baltimore Coal Company 2,887 tons; and by J. P. Agnew 2,130 tons.

DT, Mon. 5/19/73, p. 4. **A Floating Saloon** – Since the West Virginia liquor law went into operation there has been no one at Shepherdstown who has taken out a license, and the consequence is that the town is “a dry old place.”

A gentleman of Maryland proposes to go to their relief by anchoring on the south bank of the Potomac a canal boat or flat with a saloon on board. This will save the citizens of Shepherdstown many trips over the bridge to “My Maryland.” – *Odd Fellow.*

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**Canal Trade** – 40 boats cleared this port yesterday, carrying 4,522 12 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
H. W. Shuck	Georgetown	107 16
Wm. Doyle	“	114 03
Washington Irving	“	114 10
G. W. Grove	“	108 00
N. S. Lemen	“	114 06
Fannie & Estella	“	110 12
P. Fleckenstein	“	114 19
Annie E. McQuade	“	118 04
G. Blackburn	“	111 06
9 boats	Total	1,013 16
American Company		
Kate	Alexandria	109 18
Rechabites	“	113 08
W. J. Boothe, Jr.	“	113 07
James Hoy	“	109 16
Andrew Main	“	113 06
E. F. C. Young	“	109 09
6 boats	Total	696 04
Borden Company		
Rudolph Herr	Georgetown	113 18
Sallie E. Hassett	“	115 02
Lizzie & Phillie	“	112 13
Maggie B.	“	118 11

Jas. H. Percy	“	110 09
M. A. Adams	“	110 12
6 boats	Total	681 05
Maryland Company		
F. P. White	Georgetown	107 08
F. Davis	“	111 02
F. A. Mertens	“	110 06
R. A. Wagley	“	110 16
Elizabeth	“	111 12
Amazon	“	105 04
6 boats	Total	656 08
George’s Creek Company		
H. Willison	Georgetown	118 08
A. L. Miller	“	122 01
2 boats	Total	240 09
Consolidation Company		
Bettie	Georgetown	109 08
Katskill	“	108 09
2 boats	Total	217 17
Hampshire & Baltimore Co.		
Samuel Swain	Alexandria	109 18
W. M. Price	“	116 12
Thomas Stackpole	“	120 08
R. Emmett	“	109 14
4 boats	Total	456 12
Individual		
Scotia	Georgetown	119 00
Morning Star	“	110 00
Mayfield & Hieston	“	115 14
Theresa Long	Washington	101 10
J. B. Slattery	“	111 17
5 boats	Total	559 01

AG, Mon. 5/19/73, p. 2. **CANAL COMMERCE – ARRIVALS** – Boats C. E. Charles, M. O’Conner, Tony Rodier, J. Broderick, J. E. Coulehan and Park Agnew to Hamp. & Balt. Coal Co.; Theo. Embrey, T. J. Boyer, Industry, Ida & Harry, J. W. Carder, M. C. Merryman, W. T. Allen and Gen. Grant to New Central Coal Co.; John H. Platte, M. A. Myers, Michael Snow, B. Williamson, J. J. Swift, R. Marshall, C. DuBois and C. Clifton to American Coal Co.; F. J. Laing, jr.; F. R. Shipley and Adam Sherman to George’s Creek Coal Co.

**DEPARTURES** – Boats D. A. Lowe, E. L. Moore, P. L. Lemon, Queen City, G. P. Lloyd, J. W. Morris, W. Laird, R. A.

Goodwin, J. & T. Coulehan, M. O'Conner, Lillie & Nannie, M. E. Spier, Goldfinch, D. Stewart, Chas. Robb and J. H. Woodburn, for Cumberland.

DT, Tue. 5/20/73, p. 1. **Canal Trade** – 37 boats cleared this port yesterday, carrying 4,172 00 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Jas. C. Lynn	Georgetown	108 01
W. H. Wilson	"	103 05
Geo. H. Bradt	"	114 12
Naomi	"	104 12
Johnny	"	114 19
Our Sister	"	118 06
L. G. Stanhope	"	111 00
E. F. Rizer	"	111 02
City of Hamburg	"	111 10
J. Hammond	"	115 01
T. A. Wood	"	117 07
11 boats	Total	1,229 15
American Company		
Theo. L. Betts	Alexandria	116 01
A. H. Grant	"	108 10
Henry C. Flagg	"	116 13
D. Cromwell	"	111 05
A. S. Winteringham	"	111 08
Jno. P. Moore	"	113 01
6 boats	Total	676 18
Borden Company		
R. E. Fugitt	Georgetown	119 05
Sallie H. Taylor	"	115 13
J. H. Farrow	"	116 19
Tilly B. Lynn	"	109 00
4 boats	Total	460 17
Maryland Company		
Wm. Young	Georgetown	117 02
M. A. West	"	114 17
R. M. Sprigg	"	108 01
R. L. Gross	"	110 08
Emma	"	115 04
5 boats	Total	565 12
George's Creek Company		
C. Segerson	Georgetown	118 00
Five Brothers	"	121 18
2 boats	Total	239 18
Consolidation Company		
Gen. McClellan	Georgetown	114 14
Anthony Van Corlear	"	112 12

2 boats	Total	227 06
Hampshire & Baltimore Co.		
Alex Adams	Alexandria	115 14
Geo. P. DeWitt	"	112 11
Conrad Waltz	"	120 08
3 boats	Total	344 01
Individual		
T. E. Sheridan	Alexandria	103 13
R. H. Castleman	Washington	95 08
Nathan Williams	"	108 00
B. L. Slack	"	120 12
4 boats	Total	427 13

*Ibid*, p. 4. Superintendent Edward Mulvaney had a dredging machine and a force of men clearing away the bar at the mouth of the lock yesterday.

AG, Tue. 5/20/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Iowa, J. M. Resley, Willie Snyder, Jack Topper, J. E. Silver, H. Gerdeman and J. L. Motter to New Central Coal Co.; S. Henry, A. Ray, Henry Kenny, Eagle, H. Delafield, Wm. Darrow, Harvey Fisk, E. Stevenson, M. Sandford and J. H. Stickney to American Coal Co.; Ben Bissell, James March, Morning Sun and Diligent to Consolidated Coal Co.; Dove to Sinclair & Agnew; Dr. Delaplane for Washington; T. J. Baker, cement.

DEPARTURES – Boats Tony Rodier, Michael Snow, F. J. Laing, Industry, R. Marshall, Ida & Harry, J. P. Broderick, B. Williamson, J. A. Millholland, C. DuBois, C. Clifton, J. W. Carder, J. J. Swift, F. R. Shipley, M. C. Merryman, Park Agnew, W. T. Allen, J. E. Coulehan, B. Bissell, Alex Ray, Iowa and H. Kenny, for Cumberland.

DT, Wed. 5/21/73, p. 1. **Canal Trade** – 35 boats cleared this port yesterday, carrying 3,910 15 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
F. M. LeFever	Georgetown	111 10
M. Whitson	"	111 18
Benj. Long	"	104 11

W. Moffett	“	115 02
Col. J. D. Tice	“	111 10
Dr. Eliason	“	114 09
J. V. Norman	“	108 02
Hero	“	111 03
A. Lincoln	“	108 01
A. Spier	“	113 17
10 boats	Total	<u>1,110 03</u>
American Company		
J. R. Anderson	Alexandria	116 08
John S. Fox	“	110 04
W. J. Shreve	“	111 16
Plover	“	108 09
A. D. Brower	“	106 06
5 boats	Total	<u>553 03</u>
Borden Company		
Chas. A. Green	Georgetown	114 14
F. Ensminger	“	115 13
S. H. Sherman	“	112 14
J. R. Haines	“	113 15
Henry Kraus	“	116 07
5 boats	Total	<u>572 09</u>
Maryland Company		
L. M. Holland	Georgetown	118 02
H. S. Miller	“	111 03
Sharpsburg	“	107 15
3 boats	Total	<u>337 00</u>
George’s Creek Company		
Lucinda	Georgetown	118 12
John Spencer	“	118 07
2 boats	Total	<u>236 19</u>
Consolidation Company		
W. H. Boyd	Georgetown	118 15
Lark	“	112 12
M. M. Jane	“	113 16
3 boats	Total	<u>349 12</u>
Hampshire & Baltimore Co.		
H. A. Garritt	Alexandria	112 08
Grayson & Fannie	“	111 13
Geo. Hutton	“	111 16
3 boats	Total	<u>335 17</u>
Individual		
D. A. Carl	Alexandria	112 05
Morning Star	Washington	110 00
J. N. Thomas	Point of Rocks	77 08
E. P. Steffey	Williamsport	115 19
4 boats	Total	<u>415 12</u>

H&TL, Wed. 5/21/73, p. 2. **The Canal.** - The Annapolis correspondent of the *Sun* has the following:

"The Board of Directors of the Chesapeake and Ohio Canal Company met today. President Gorman submitted his report, showing that the revenue during the month of April amounted to \$60,091.95; expenditures \$17,888.22; net revenue \$42,238.73. The number of tons of coal shipped during the month was 96,478, a decrease of 10,830 compared with April, 1872. The decrease in revenue from tolls and rents, by similar comparison, was \$2,174.63, while the expenditures show an increase of \$625. The decrease in coal tonnage and revenues is attributable to the destruction of the Borden shaft, the strike among a portion of the miners, together with the decrease in shipments of one of the companies which has, in the past two years, furnished over one-fourth of all the coal which passed over the canal. Shipments will be increased generally this month, however. The board adjourned to meet on Monday, June 2nd, when also the annual meeting and election will take place."

Have the increase of tolls nothing to do with this result?

ES, Wed. 5/21/73, p. 2. **Down with the Tolls** – We are informed that although President Garrett does own stock in the Consolidated Coal company, he has not a controlling interest, and that as this company have about \$13,000,000 invested, it would take a snug little sum to purchase such an interest. If this is so, then the only reason why the transportation of coal over the Baltimore and Ohio railroad has increased, and the shipments by the Chesapeake and Ohio Canal decreased, is simply that it costs less to send by rail. If President Gorman or his company wish to regain the lost trade, therefore, the problem is an easy one – down with the tolls.

AG, Wed. 5/21/73, p. 2. CANAL  
 COMMERCE – ARRIVALS – Boats J.  
 Vandervoort, J. A. Alexander, M. Lienan, R.  
 H. Haydock, J. H. Parrott, J. B. Cazeaux, J.  
 L. Reid, Geo. Sherman, R. S. Grant and J.  
 W. Bacon to American Coal Co.; Ironsides,  
 J. N. Clary, Kate Brooks, John R. Cruzen  
 and J. W. Turner to New Central Coal Co.;  
 Samuel Swain and Wm. Price to Hampshire  
 & Baltimore Coal Co.; W. H. Boyer and D.  
 L. Taylor to George’s Creek Coal Co.; J. C.  
 Hoffman to J. P. Agnew; G. W.  
 Montgomery to Sinclair & Agnew.

DEPARTURES – Boats Willie

Snyder, H. Delafield, Eagle, E. Stevenson, J.  
 E. Silver, H. Fisk, Diligent, Wm. Darrow, D.  
 L. Taylor, A. Sherman, M. Sandford, H.  
 Gerdeman, J. H. Stickney, S. Henry,  
 Morning Sun, James Vandervoort, Jack  
 Topper, M. Lienan, R. H. Haydock, J.  
 Alexander, S. Swain, James March, J. C.  
 Hoffman, W. H. Boyer, J. B. Cazeaux, John  
 H. Parrott and Ironsides, for Cumberland.

DT, Thu. 5/22/73, p. 4. **Canal Trade** – 34  
 boats cleared this port yesterday, carrying  
 3,848 17 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
E. Hadra	Georgetown	114 08
Ida & Willie	“	110 10
Ida J. Kreps	“	111 06
S. H. Davis	“	111 02
M. Sinclair	“	111 05
Lillie Joe	“	118 06
C. N. Madore	“	108 14
E. M. Bynon	“	115 16
E. E. Spielman	“	111 00
9 boats	Total	1,012 07

American Company		
James Dayton	Alexandria	113 16
U. C. Hamilton	“	110 00
David A. Lowe	“	114 19
G. W. Wallis	“	108 17
H. B. Cromwell	“	110 04
G. P. Lloyd	“	113 07
6 boats	Total	671 03

Borden Company		
J. T. James	Georgetown	112 15
John & Daniel	“	112 07
G. W. Thacker	“	115 10
Julia Borden	“	118 04
J. C. Hassett	“	111 14
5 boats	Total	570 10

Maryland Company		
Geo. Couter	Georgetown	113 13
J. M. Hedding	“	115 15
Theo. Embrey	“	110 15
J. Spielman	“	114 11
4 boats	Total	454 14

George’s Creek Company		
R. B. Cropley	Georgetown	118 10

Consolidation Company		
T. J. Mehaffey	Georgetown	117 00
J. K. Whitford	“	118 05
2 boats	Total	235 05

Hampshire & Baltimore Co.		
W. P. Woolls	Alexandria	109 01
R. A. Goodwin	“	117 02
P. L. Lemon	“	111 19
J. H. Woodburn	“	115 11
4 boats	Total	453 13

Individual		
M. H. Russell	Antietam	116 06
Queen City	Georgetown	100 00
Lady of the Lake	Williamsport	110 09
3 boats	Total	326 15

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**Drowned** – The boat Martin

O’Conner, Capt. Charles Atwell, arrived at  
 this port yesterday afternoon, having on  
 board the dead body of a man named Martin  
 Traub, who was drowned at about half past  
 eleven the previous night. Traub’s family  
 lives about seven miles from Cherry Run in  
 West Virginia, and from the evidence before  
 the coroner’s jury it seems that he engaged  
 Capt. Atwell to work his passage from  
 Cherry Run to Cumberland. He was on the  
 tow path driving, when in the vicinity of  
 McEnery’s lock about forty miles east of  
 this city [Lock 58], the men on the boat  
 missed him and on going forward they  
 found the mules in the water and Traub  
 nowhere in sight. On searching, they found  
 his dead body in the canal, and took it

aboard the boat, and to this city. Coroner Strong was immediately notified, and summoned a jury of inquest on the body. Examining the witnesses, the jury returned a verdict of accidental death. Traub's brother and sister are living in this city, the former of whom, we learn, recognized the remains, but declined to take charge of them as, he said the deceased was a hard character, and the last time he saw him was in the jail in Martinsburg.

AG, Thu. 5/22/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats A. B. Bain, E. J. Hammond, Wm. Doyle and M. E. McMacon to New Central Co.; E. F. C. Young, A. J. Thomas, A. Main and Jas. Hoy to American Coal Co.; F. R. M. Bowers and Mattie to George's Creek Coal Co.; Hunter & Bruce to W. A. Smoot.

DEPARTURES – Boats A. H. Bradt, Geo. Sherman, J. N. Clary, J. W. Bacon, J. R. Cruzen, J. W. Turner, H. W. Dellinger, R. S. Grant, John L. Reid, William Moorehead, Kate Brooks, Ed. Bayer, Mattie, E. F. C. Young and A. B. Bain, for Cumberland.

DT, Fri. 5/23/73, p. 1. **Canal Trade** – 32 boats cleared this port yesterday, carrying 3,631 07 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Industry	Georgetown	108 00
B. R. Summers	“	111 07
Annie Bell	“	115 00
R. S. McKaig	“	114 10
T. H. West	“	114 18
O. S. Maus	“	107 17
M. E. Spier	“	111 03
J. R. Couter	“	114 11
8 boats	Total	<u>897 01</u>
American Company		
W. Laird, Jr.	Alexandria	109 07
J. W. Morris	“	111 17
Charles Robb	“	113 10
Maj. E. L. Moore	“	116 00
David Stewart	“	112 18
5 boats	Total	<u>564 01</u>

Borden Company		
Isaac Wilson	Georgetown	117 04
Capt. J. R. Masters	“	117 12
John G. Lynn	“	113 01
Sallie Ardinger	“	115 09
Alexander	“	110 12
5 boats	Total	<u>574 05</u>
Maryland Company		
Jacob Couter	Georgetown	112 17
Ida & Harry	“	114 03
Ohio	“	107 19
3 boats	Total	<u>334 19</u>
George's Creek Company		
Thos. J. Boyer	Georgetown	119 19
F. J. Laing	“	115 08
Chesapeake	“	108 01
3 boats	Total	<u>343 08</u>
Consolidation Company		
John	Georgetown	115 01
C. H. Dalton	“	120 10
M. Boyer	“	122 12
3 boats	Total	<u>358 03</u>
Hampshire & Baltimore Co.		
M. S. Fernsner	Alexandria	116 03
M. O'Conner	“	109 06
2 boats	Total	<u>225 09</u>
Individual		
Cherokee Tribe	Antietam	114 17
W. H. Billmyer	Shepherdstown	114 04
S. Charles	Washington	105 00
3 boats	Total	<u>334 01</u>

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**The Steel Works** – Yesterday we paid a visit to the steel works in course of construction, a short distance below this city on the Chesapeake and Ohio canal. Messrs. Thomson and Paxton are both on the ground and exercise a general supervision of the work. Mr. Thomson kindly showed us over the premises and pointed out the various processes through which the iron has to go before being put in the market as merchantable steel.

The first thing claiming our notice is what is called a gas producer; a large furnace, in which is burned fine coal, the gas from which ascends into a dome above, and from thence is carried through a pipe, a distance of one hundred and fifty feet to the

melting furnace where it is met by a current of air of equal volume which produces perfect combustion, the flame thus produced melting the metal to the proper consistency for casting in molds. On the south of the last named furnace and near the canal is being constructed what is known as the blistering furnace and a short distance east of that will stand the main building containing the engine, tank, steam hammers, and heating furnaces. Between the gas producer and the blistering furnace stands the store room. The course which the iron takes after being delivered on the ground is in this order: The long bars of merchant iron are placed in the blistering furnace until they become what is known in commerce as "blister steel." They are then broken in short pieces, after which they are carried to the store house, in the upper story of which is the crucible room. Here the pieces are put in the crucibles, and taken out to the smelting furnace, and after being subjected for about two hours to the heat of the gas the metal becomes molten and is cast into molds of different sizes. When taken from the molds the metal is in the form of "ingots." It is then carried to the hammer house, where it is placed in the heating furnaces, and after being heated to the proper temperature, placed under the steam hammers, where it is converted into merchant bar steel.

From the mill to the canal, on which a roomy wharf has been built, a tram road will be constructed, the cars on which will be drawn up and lowered by the engine in the mill. The capacity of the mill at the start will be about five tons of steel per day, as soon as that amount is properly placed in the market the capacity of the works will be increased to meet any demand for the article that may arise. The gas producer and melting furnace mentioned above are what is known as Sieman's patent, and are preferable to the mode of fusion heretofore

used in this country. The iron used for the manufacture of steel will all be imported from Sweden, and the quality of the steel turned out will be first-class. As the work progresses we will take occasion to give a more detailed account of it than we can at present.

AG, Fri. 5/23/73, p. 2. CANAL  
 COMMERCE – ARRIVALS – Boats W. J. Boothe, Kate and Rechabites to American Coal Co.; Robert Emmett to Hamp. & Balt. Coal Co.; J. P. Agnew to Sinclair & Agnew; Hunter & Bruce to W. A. Smoot; Wm. Marbury, limestone; C. W. Wilson, C. W. Adams, R. J. Duckett, Jas. Noble, Okonoko, F. H. Delano, Washington Irving and S. S. Cunningham to New Central Coal Co.

DEPARTURES – Boats W. J. Boothe, C. W. Adams, Robert Emmett, Dove, Dr. R. J. Duckett, A. J. Thomas, Uno, Dr. Delaplane, E. J. Hammond, James Hoy, A. Main, T. J. Baker, M. E. McMacon, Wm. Doyle, Rechabites, Gen. Grant and C. W. Wilson, for Cumberland.

DT, Sat. 5/24/73, p. 4. **Canal Trade** – 34 boats cleared this port yesterday, carrying 3,832 13 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
W. T. Hassett	Georgetown	114 08
W. S. Shaw	“	110 18
M. C. Merryman	“	111 10
W. T. Allen	“	114 12
J. P. Moore	“	108 00
John Gorman	“	118 07
J. B. Turton	“	107 19
Col. E. V. White	“	108 02
8 boats	Total	893 16
American Company		
Goldfinch	Alexandria	109 18
W. W. Shepherd	“	105 17
J. H. Platte	“	115 13
Michael Snow	“	116 06
4 boats	Total	447 14
Borden Company		
Henry Holland	Georgetown	106 01



Invincible	“	110 08
Donna Tilghman	“	111 18
A. C. Greene	“	113 13
C. L. Brengle	“	115 06
Emerald	“	112 00
6 boats	Total	<u>679 12</u>
Maryland Company		
American Boy	Georgetown	106 06
Dr. F. M. Davis	“	104 16
Willie Snyder	“	111 14
W. S. Shaw	“	115 04
Nora & Willie	“	111 14
5 boats	Total	<u>549 14</u>
George’s Creek Company		
Shipley & Bush	Georgetown	115 06
J. & T. Coulehan	“	115 06
2 boats	Total	<u>230 12</u>
Consolidation Company		
Dunderberg	Georgetown	110 15
D. Hoadley	“	117 02
J. M. Forbes	“	113 16
3 boats	Total	<u>341 13</u>
Hampshire & Baltimore Co.		
Dr. Broderick	Alexandria	110 09
J. E. Coulehan	“	117 17
Loretto	“	115 15
Tony Rodier	“	116 10
4 boats	Total	<u>460 11</u>
Individual		
A. K. Syester	Washington	114 00
Henry Roland	Antietam	115 00
2 boats	Total	<u>229 00</u>

NR, Sat. 5/24/73, p. 4. **GEORGETOWN AFFAIRS – Canal Business** – The receipts of the Chesapeake and Ohio Canal Company for the week ending May 17, 1873, were \$7,083.79 at Cumberland, \$1,040.20 at Georgetown, \$151.68 at Hancock, and \$110.50 at Williamsport. Total \$8,136.16.

ES, Sat. 5/24/73, p. 8. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been quite brisk, and the receipts and shipments show a large increase. President Gorman passed through this city this week, and says he will do a larger coal trade this season than any previous season, unless some unforeseen accident occurs. It

is to be hoped this will prove true. The business for the week shows: by the Consolidation company, 2,118 tons; Ray’s Docks, 4,816 tons; New Central company, 9,296 tons; Borden Mining company, 4,816. Total receipts for the week, 21,046 tons. The shipments were: By the Consolidation company, 1,750 tons; Ray’s Docks, 4,236 tons; New Central, 9,296 tons; and Borden Mining company, 5,168 tons. Total shipments for the week, 20,448 tons.

**Grain Trade** – The receipts of grain today were 2,200 bushels corn by the canal boat Medley to H. M. Talbott, and 600 bushels to Hartley & Bro., and 2,400 bushels corn by the boat B. Talbott to Hartley & Bro., all sold to arrive.

AG, Sat. 5/24/73, p. 3. **CANAL COMMERCE – ARRIVALS** – Boats A. S. Winteringham, T. L. Betts, A. H. Grant, H. C. Flagg, John P. Moore, D. Cromwell and James R. Anderson to American Coal Co.; Col. A. Spates, Capt. John Weir, H. Willison and Silver Wave to George’s Creek Coal Co.; A. E. McQuade, Energy and T. A. Wood to New Central Coal Co.; Thos. Stackpole, A. Adams, G. P. DeWitt and Conrad Waltz to Hampshire & Baltimore Coal Co.

**DEPARTURES** – Boats W. J. Boothe, C. W. Adams, Robert Emmett, Dr. Duckett, Dove, Kate, Thos. Stackpole, J. Noble, A. Spates, Okonoko, F. H. Delano, A. Copley, John Weir, Knights of Pythias, A. S. Winteringham, Wash. Irving, S. S. Cunningham and Wm. Marbury, for Cumberland.

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**Coal Trade** – The receipts of coal by canal from Cumberland for the week ending today were as follows: by J. P. Agnew 6,113 tons; by American Coal Company 4,799 tons; by Hampshire & Baltimore Coal Company 1,773 tons. The shipments during the same period were: by

J. P. Agnew 5,670 tons; by American Coal Company 3,491 tons; by Hampshire & Baltimore Coal Company 2,353 tons.

**Local Brevities**

The lessees of the Alexandria canal made an inspection trip over that canal this morning and found the whole work in excellent condition. The amount of business done on the canal so far this season exceeds that of any previous year.

DT, Mon. 5/26/73, p. 1. **Canal Trade** – 34 boats cleared this port yesterday, carrying 3,879 00 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
D. Murphy	Georgetown	111 02
H. Gerdeman	“	117 18
J. L. Motter	“	114 08
L. Hartley	“	104 18
Jack Topper	“	111 07
W. H. Ash	“	114 17
Benj. Miller	“	114 08
H. B. Simonds	“	114 15
8 boats	Total	908 13
American Company		
H. Delafield	Alexandria	113 10
C. DuBois	“	109 02
A. J. Clark	“	116 06
Chas. Clifton	“	113 16
M. A. Myers	“	113 17
B. Williamson	“	113 01
R. Marshal	“	110 11
John J. Swift	“	113 18
8 boats	Total	904 01
Borden Company		
Wm. Borden	Georgetown	116 11
Susan Charles	“	118 11
L. Lovell	“	121 16
G. H. Colbert	“	118 11
B. M. Young	“	120 07
5 boats	Total	595 16
Maryland Company		
J. Reeves	Georgetown	107 12
Clearspring	“	108 07
J. C. Stubblefield	“	115 12
Iowa	“	112 14
4 boats	Total	444 05

George’s Creek Company		
A. Sherman	Georgetown	108 03
W. H. Boyer	“	118 11
2 boats	Total	226 14
Consolidation Company		
Miami	Georgetown	111 02
W. A. Stephens	“	114 11
2 boats	Total	225 13
Hampshire & Baltimore Co.		
H. M. Snyder	Alexandria	113 06
Park Agnew	“	122 09
2 boats	Total	235 15
Individual		
Hollander	Washington	111 10
Sprigg S. Lynn	“	114 00
E. P. Steffey	Williamsport	117 13
3 boats	Total	343 03

AG, Mon. 5/26/73, p. 3. **CANAL COMMERCE – ARRIVALS – W. J. Shreve, James Dayton, Plover, A. D. Brower, John S. Fox, G. W. Wallis, David A. Lowe, U. C. Hamilton, H. B. Cromwell and G. P. Lloyd to American Coal Co.; L. G. Stanhope and Ed Rizer to George’s Creek Coal Co.; H. A. Garritt, Geo. Hutton, W. P. Woolls and R. A. Goodwin to Hampshire & Baltimore Coal Co.; Evening Star and Queen City to Sinclair & Agnew; Nathan Williams to Washington Gas Light Co.**

**DEPARTURES – Boats Five Brothers, Silver Wave, T. L. Betts, A. H. Grant, Energy, G. W. Mongatoon, J. P. Moore, Alex. Adams, H. C. Flagg, A. E. McQuade, D. Cromwell, F. R. M. Bowers, G. P. De Witt, J. R. Anderson, H. Willison, T. Long, A. L. Miller, J. B. Slattery, C. Waltz, B. Talbott, H. A. Garritt, James Dayton, W. J. Shreve and Plover, for Cumberland.**

AG, Tue. 5/27/73, p. 2. **CANAL COMMERCE – ARRIVALS – Boats D. Stewart, C. Robb and Maj. E. L. Moore to American Coal Co.; E. E. Spielman, A. B. Cunise and Mollie E. Spier to New Central Coal Co.; J. H. Woodburn, M. S. Fernsner and C. E. Charles to Hampshire & Baltimore**

Coal Co.; D. A. Carl and Thos. E. Sheridan to W. A. Smoot.

DEPARTURES – Boats L. G. Stanhope, Geo. Hutton, C. Segerson, D. A. Lowe, U. C. Hamilton, Ed. Rizer, Wm. P. Woolls, H. B. Cromwell, D. Stewart, B. L. Slack, J. H. Woodburn, E. E. Spielman and Lucinda, for Cumberland.

**Transcriber's Note:** *Daily Times* editions from 5/27/73 thru 7/1/73 were missing on microfilm.

CA, Wed. 5/28/73, p. 3. **Drowned** – The boat Martin O'Conner, Capt. Charles Atwell, arrived at this port yesterday afternoon, having on board the dead body of a man named Martin Traub, who was drowned at about half-past eleven the previous night. Traub's family lives about seven miles from Cherry Run in West Virginia, and from the evidence before the coroner's jury it seems that he engaged with Capt. Atwell to work his passage from Cherry Run to Cumberland. He was on the tow path driving, when in the vicinity of McEnery's Lock about forty miles east of this city [Lock 58], the men on the boat missed him and on going forward they found the mules in the water and Traub nowhere in sight. On searching they found his dead body in the canal, and took it aboard the boat, and to this city. Coroner Strong was immediately notified, and summoned a jury of inquest on the body. Examining the witnesses, the jury returned a verdict of accidental death. Traub's brother and sister are living in this city, the former of whom, we learn, recognized the remains, but declined to take charge of them as, he said, the deceased was a hard character, and the last time he saw him was in jail at Martinsburg. – *Times*, 22<sup>nd</sup>.

H&TL, Wed. 5/28/73, p. 2. The receipts of the Chesapeake and Ohio Canal Company

for the week ending May 17, 1873, were: \$7,083.79 at Cumberland; \$1,040.29 at Georgetown; \$151.68 at Hancock; and \$110.50 at Williamsport. Total \$8,386.16.

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**The Canal Tolls**

It appears that the tolls of the Chesapeake and Ohio Canal on coal have recently been somewhat raised, which has had the effect of diverting shipments from the Canal to the Railroad. The President of the Canal undertakes to account for it in other ways, by saying that it is "attributable to the destruction of the Borden Shaft, a strike among a portion of the miners." &c., but the Cumberland *Civilian and Telegraph* shows that while the Baltimore and Ohio Railroad has increased its shipments 36,579 tons, over the amount carried for the same period a year ago, the Canal has carried 56,355 tons less than it did for the same period in 1872.

The *Civilian* advocates a re-consideration of the increase of canal tolls, and says the people of Allegany county have entered their solemn protest against it. So far as we are acquainted with the sentiment in this county, it is also very decidedly against this increase, but whether the united voice of Western Maryland can accomplish anything in this matter, remains to be seen. The Board of Public Works meets at Annapolis on the 2nd of June, when a President and Directors are to be elected to serve for the ensuing year, and when the question of re-consideration ought to be earnestly pressed.

NR, Wed. 5/28/73, p. 4. **GEORGETOWN AFFAIRS.** - **Yesterday morning** an officer of the Third police precinct station found a boy named Geo. Welliger, aged about seventeen years, an employee on a canal boat, suffering with the chills. The officer, appreciating his condition, took him to the station-house, where Lieut. Hurley procured

suitable medicine for him and ordered that he be properly cared for. In the afternoon a carriage was obtained and the boy was sent to the poor-house.

AG, Wed. 5/28/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats J. E. Coulehan, Loretto, Tony Rodier to Hampshire & Baltimore Coal Co.; W. Laird, J. W. Morris, M. Snow, John H. Platte, Goldfinch, C. Clifton to American Coal Co.; B. R. Summers, E. M. Bynon, T. H. West to New Central Coal Co.; J. A. Graham to Consolidated Coal Co.; S. R. Shipley, J. & T. Coulehan, T. J. Boyer to George's Creek Coal Co.

DEPARTURES – Boats John P. Agnew, J. H. Woodburn, E. L. Moore, M. E. Spier, M. S. Fernsner, C. E. Charles, C. Robb, Evening Star, Chesapeake, P. L. Lemon, W. Laird, J. W. Morris, J. E. Coulehan and F. J. Laing, for Cumberland.

NR, Thu. 5/29/73, p. 4. **GEORGETOWN - The Canal.** - The receipts of the Canal company for the week ending May 24, 1873, show a very handsome revenue. There were received from Cumberland, \$17,518.08; Georgetown, \$2,100; Hancock, \$229.91; Williamsport, \$143.50; total, \$19,981.29. The annual meeting of the stockholders takes place at noon on Monday next, in Annapolis. A. P. Gorman will doubtless, be re-elected to the presidency of the company.

**Grain Trade** - The receipts of grain today were larger than for several weeks past, as follows: - Canal boat Bradfield Hartley, with 3,000 bushels of wheat to Hartley & Bro.; boat A. S. Trundle, with 2,800 bushels of wheat to same; boat B. Talbott, with 1,000 bushels of wheat and 2,000 bushels of corn to H. M. Talbott; boat Seneca, with 100 bbls. flour, 700 bushels wheat and 900 bushels corn to T. C. Wheeler; boat Monocacy, with 1,700 bushels corn and 1,500 bushels wheat to H.

M. Talbott; also, canal boat Round Top, with 850 bbls. cement to Geo. Waters.

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**The Chesapeake and Ohio Canal.**

A letter from Annapolis to the *Baltimore American*, dated May 27, says: "The Chesapeake and Ohio Canal Company was inspected during the past week, and found to be in excellent condition. The committee of the United States Senate, of which Hon. W. Windom is chairman, charged with the duty of examining the various transportation lines from the West to the seaboard, have advised President Gorman, of the canal, that the project of the extension of the work to Pittsburg will be considered. The survey of the line to the Ohio river having been made by Gen. Barnard, Chief Engineer of the United States Corps of Engineers, by a recent act of Congress, Col. Merrill and Mr. Sedgwick are making estimates of the cost of the work.

"The president of the canal is now having prepared for the use of the Congressional committee a full statement of all the facts in relation to the work, and those who have been paying attention to the efforts now being made in the West to induce Congress to establish water communication with the Atlantic seaboard are said to be convinced that the great work of Maryland will receive sufficient aid from Congress to complete it to the West. It will not be the first Congressional aid it has received. When the State of Maryland commenced to build the canal the idea was to construct a small one, which would accommodate the coal trade of Alleghany, but the United States, through its engineers and other officers, induced the canal company to enlarge its lines and to construct the largest canal at that time in the United States, and to make it a national work Congress voted a million dollars to aid it, and afterward paid for the stock of the District cities \$1,500,000.

"Hence, it is urged, this canal has a strong claim for Government aid, if it is extended to any work of the kind mentioned above. This claim, with the advantages of the short line it will be to the West and the comparatively moderate cost of the work, it is thought, will insure its completion.

"During the past week a party of distinguished gentlemen inspected a portion of the canal above Georgetown, and all were impressed with its great capacity and immense water power.

"The coal trade of the canal is now in good condition. All of the coal companies are increasing their shipments, except one, and for some unaccountable reason its shipments both by rail and canal, as compared with last year, are considerably reduced. Notwithstanding this, the revenue of the canal will be considerably in excess of the corresponding month of last year."

AG, Thu. 5/29/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats H. M. Snyder and Park Agnew to Hampshire & Baltimore Coal Co.; R. S. McKaig, Industry, Jesse Moore, W. H. Ash and J. B. Turton to New Central Coal Co.; A. K. Syester, Sprigg S. Lynn and Hollander to Despard Coal Co.; Wm. H. Boyer to George's Creek Coal Co.; Benj. Williamson, J. J. Swift, Robert Marshall, H. Delafield, W. W. Shepherd, M. A. Myers, A. J. Clark and C. DuBois to American Coal Co.

DEPARTURES – Boats John H. Platte, M. Snow, N. Williams, Loretto, E. M. Bynon, T. E. Sheridan, Shipley & Bush, J. & T. Coulehan, R. S. McKaig, Goldfinch, C. Clifton, T. H. West, Tony Rodier, D. A. Carl, Queen City, Hunter & Bruce, Industry, J. J. Swift, B. Williamson, T. J. Boyer, R. Marshall and Park Agnew, for Cumberland.

ES, Fri. 5/30/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat T. J. Baker

arrived with 856 bbls. cement and a small lot of flour for George Waters.

AG, Fri. 5/30/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats J. P. Broderick to Hampshire & Baltimore Coal Co.; H. B. Simonds, Jack Topper and L. Hartley to New Central Co.; D. L. Taylor to George's Creek Coal Co.; Henry Kenny to American Coal Co.

DEPARTURES – Boats W. W. Shepherd, M. A. Myers, J. A. Graham, W. H. Boyer, Jesse Moore, A. J. Clark, H. M. Snyder, B. Miller, C. DuBois, H. Delafield, Dr. J. P. Broderick, Julia and John B. Turton, for Cumberland.

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**The Coal Trade** – The shipments of coal from the Cumberland region yesterday were unusually heavy – footing up eleven thousand tons. There were shipped from Piedmont and this city the immense number of six hundred and sixty car-loads of coal. There were shipped to the canal and loaded yesterday nearly four hundred cars, carrying over four thousand tons of coal, making the coal trade of the day one thousand and fifty cars, or more than eleven thousand tons of coal. - *Cumberland News*.

ES, Sat. 5/31/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade has not been as brisk for the past week, owing mainly to the non-arrival of schooners. The receipts by canal are about up to the average. The receipts are as follows: At Ray's docks, 2,547 tons; New Central company, 5,420 tons; Consolidation company, 1,886 tons; Borden Mining company, 3,450 tons, and the shipments from Ray's docks, 1,942 tons; from New Central company, 3,970 tons; Consolidation company, 1,257 tons; Borden Mining company, 1,617 tons; making the total receipts for the week 13,303 tons, and the shipments 8,796 tons.

**Grain Trade** – The receipts of grain today were 3,450 bushels wheat, per canal boat E. F. Wheeler, for Geo. Waters.

AG, Sat. 5/31/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Mattie and A. Sherman to George’s Creek Coal Co.; H. Gerdeman to New Central Coal Co.; J. H. Stickney, S. Henry and M. Sandford to American Coal Co.; Michael Fannon and Ed. Mulvaney to Hampshire & Baltimore Coal Co.

DEPARTURES – Boats H. B. Simonds, S. Charles, W. H. Ash, H. Kenny, Jack Topper, M. Fannon, J. H. Stickney, S. Henry, D. L. Taylor, L. Hartley, Mattie, E. Mulvaney, A. K. Syester and A. Sherman, for Cumberland.

*Ibid*, p. 3. **Coal Trade** – The receipts of Cumberland Coal at this port by canal during the week ending today were as follows: by American Coal Company 3,267 tons; by Hampshire & Baltimore Coal Company 2,004 tons; by J. P. Agnew 3,300 tons. The shipments during the same period were: by American Coal Company 3,444 tons; by J. P. Agnew 2,390 tons; by Hampshire & Baltimore Coal Company 2,263 tons.

ES, Mon. 6/2/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat J. N. Thomas 1,800 bushels corn and 1,500 bushels wheat, all for J. G. Waters. The canal boat Medley also arrived with 1,500 bushels corn for Hartley & Bro., and canal boat Nettie Graham with 2,000 bushels wheat and 100 bbls. flour for Geo. Waters.

AG, Mon. 6/2/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats W. Darrow, W. J. B. Lloyd, Alex Ray, H. Fisk, Eagle and Geo. Sherman to American Coal Co.; C. D. Robbins, E. J. Hammond and Johnny to New Central Coal Co.; Morning Sun, James March, Scotia and Samuel

Swain to Hamp. & Baltimore Coal Co.; Silver Wave and Captain John Weir to George’s Creek Coal Co.; G. W. Barnett and Wm. Moorehead to Washington Gas Light Co.; Andrew Johnson No. 2, fish.

DEPARTURES – Boats Silver Wave, Samuel Swain, Johnny, M. Sandford, Wm. Darrow, John Weir, Morning Sun and H. Fisk, to Cumberland.

ES, Tue. 6/3/73, p. 1. **Chesapeake and Ohio Canal** – The annual meeting of the stockholders of the Chesapeake and Ohio Canal Company was held at Annapolis yesterday in the executive chamber. The board of public works of the state, composed of Governor Whyte, Controller Woolford and Treasurer Davis, represented the state of Maryland, the owner of a majority of the stock; Jas. B. Berrett, esq., represented the stock owned by Washington city and Georgetown. Gov. Whyte presided and Mr. Benj. Fawcett acted as secretary. A report was submitted by President Gorman for the fiscal year ending the 31<sup>st</sup> of May, 1873, which shows that the revenue from all sources for the year was \$454,933.78. The total expenses during that period were \$209,487.72, leaving a net revenue for the year of \$245,446.00, which, with the balance in the treasury from the preceding year of \$52,308.48, leaves for the payment of the floating debt and interest on preferred construction bonds \$303,754.48. The revenue on the past year shows an increase over 1871 of \$54,859.67, and over 1872 of \$6,549.93. The coal tonnage for the year ending May 31<sup>st</sup>, 1870, was 714,703 tons; for 1871, 807,870 tons; for 1872, 772,273 tons. The decrease on account of expenses, ordinary and extraordinary, and the pay of officers, as compared with 1871, is \$1,438.30, and with 1872, \$14,318.49.

The appropriation heretofore made on account of interest on preferred construction bonds was sufficient to pay the

entire amount due up to and including the coupons falling due January 1, 1857. Of the amount so appropriated there remained in the hands of the financial agents of the company, Messrs. Alexander Brown & Sons, of Baltimore, on the 31<sup>st</sup> day of March last the sum of \$75,228.28, the coupons representing which have not been presented. Some of them, it is known, are being withheld, awaiting the decision in the suit instituted by W. W. Corcoran in the District of Columbia.

The principal improvements made under the recommendation of William R. Hutton, late chief engineer of the company, have been completed at a cost of \$37,928.46, which has greatly improved the condition of the canal.

The report recommends improvements that are necessary on account of damages to the canal and increased tonnage, the cost of which, exclusive of steam pumps and dams, is estimated at \$80,000, but the expenditures on that account should extend over a series of years to make the improvements without demanding the payment on the bonded debt. The tolls are increase 5 cents per ton on coal from Cumberland to Georgetown. The report reviews the difficulty with the water lessees, and recites the contract and calls attention to its violation. The report expresses the interest felt by the company in the improvement of the harbor at Washington, but expresses the conviction that Congress will not pass any law depriving the company of its valuable rights,

Since the adjournment of Congress, a very small portion of that property, with a front on the Potomac river of 350 feet, has been rented for \$2,000 per annum, and in addition to the rent secures a trade to the canal during the present year of sixteen thousand tons gas coal, which has heretofore been delivered via Baltimore. Adding the tolls to the rent, the possession of this wharf

increases your revenue over \$11,000 per annum, or for the next 25 years \$275,000. As your trade increases, the entire property in Washington will become equally valuable.

It is, however, possible that the plan proposed for the improvements of the city and harbor of Washington cannot be carried out without a surrender by this company of a portion of the old canal and tow-path fronting on the river between Easby's Point and 17<sup>th</sup> street. In such an event it will be highly advantageous to the interest of this company to dispose of such portion as may be required upon liberal terms.

The fact of the growing demand for Cumberland coal is alluded to, showing that the business must increase. The report also says: The Western Maryland railroad extension to Williamsport will be completed before the close of navigation, and a considerably increased trade in coal must pass over your canal to supply its demand.

Heretofore and now the wharf charges at Cumberland and Georgetown have been within nine cents a ton on the amount charged for tolls by the company for 184 miles of canal, (the average wharfage being 43 cents, tolls now 51 cents per ton.) These charges should be reduced at least fifteen cents per ton.

Not only will the completion of the outlet locks produce that result, but if boats were unloaded promptly upon arrival they would realize larger profits at reduced rates of freight charges. To reduce the cost of transportation to a minimum is all-important to our future trade.

With the present high rates for wharfage and freight, the difference in favor of canals, as compared with railroad transportation, is 47 cents a ton, and we are convinced that when the proposed improvements are completed, and a proper system of towage established, whereby the carrying capacity of the boats will be

increased, that the cost can be reduced 30 cents a ton, which would make a difference in favor of canal of 77 cents a ton.

The urgent demand of the people for water transportation may induce Congress to aid in their construction; if so, this company has advantages that cannot be overlooked. Constructed upon an enlarged scale by the recommendation of the United States engineers and at the request of a large number of members of Congress and high officials of the United States, so as to make it a great national work, with every assurance that further aid would be given by Congress for its extension, in view of which 184 miles were constructed with an average depth of six feet, leaving not more than one hundred miles to be built to reach the slack water navigation beyond the mountains.

With these and many other advantages, and in view of the farther fact that the United States is now a large stockholder, we respectfully recommend that the stockholders take some action whereby the subject may be promptly presented for the consideration of Congress.

Not only has the extension of the canal west attracted attention, but prominent citizens of Maryland, and particularly of Baltimore city, are convinced that the original intention of constructing a branch to Baltimore shall be carried out, while to secure it only requires the construction of twenty-eight miles of canal at a comparatively small cost compared with the advantages which would be derived from this extension.

While the proposed extensions are very desirable, we are convinced that without any additions, the trade (with its present terminus and connections, imperfect as they are) must continue to increase.

The ratio of the expenses of working and improving the canal construction and extraordinary repairs bear to the gross receipts is 46 percent, showing a decrease of

1 percent, as compared to the previous year. The report was referred to committee.

The following officers were elected to serve for the ensuing year: President, A. P. Gorman; directors, James G. Barrett, Gilmer Meredith, Patrick Hamill, Greenbury M. Watkins, Daniel S. Biser and M. Bannon.

Mr. George S. Brown, a former director, declined to be put in nomination on account of his health. The stockholders then adjourned to meet on Tuesday, July 8<sup>th</sup>, 1873.

AG, Tue. 6/3/73, p. 2. CANAL COMMERCE P- ARRIVALS – Boats J. A. Alexander, John H. Parrott, R. S. Grant, R. H. Haydock, E. Stevenson, J. L. Reid, A. Main, J. W. Bacon and Ed Bayer to American Coal Co.; Scotia, W. M. Price, Thomas Stackpole, Robert Emmett and Lillie Lemen to Hampshire & Baltimore Coal Co.; C. W. Adams, Little Joe and C. W. Wilson to New Central Coal Co.; John B. Slattery, for Washington.

DEPARTURES – Boats Harvey Fisk, O. D. Robbins, W. J. B. Lloyd, James March, Eagle, Alex Ray, J. A. Alexander, E. J. Hammond, F. R. M. Bowers, John H. Parrott, R. S. Grant, Geo. Sherman, Scotia, Five Brothers and C. W. Adams, for Cumberland.

CA, Wed. 6/4/73, p. 2. The annual meeting of the stockholders of the Chesapeake and Ohio Canal Company was held at Annapolis on Monday. Hon. A. P. Gorman was re-elected President, and the only change in the Board of Directors was the substitution of Hon. P. Hamill, of Garrett county, for G. S. Brown, Esq., of Baltimore city, who declined a re-election.

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The little daughter of Capt. N. Barger fell from her father's boat, the J. T. Davis, which was lying in the Canal near the lock, into the water on last Thursday, and



would have drowned had not her father plunged in and saved her.

ES, Wed. 6/4/73, p. 2. The absurdity of the report of President Gorman, of the Chesapeake and Ohio canal – that portion of it at least in which he tries to defend the increase of tolls on coal and to pooh-pooh the transfer of trade to the Baltimore and Ohio railroad in consequence of it – seems to have prompted the Baltimore *American* to comment on it this morning in much the same terms as were used in yesterday's *Star*. The difference is, the *American* makes an application of the facts in the interests of Baltimore; but, although the article was written on the railroad side of the question, it contains these two sentences – home shots – which we commend to the attention of President Gorman and the canal directors:

“The report attributes the comparative decrease of the revenues to the light shipments by the Consolidation company, but this provokes the question why the company should prefer to transfer their freight to the railroad in preference to the canal. We certainly cannot understand that portion of the report which speaks of “an increased revenue, notwithstanding the decrease in tonnage,” for it is notorious that the recent advancement of canal tolls has directly operated in forcing tonnage upon the Baltimore and Ohio railroad.”

AG, Wed. 6/4/73, p. 2. CANAL COMMERCE - ARRIVALS – Boats R. J. Duckett, J. C. Lynn, G. Blackburn, J. V. Norman and Ohio to New Central Coal Co.; J. N. Thomas, grain to Delaplane & Co.; C. W. Brengle to W. A. Smoot; Dove and Gen. Grant to Sinclair & Agnew; Alex Adams, Geo. P. DeWitt and Conrad Waltz to Hampshire & Baltimore Coal Co.; A. Cropley and Colonel A. Spates to George's Creek Coal Co.; John P. Moore, James Hoy, James Vandervoort, W. J. Boothe, M.

Lienan and J. B. Cazeaux to American Coal Company.

DEPARTURES – Boats R. H.

Haydock, W. M. Price, E. Stevenson, J. L. Read, Little Joe, R. Emmett, A. Main, C. W. Wilson, Thomas Stackpole, J. W. Bacon, Ed Bayer, E. F. G. Young, Lillie Lemen and Joel Charles, for Cumberland.

ES, Thu. 6/5/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Seneca has arrived with flour and mill feed for T. C. Wheeler, and the canal boat B. F. Charles, with 4,000 bushels of wheat for same. Also, the canal boat B. Talbott, with 350 bushels of corn for H. M. Talbott, and boat Seneca, 209 bushels corn for same.

AG, Thu. 6/5/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats A. J. Thomas, A. H. Grant, H. C. Flagg, Kate, T. L. Betts and J. R. Anderson to American Coal Co.; E. Hadra, J. D. Tice, L. G. Stanhope, J. M. Hedding and M. Sinclair to New Central Coal Co.; H. A. Garritt, Geo. Hutton, Ben. Bissell, Wm. P. Woolls, C. E. Charles and R. A. Goodwin to Hampshire & Baltimore Coal Co.; Morning Star and J. B. Delaplane to Sinclair & Agnew; John Spencer and C. Segerson to George's Creek Coal Co.

DEPARTURES – Boats C. W.

Brengle, [Alex] Adams, John B. Slattery, J. P. Moore, James Hoy, James Vandervoort, R. J. Duckett, J. C. Lynn, G. P. DeWitt, A. J. Winteringham, E. Hadra, M. Lienan, G. Blackburn, Andy Johnson No. 2, W. J. Boothe, J. D. Tice, J. V. Norman, J. B. Cazeaux, A. J. Thomas, H. A. Garritt, Ohio, Conrad Waltz, L. G. Stanhope, Geo. Hutton, A. H. Grant, H. C. Flagg, A. Cropley, Kate, Col. A. Spates, H. Willison and Ben Bissell, for Cumberland.

AG, Fri. 6/6/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats D.

Cromwell and James Dayton to American Coal Co.; Abraham Lincoln to New Central Coal Co.; Grayson & Fannie and J. H. Woodburn to Hampshire & Baltimore Coal Co.

DEPARTURES – Boats M.

Hedding, W. P. Woolls, T. L. Betts, C. E. Charles, John Spencer, M. Sinclair, J. R. Anderson, R. A. Goodwin and Morning Star, for Cumberland.

ES, Sat. 6/7/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the past week has been rather more active, and the following receipts are reported for the week: At Ray's docks, 3,760 tons; by the New Central company, 6,295 tons; Consolidation company, 1,845 tons; and the Borden Mining company, 3,078 tons. Total receipts, 14,978. The shipments during the week past: At Ray's docks, 3,014 tons; New Central, 7,895 tons; Consolidation company, 2,922 tons; and the Borden Mining company 3,118. Total shipments for the week 16,949.

**Grain Trade** – The canal boat Red Eye arrived yesterday afternoon with 400 bushels corn to J. G. Waters.

AG, Sat. 6/7/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Lucinda and R. B. Cropley to George's Creek Coal Co.; W. J. Shreve, G. P. Lloyd, J. S. Fox, G. W. Wallis and D. A. Lowe to American Coal Co.; W. L. Shaw and B. R. Summers to New Central Co.; M. S. Fernsner, M. McNally and P. L. Lemon to Hampshire & Baltimore Coal Co.; H. Wade, jr. to E. Francis.

DEPARTURES – Boats D.

Cromwell, James Dayton, A. Lincoln, Dove, M. S. Fernsner, W. H. Woodburn, Grayson & Fannie, R. B. Cropley, G. P. Lloyd, W. T. Shreve, H. Wade, jr., and M. McNally, for Cumberland.

*Ibid*, p. 3. **Coal Trade** – The receipts of Cumberland coal at this port by canal for

the week ending today were as follows: by American Coal Co. 4,137 tons; by J. P. Agnew 3,050 tons; by Hampshire & Baltimore Coal Co. 2,440 tons. The shipments during the same period were: by American Coal Co. 4,246 tons; by J. P. Agnew 3,420 tons; by Hampshire & Baltimore Coal Co. 2,440 tons.

ES, Mon. 6/9/73, p. 2. **The Star** has shown heretofore that the raising of the tolls on coal transported over the Chesapeake and Ohio canal was a ruinous blow at the interests of that work, being directly calculated to divert the trade to the railroad. If any are still so blind as not to see it after the conclusive evidence we have submitted from time to time, we refer them to the article we copy today from the *Cumberland News* of Saturday, from which it appears that the boatmen, finding the trade leaving them, and starvation and ruin staring them in the face, and no relief coming from the canal board, have been forced – on the principle that half a loaf is better than no bread – to reduce their transportation charges ten cents per ton. What now becomes of President Gorman's repeated assertions that at the prevailing rates before this change the canal could hold its trade? Ten cents per ton is a heavy item, and only the most pressing sense of danger could have driven the boatmen to make such a sacrifice.

AG, Mon. 6/9/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats D. Stewart, A. D. Brower, Chas. Robb, U. C. Hamilton, H. B. Cromwell, Plover, E. L. Moore, J. W. Morris, M. A. Myers, W. Laird and John H. Platte to American Coal Co.; Evening Star, G. W. Murgatroyd, A. K. Syester, Queen City and H. Resley to Washington City Gas Light Co.; Tony Rodier and Park Agnew to Hampshire & Baltimore Coal Co.; H. C. Winship, limestone; J. W. Rhind, W. H. Ash,

Clearspring and Jack Topper to New Central Coal Co.; D. A. Carl and John E. Sheridan to Wm. A. Smoot.

DEPARTURES – Boats D. A. Lowe, John S. Fox, P. L. Lemon, C. Segerson, W. L. Shaw, G. W. Wallis, B. R. Summers, D. Stewart, U. C. Hamilton, Charles Robb and Loretto, for Cumberland.

ES, Tue. 6/10/73, p. 4. **GEORGETOWN – Coal Trade** – The Cumberland *Times* says: “On Saturday last the shipments of coal by canal were larger than those of any day this season, forty-three boats having left this port.”

**Grain Trade** – The canal boat Bradfield Hartley has arrived with 3,600 bushels wheat for Hartley & Bro., and the boat B. Talbott, with 650 bushels corn for Hartley & Bro., and 1,750 bushels corn and 400 bushels wheat for H. M. Talbott.

AG, Tue. 6/10/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats S. S. Howison, Chas. Clifton, Ben Williamson, Goldfinch, J. J. Swift, A. J. Clark and M. A. Myers to American Coal Co.; H. M. Snyder and J. P. Broderick to Hampshire & Baltimore Coal Co.; Chesapeake, Shipley & Bush and Thomas J. Boyer to George’s Creek Coal Co.; J. N. Clary to Consolidated Coal Co.; Colonel E. V. White to New Central Co.

DEPARTURES – Boats H. B. Cromwell, Plover, Lucinda, J. W. Morris, E. L. Moore, Chesapeake, M. Rhind, Tony Rodier, M. Snow, W. Laird, John H. Platte, P. Agnew, W. H. Ash, M. O’Conner, J. P. Broderick, T. J. Boyer, S. S. Howison, B. Williamson, Goldfinch, Clearspring and C. Clifton, for Cumberland.

ES, Thu. 6/12/73, p. 4. **GEORGETOWN – Canal Receipts** – The following are the receipts of the Chesapeake and Ohio canal for the week ending June 7<sup>th</sup>, 1873:

Cumberland, \$16,324.10; Georgetown, \$1,600; Hancock, \$100.71; Williamsport, \$141.20; total, \$18,166.79. The coal trade has now begun to be active again.

**Grain Trade** – The canal boat Medley arrived today with 2,500 bushels corn for Hartley & Bro., and the canal boat Monongahela arrived with a cargo of bark for John E. Cox.

AG, Thu. 6/12/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats R. S. Gross, A. H. Blackiston, Friendship, F. Davis, Our Sister and W. H. Willison to New Central Co.; Adam Sherman, D. L. Taylor, Silver Wave, H. S. Coulehan and Amos Thomas to George’s Creek Coal Co.; Samuel Swain, Diligent, Scotia, E. Mulvaney, M. Fannon and W. M. Price to Hampshire & Baltimore Coal Co.; C. H. Dalton and H. C. Hicks to Consolidated Coal Co.; Wm. Darrow, Geo. Sherman, R. S. Grant, J. A. Alexander, M. Sandford, H. Delafield, Samuel Henry, R. Marshall, J. H. Stickney, C. DuBois, W. J. B. Lloyd and H. Kenny to American Coal Co.; J. P. Agnew, J. W. Turner and S. S. Lynn for Washington.

DEPARTURES – Boats J. H. Stickney, C. DuBois, Dr. F. Davis, E. Mulvaney, W. J. B. Lloyd, D. L. Taylor, H. Kenny, J. & T. Coulehan, R. L. Gross, Samuel Swain, Geo. Sherman, W. Darrow, R. S. Grant, Friendship, A. J. Clark, H. M. Snyder, M. A. Myers, Jack Topper, J. J. Swift, Shipley & Bush, E. V. White, H. Delafield, Thomas Sheridan, D. A. Carl, Samuel Henry, A. H. Blackiston, E. Marshall and Diligent, for Cumberland.

NR, Fri. 6/13/73, p. 4. **GEORGETOWN AFFAIRS. - Canal Business.** - The following are the receipts of the Chesapeake and Ohio canal for the week ending June 7, 1873: Cumberland, \$16,324.10; Georgetown, \$1,600; Hancock, \$100.71; Williamsport, \$441.20. Total, \$18,166.79.

The coal trade has now begun to be active again.

AG, Fri. 6/13/73, p. 3. CANAL COMMERCE – ARRIVALS - Boats F. R. M. Bowers to George's Creek Coal Co.; Morning Sun, empty; Cora & Minnie, limestone to E. Francis; W. Fisk to American Coal Co.; Ironsides and Emma to New Central Coal Co.

DEPARTURES – Boats Adam Sherman, J. A. Alexander, M. Sandford, M. Fannon, Our Sister, W. M. Price, Silver Wave, Cora & Minnie and A. Thomas, for Cumberland.

ES, Sat. 6/14/73, p. 4. **GEORGETOWN – Death of Geo. Waters, Esq.** – After a short illness Mr. Geo. Waters, of this city, died this morning at his residence, on Market street. Mr. Waters was born in Maryland, but in his youth came to Georgetown, and was for several years a clerk in the wholesale mercantile house of Walter Smoot, Esq. When Mr. Smoot retired, Mr. Waters opened a business of his own, and at his death was the leading flour and commission merchant of this city. He was 65 years of age, and for many years a member and vestryman of St. John's Episcopal Church. He was also a member of Potomac Lodge, No. 5, of Freemasons, of this city, and took an active interest in all of the benevolent movements of the town. He will be buried on Monday afternoon, at 5 o'clock, from his late residence, No. 37 Market street, with full Masonic honors. He was highly esteemed by everyone, and his death is a loss to the community in which he has lived so long.

**Coal Trade** - The coal trade for the week has been somewhat brisker than usual, and the receipts for the week are as follows: - At Ray's docks, 3,630 tons; New Central company, 6,575 tons; Consolidation company, 2,218 tons; Borden Mining

company, 4,166 tons; total receipts for the week, 16,569 tons. The shipments were: - From Ray's docks, 4,389 tons; New Central company, 7,760 tons; Consolidation company, 2,212 tons; Borden Mining company, 3,711 tons; total shipments for the week, 18,672 tons.

**The case of the Millers** of this city against the Chesapeake and Ohio canal company was called yesterday, and postponed until the fall term of the court.

AG, Sat. 6/14/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats O. S. Maus, John H. Gatrell, H. W. Shuck to New Central Coal Co.; Hunter & Bruce to P. Agnew; Lilly Lemen, A. Adams, Geo. P. DeWitt, Thos. Stackpole to Hampshire & Baltimore Coal Co.; Maryland to Consolidated Coal Co.; John L. Reid, W. W. Shepherd, Eagle, R. H. Haydock, J. W. Bacon, J. P. Moore, Andrew Main to American Coal Co.; A. P. Gorman, R. J. Morris, D. M. Reid to Washington City Gas Light Co.; Capt. John Weir to George's Creek Coal Company.

DEPARTURES – Boats C. H. Dalton, H. Fisk, R. M. Bowers, John L. Reid, W. H. Wilson, Lilly Lemen, Eagle, W. W. Shepherd, Emma and Ironsides for Cumberland.

*Ibid.* p. 3. **The Coal Trade** – The receipts of Cumberland coal at this port by canal for the week ending today, were as follows: by American Coal Company 4,281 tons; by J. P. Agnew 3,500 tons; by Hampshire & Baltimore Coal Company 1,635 tons. During the same period there were shipped from this port: by the American Coal Company 4,788 tons; by J. P. Agnew 4,025 tons; by Hampshire & Baltimore Coal Company 1,785 tons.

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**Quick Trip** – The Georgetown *Courier* of this morning says: - "The canal boat A. C. Greene, of the Borden Company,

made the trip from Cumberland to Georgetown and return, last week, in exactly six days and thirty minutes, which is said to be the quickest time on record.”

ES, Mon. 6/16/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Andy Johnson arrived today, with 3,300 bushels corn for J. G. Waters.

AG, Mon. 6/16/73, P. 2. CANAL COMMERCE – ARRIVALS – Boats A. S. Winteringham, E. F. C. Young, W. J. Boothe, jr., James Hoy, Alex Ray, Rechabites, J. B. Cazeaux, Kate, H. C. Flagg, John H. Parrott, jr. and Kate to American Coal Co.; John T. Scrivener, L. M. Holland, Geo. S. Couters, and Nora & Willie to New Central Coal Co.; William Moorehead, G. W. Barrett, Communissaw and C. W. Brengle to Washington City Gas Light Co.; Geo. Slack and A. B. Turner to Consolidation Coal Co.; Geo. Hutton, H. A. Garritt and W. P. Woolls to Hampshire & Baltimore Coal Co.; Theresa Long to Park Agnew; John Spencer and A. Copley to George’s Creek Coal Co.

DEPARTURES – Boats H.

Haydock, W. C. Wieks, Alex Adams, John Gattrell, A. S. Morris, J. W. Bacon, Geo. P. DeWitt, H. W. Slack, A. S. Winteringham, Thomas Stackpole, John H. Parrott, John S. Scrivener, John Weir, E. F. C. Young, George Hutton, W. J. Boothe, James Hoy and L. M. Holland, for Cumberland.

ES, Tue. 6/17/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Seneca arrived today with corn, rye and flour, consigned to T. C. Wheeler, and the canal boat C. F. Walters with 2,000 bushels wheat, consigned to Geo. Waters.

AG, Tue. 6/17/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Kate, J. R. Anderson, A. H. Grant, James Dayton,

Theo. L. Betts, G. P. Lloyd, W. J. Shreve, A. J. Thomas, D. A. Lowe, Ed Bayer, D. Cromwell and G. W. Wallis to American Coal Co.; F. M. Lefever, F. P. White and J. R. Couter to New Central Coal Co.; Blue Bell and Amazon to Consolidation Coal Co.; James S. Welch, 106 tons cement; Five Brothers and A. Copley to George’s Creek Co.; Conrad Waltz, C. E. Charles, Ben Bissell, M. McNally and M. S. Fernsner to Hampshire & Baltimore Coal Co.

DEPARTURES – Boats H. A.

Garritt, M. Lienan, Alex Ray, G. S. Counters, Nora & Willie, W. P. Woolls, J. B. Cazeaux, Rechabites, J. R. Anderson, J. R. Couter, Kate, Conrad Waltz, A. H. grant, J. Dayton, F. M. Lefever, Hunter & Bruce, Ben Bissell, C. E. Charles, G. P. Lloyd, T. L. Betts and M. S. Fernsner, for Cumberland.

H&TL, Wed. 6/18/73, p. 2. The receipts of the Chesapeake and Ohio Canal for the week ending June 7<sup>th</sup>: Cumberland \$16,324.10; Georgetown \$1,600; Hancock \$100.71; Williamsport \$141.29; total \$18,166.70. The coal trade has now begun to be active again.

AG, Wed. 6/18/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats D. Stewart, Chas. Robb, J. S. Fox, U. C. Hamilton, A. D. Brower, E. L. Moore and M. Snow to American Coal Co.; James March and J. H. Woodburn to Hampshire & Baltimore Coal Co.; S. H. Davis and Ida & Willie to New Central Coal Co.; C. Segerson and W. H. Boyer to George’s Creek Coal Co.; Morning Star and T. J. Nimmo for Washington City.

DEPARTURES – Boats W. J.

Shreve, John Spencer, D. A. Lowe, C. W. Brengle, Ed Bayer, A. J. Thomas, D. Cromwell, M. McNally, G. W. Wallis, D. Stewart, Theresa Long, F. P. White, R. A. Goodwin, E. L. Moore, Chas. Robb, J. S.

Fox, J. H. Woodburn and S. H. Davis, for Cumberland.

AG, Thu. 6/19/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Lucinda and R. B. Cropley to George's Creek Coal Co.; P. L. Lemon, Grayson & Fannie, Loretto, J. P. Broderick, Tony Rodier and park Agnew to Hampshire & Baltimore Coal Co.; Dr. Delaplane and Gen. Grant, for Washington; John H. Platte, Wm. Laird, Ben Williamson, J. Vandervoort, Plover, H. B. Cromwell and S. S. Howison to American Coal Co.; B. R. Summers, J. W. Rhind, W. H. Ash and Ben Miller to Consolidated Coal Co.

DEPARTURES – Boats A. D. Brower, Lucinda, James March, U. C. Hamilton, Ida & Willie, Michael Snow, Andy Johnson, John H. Platte, W. Laird, C. Segerson, Geo. Slack, P. L. Lemon, B. R. Summers, James Vandervoort and Ben Williamson, for Cumberland.

AG, Fri. 6/20/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats C. Clifton and J. W. Morris to American Coal Co.; Chesapeake and Shipley & Bush to George's Creek Coal Co.; Round Top Cement No. 2 110-10/20 tons cement; John P. Gorman, E. M. Bynon, J. L. Feidt, John C. Hoffman and Iowa to New Central Coal Co.

DEPARTURES – Boats H. B. Cromwell, Grayson & Fannie, S. S. Howison, Chesapeake, W. H. Ash, Plover, J. W. Rhind, Chas. Clifton, J. P. Broderick, Loretto, J. W. Morris, Ben Miller, W. H. Boyer, A. B. Turner and Tony Rodier, for Cumberland.

ES, Sat. 6/21/73, p. 4. **GEORGETOWN – Coal Trade** – The shipments of coal for the week past have been limited for the want of vessels, very few having arrived on account of head winds. The receipts have been

rather above the average, and would have been larger had the canal boats been promptly unloaded. The receipts for the week were: At Ray's Docks, 2,437 tons; New Central docks, 6,476 tons; Consolidation docks, 3,851 tons; Borden Mining Company, 3,450 tons. Total receipts for the week, 15,908 tons. The shipments were: From Ray's Docks, 2,250 tons; New Central docks, 4,895 tons; Consolidation docks, 4,960 tons; Borden Mining Company, 1,600 tons. Total shipments for the week, 13,705 tons.

**The Will of the Late Geo. Waters**, of this city, dated Jan. 30, 1873, was filed in the Probate Court yesterday. He bequeaths to his son, John M. Waters: \$4,000 in cash, and directs that when eighteen months have elapsed after his death his executors, (his brother, Joseph G., and his son John M.,) as trustees, shall sell the remainder of his estate, and divide the proceeds as follows: one-fourth to his daughter, Mrs. Marion Chew; one-fourth to his daughter, Mrs. Isabella Weisel; and one-fourth each to his sons John M. and Walter G. Waters.

AG, Sat. 6/21/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats Dove to Sinclair & Agnew; D. L. Taylor and T. J. Boyer to George's Creek Coal Co.; H. M. Snyder, Samuel Swain, Diligent and Ed Mulvaney to Hampshire & Baltimore Coal Co.; Goldfinch, Samuel Henry, H. Delafield, J. J. Swift, M. A. Myers, J. H. Stickney and W. J. B. Lloyd to American Coal Co.; F. A. Mertens, Johnny, Wm. Young and E. V. White to New Central Coal Co.

DEPARTURES – Boats R. B. Cropley, Park Agnew, E. M. Bynon, F. R. Shipley, Blue Bell, John C. Hoffman, J. L. Feldt, Dr. Delaplane, S. Swain, Goldfinch, Samuel Henry, A. J. Clark, H. M. Snyder, John P. Gorman and M. A. Myers, for Cumberland.

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**Coal Trade** – The amount of Cumberland coal received at this port during the week ending today has been: by the American Coal Company 5,034 tons; by J. P. Agnew 4,100 tons; by Hampshire & Baltimore Coal Company 2,450 tons. The shipments during the same period were: by the American Coal Company 4,453 tons; by J. P. Agnew 2,800 tons; by Hampshire & Baltimore Coal Company 1,970 tons.

AG, Mon. 6/23/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Joel Charles and John & Daniel to Consolidated Coal Co.; Silver Wave and J. & T. Coulehan to George’s Creek Coal Co.; D. A. Carl to W. A. Smoot; Thos. E. Sheridan to L. H. Benet; Minnie & Cora to E. Francis; Scotia, W. M. Price and Jacob Snively to Hampshire & Baltimore Coal Co.; H. Kenny, R. Marshall, C. DuBois, Geo. Sherman, R. S. Grant, E. Stevenson, Wm. Darrow, M. Sandford, J. L. Reid and J. A. Alexander to American Coal Co.; Clear Spring to New Central Coal Co.

DEPARTURES – Boats D. L. Taylor, H. Delafield, Diligent, Johnny, Iowa, J. H. Stickney, J. J. Swift, T. j. Boyer, W. J. B. Lloyd, Dove, T. J. Nimmo, Minnie & Cora, Henry Kenny, C. DuBois, R. Marshall and F. A. Mertens for Cumberland.

AG, Tue. 6/24/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats A. S. Winteringham, A. Main, R. H. Haydock and Eagle to American Coal Co.; D. Lemen, Alex Adams and Thomas Stackpole to Hampshire & Baltimore Coal Co.; Little Joe, E. Hadra and Wellington to New Central Coal Co.; Evening Star for Washington.

DEPARTURES – Boats J. B. Turton, Viola [H. Weir], Harvey Fisk, A. S. Winteringham, A. Main, S. Snively, C. W. Adams and R. H. Haydock, for Cumberland.

CA, Wed. 6/25/73, p. 3. **A Little** boy, aged about five years, and son of Enoch Neal, lock-keeper at this place, fell into the lock last Sunday from a boat on which he had been playing. Mr. Thomas Reid sprang in after the child and brought him to shore.

ES, Wed. 6/25/73, p. 4. **GEORGETOWN** – **Grain Trade** – The canal boat Medley arrived today with 1,400 bushels corn for Hartley & Bro., and 1,200 bushels corn for H. M. Talbott.

AG, Wed. 6/25/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats James Hoy, J. R. Anderson, John H. Parrott, jr., James Dayton and J. W. Bacon to American Coal Co.; Geo. Hutton and M. Fannon to Hampshire & Baltimore Co.; Hollander to Maryland Coal Co.; H. W. Shuck and City of Hamburg to New Central Coal Co.; Samuel Charles and J. A. Graham for Washington.

DEPARTURES – Boats Adam Sherman, M. E. McMacon, Lillie Lemen, J. W. Bacon, T. E. Sheridan, Eagle, Little Joe, Joel Charles, James Hoy, Alex Adams, J. R. Anderson, D. A. Carl, J. & T. Coulehan, Emma, John H. Parrott, jr. and Thomas Stackpole, for Cumberland.

AG, Thu. 6/26/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats W. J. Boothe and W. W. Shepherd to American Coal Co.; G. P. DeWitt, R. Emmett, H. A. Garritt, Amos Thomas, W. P. Woolls and C. E. Charles to Hampshire & Baltimore Coal Co.; F. R. M. Bowers, Adam Sherman, Five Brothers and Capt. John Weir to George’s Creek Coal Co.; H. Willison, R. J. Duckett, J. H. Gatrell, T. N. Wood and C. W. Wilson to New Central Coal Co.

DEPARTURES – Boats Silver Wave, W. J. Boothe, Geo. Hutton, Huntington, James Dayton, M. Fannon, John T. Daniel, Hollander, H. W. Shuck, George

P. DeWitt, City of Hamburg, W. W. Shepherd, J. H. Gatrell, H. A. Garritt and H. Willison, for Cumberland.

ES, Fri. 6/27/73, p. 4. **Meeting of Millers and Merchants** – A meeting of the millers and merchants of this city was held this morning in the Corn Exchange rooms for the purpose of adopting some measures, if possible, for relief from the Chesapeake and Ohio canal company for the continual stopping of the mills for want of water, and to appoint a committee to confer with the Board of Public Works relative to the improvement of Water street. The first object was freely discussed, but no conclusion arrived at. A committee consisting of Mr. Lyons, the President of the Board of Exchange; A. H. Herr, E. D. Hartley, W. H. Tenney and M. Young was appointed to confer with the Board of Public Works.

**Coal Trade Statistics** – The shipments of coal from Cumberland for the week ending June 21<sup>st</sup>, amounted to 61,934 tons 18 cwt., an increase over the corresponding week of last year of 5,053 tons 5 cwt. For the year to that date one million, seventy-three thousand, eight hundred and sixty-six tons were shipped, showing an increase over the same period in 1872 of 106,810 tons 6 cwt.; increase in railroad shipments, 158,719 tons 15 cwt.; decrease in canal shipments, 51,919 tons 10 cwt.

**Grain Trade** – Canal boat Susan Charles arrived with 132 barrels flour for John M. Waters, and boat B. F. Charles, with 560 barrels flour for T. C. Wheeler.

AG, Fri. 6/27/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats S. S. Cunningham and John McGraw to Consolidated Coal Co.; H. C. Flagg, Kate and E. F. C. Young to American Coal Co.;

McNally, C. Waltz and R. A. Goodwin to Hampshire & Baltimore Coal Co.

DEPARTURES – Boats W. P. Woolls, L. H. Wood, C. W. Wilson, C. E. Charles, A. B. Cunise, R. J. Duckett, F. R. Bowers, A. Thomas, H. C. Flagg, J. A. Graham, M. McNally, Kate and John Weir, for Cumberland.

ES, Sat. 6/28/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the past week has been unusually active; the receipts being equal to the average and the shipments larger than any week of this season. The receipts were: At Ray's docks, 4,290 tons; New Central, 7,147 tons; Consolidation company, 2,350 tons; Borden Mining Company, 3,450 tons; total receipts for the week, 17,237 tons. The shipments were: From Ray's docks, 4,012 tons; New Central company, 8,160 tons; Consolidation company, 2,815 tons; and the Borden Mining company, 5,744 tons; total shipments for the week, 20,731 tons.

AG, Sat. 6/28/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats D. Stewart, G. P. Lloyd, A. H. Grant, W. J. Shreve, Ed Bayer, Rechabites, D. A. Lowe, A. Ray, Chas. Robb, T. L. Betts and E. L. Moore to American Coal Co.; John Spencer, Minerva Boyer and A. Cropley to George's Creek Coal Co.; G. S. Couters, G. Blackburn, J. M. Resley and M. A. West to New Central Coal Co.; James March, Ben Bissell, M. S. Fernsner, J. H. Woodburn and J. P. Broderick to Hampshire & Baltimore Coal Co.

DEPARTURES – Boats E. F. C. Young, A. K. Whitford, Conrad Waltz, R. A. Goodwin, D. Stewart, Five Brothers, G. P. Lloyd, G. S. Couters, A. H. Grant, Wm. J. Shreve, Ed Bayer, James March and John Spencer, for Cumberland.

*Ibid.* p. 3. **Coal Trade** – The receipts of Cumberland coal at this port for this week



ending today have been as follows: by American Coal Co. 4,121 tons; by J. P. Agnew 2,978 tons; by Hampshire & Baltimore Coal Co. 2,535 tons. The shipments during the same period have been: by the American Coal Co. 4,218 tons; by J. P. Agnew 3,280 tons; by the Hampshire & Baltimore Coal Co. 1,950 tons.

H&TL, Sun. 6/29/73, p. 2. **The President of the Canal.** - On Thursday last, the Hon. James C. Clarke, President of the Chesapeake and Ohio Canal, paid Hagerstown a visit, and spent a day or two with his friends. We understand that it is his purpose to remove his family to our town and that the Canal office will also be brought here. He is very anxious to purchase a suitable property for a residence, having offered one of our citizens \$9,000 for his property, and another \$10,000, but as yet he has not succeeded in making a purchase. Mr. C. will be quite an acquisition to our town, as will also the location of the office of the Canal to its business.

AG, Mon. 6/30/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats H. Resley, A. Norrie, J. S. Mackie and Laura to Consolidation Coal Co.; S. H. Davis, Ida & Harry and B. R. Summers to New Central Coal Co.; Col. Alfred Spates, H. C. Hicks and Lucinda to George’s Creek Coal Co.; Hunter & Bruce to W. A. Smoot; P. L. Lemon and Park Agnew to Hampshire & Baltimore Coal Co.; D. Cromwell, Michael Snow, A. J. Thomas, J. B. Cazeaux, John H. Platte, Ben Williamson, U. C. Hamilton, W. Laird and N. D. Brower to American Coal Co.

DEPARTURES – Boats Geo. Blackburn, John McGraw, Rechabites, Alex Ray, J. H. Woodburn, D. A. Lowe, M. Boyer, Martha A. West, S. S. Cunningham, T. L. Betts, Morning Sun, Chas. Robb, Ben

Bissell, J. M. Resley, A. Copley, D. Cromwell, A. J. Thomas and M. S. Fernsner, for Cumberland.

AG, Tue. 7/1/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats S. W. Morris, C. Clifton, Plover, H. Bloomwell and John S. Fox to American Coal Co.; Wm. T. Allen, John W. Rhind, J. L. Matter and Wm. R. Shaw to New Central Coal Co.; Henry M. Snyder to Hampshire & Baltimore Coal Co.; Thos. J. Boyer and Chesapeake to George’s Creek Coal Co.

DEPARTURES – Boats S. W. Morris, B. R. Summers, Loretto, S. S. Howison, Lucinda, Plover and Wm. T. Allen, for Cumberland.

CA, Wed. 7/2/73, p. 3. The canal boat Diligent was sunk in the cut above Oldtown last Friday, being run into by another boat. Superintendent Mulvaney promptly repaired to the scene on Saturday with a force of hands and raised the boat that day.

DT, Wed. 7/2/73, p. 4. **Canal Trade** – 43 boats cleared this port yesterday, carrying 5,044 12 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Wm. Moffett	Georgetown	109 16
Our Sister	“	110 15
Naomi	“	104 16
J. H. Gattrell	“	107 13
J. B. Turton	“	111 02
H. S. Miller	“	111 13
T. A. Wood	“	114 15
7 boats	Total	770 03
Consolidation Company		
John & Daniel	Georgetown	113 14
Morning Star	“	110 00
Hoboken	“	103 00
W. Irving	“	117 03
Knights of Pythias	“	117 05
Black Hawk	“	117 09
A. Van Corlear	“	108 03
7 boats	Total	786 14
American Company		

David Stewart	Alexandria	112 16
Eagle	“	109 01
E. F. C. Young	“	105 13
Edward Bayer	“	112 15
Michael Lienan	“	106 17
W. J. Shreve	“	109 16
6 boats	Total	656 18
Borden Company		
Onward	Georgetown	112 13
Wm. Borden	“	120 00
John G. Lynn	“	110 06
Okonoko	“	114 04
R. J. West	“	109 07
Harry Borden	“	113 09
6 boats	Total	680 02
Maryland Company		
Thos. Hassett	Georgetown	107 19
E. E. Spielman	“	107 10
Col. J. C. Lynn	“	107 10
Hollander	“	111 03
F. M. Lefever	“	111 07
A. Spier	“	111 08
L. G. Stanhope	“	117 17
7 boats	Total	774 16
Hampshire & Baltimore		
M. McNally	Alexandria	115 04
M. Fannon	“	114 09
R. A. Goodwin	“	116 08
Grayson & Fannie	“	111 07
4 boats	Total	457 08
George's Creek Company		
Capt. Weir	Georgetown	115 02
John Spencer	“	115 01
Five Brothers	“	118 10
3 boats	Total	348 13
Individual		
J. T. Davis	Georgetown	114 12
D. A. Carl	“	112 05
Amazon	Washington	107 12
Ichabod Crane	“	118 16
Willie & Annie	Antietam	116 13
5 boats	Total	569 18

AG, Wed. 7/2/73, p. 2. CANAL  
 COMMERCE – ARRIVALS – Boats S.  
 Henry, G. W. Wallis, H. Delafield and W. J.  
 B. Lloyd to American Coal Co.; Thomas H.  
 West to New Central Coal Co.; Alaska to  
 Great Falls Ice Co.

DEPARTURES – Boats S. Henry,  
 W. R. Shaw, H. Resley, Hunter & Bruce, J.  
 S. Mackie, C. Clifton, H. M. Snyder, J. L.  
 Motter, Tony Rodier, J. S. Fox, J. W. Rhind,  
 R. B. Cromptley, J. P. Agnew, H. B.  
 Cromwell, Samuel Swain and Adam Norrie.

DT, Thu. 7/3/73, p. 1. **Canal Trade** – 43  
 boats cleared this port yesterday, carrying  
 4,835 13 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Dr. Eliason	Georgetown	110 17
J. V. Norman	“	106 14
Nora & Willie	“	114 00
W. H. Wilson	“	107 16
Dr. Duckett	“	111 04
C. W. Wilson	“	117 12
Theo. Embrey	“	111 16
Elizabeth	“	111 16
J. T. Scrivener	“	111 05
9 boats	Total	1,003 00
American Company		
David A. Lowe	Alexandria	116 02
Maj. E. L. Moore	“	119 00
Theo L. Betts	“	119 14
A. H. Grant	“	107 04
Henry C. Flag	“	116 04
Charles Robb	“	113 16
Kate	“	112 11
E. Stevenson	“	109 19
8 boats	Total	914 19
Consolidation Company		
Dr. A. A. Biggs	Georgetown	118 05
Creole	“	112 00
G. Meredith	“	114 18
A. B. Cunise	“	114 15
J. McGraw	“	111 17
Gen. Grant	“	106 07
Brimstones	“	110 18
C. Van Tassell	“	109 16
8 boats	Total	898 16
Borden Company		
Amos Thomas	Georgetown	118 13
Invincible	“	112 13
Jos. E. West	“	114 00
Sallie H. Taylor	“	113 05
John C. Hoffman	“	102 00
5 boats	Total	585 11
Maryland Company		

Mary Ann Brady	Georgetown	117 12
W. T. Hassett	“	110 00
Mountain City	“	109 16
Ida & Sallie	“	117 18
Wm. S. Shaw	“	107 10
Col. J. D. Tice	“	112 05
6 boats	Total	675 10
Hampshire & Baltimore		
J. H. Woodburn	Alexandria	114 02
Conrad Waltz	“	114 19
Ben Bissell	“	113 10
3 boats	Total	332 11
George's Creek Company		
A. Cropley	Georgetown	111 14
A. Sherman	“	108 08
2 boats	Total	220 02
Individual		
C. W. Brengle	Washington	112 08
Mayfield & Hieston	Georgetown	111 16
2 boats	Total	224 04

AG, Thu. 7/3/73, p. 2. CANAL  
 COMMERCE – ARRIVALS – Boats W. J.  
 B. Lloyd, A. J. Clark, Goldfinch, J. J. Swift  
 and R. S. Grant to American Coal Co.; F. A.  
 Mertens to New Central Coal Co.; Shipley  
 & Bush, D. L. Taylor to George's Creek  
 Coal Co.; W. M. Price to Hampshire &  
 Baltimore Coal Co.

DEPARTURES – Boats W. H.  
 Boyer, G. W. Wallis, Laura, H. Delafield,  
 W. J. B. Lloyd, A. J. Clark, J. J. Swift,  
 Goldfinch, Fannie & Estella, J. L. Reid, W.  
 M. Price, R. S. Grant and S. H. West, for  
 Cumberland.

DT, Fri. 7/4/73, p. 1. **Canal Trade** – 37  
 boats cleared this port yesterday, carrying  
 4,142 05 tons of coal as follows:

New Central Company		
Boats	Destination	Tons cwt.
Jacob Couter	Georgetown	111 06
L. M. Holland	“	117 14
M. Sinclair	“	111 14
Geo. Couter	“	111 07
Hero	“	100 14
M. Whitson	“	114 16
Mary Mertens	“	101 04
Ohio	“	108 18

Ironsides	“	111 07
9 boats	Total	989 00
Consolidation Company		
Yonkers	Georgetown	114 19
John A. Graham	“	114 01
J. K. Whitford	“	112 16
Evening Star	“	115 00
S. S. Cunningham	“	108 15
W. A. Stephens	“	108 03
E. Corning	“	111 04
C. P. Manning	“	112 12
8 boats	Total	897 11
Borden Company		
Thos. Drennen	Georgetown	110 02
Sallie E. Hassett	“	114 09
Bertha M. Young	“	115 10
Rudolph Herr	“	110 02
Martha Ann	“	114 00
5 boats	Total	564 03
Maryland Company		
S. S. Lynn	Georgetown	118 02
J. M. Hedding	“	113 10
M. E. Spier	“	113 11
B. L. Slack	“	114 01
H. W. Dellinger	“	112 03
Annie	“	114 18
6 boats	Total	686 65
American Company		
Rechabites	Alexandria	112 15
J. M. Forbes	“	111 16
Ben Williamson	“	115 06
Michael Snow	“	117 18
4 boats	Total	446 15
Hampshire & Baltimore		
Morning Sun	Alexandria	112 11
Dr. J. P. Broderick	“	111 12
James March	“	109 17
M. S. Fernsner	“	110 01
4 boats	Total	444 01
Individual		
W. H. Boyer	Washington	112 00

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 The Skedaddler, Weisbrod's steam  
 packet will make two hour trips on the canal  
 today; starting and returning to Basin wharf.

Transcriber's Note: *Daily Times* edition of  
 Sat. 7/5/73 was missing on microfilm.

AG, Sat. 7/5/73, p. 3. **The Coal Trade** – The receipts of Cumberland coal at this port for the week ending today, have been as follows: by the American Coal Co. 3,938 tons; by J. P. Agnew 2,500 tons; by Hampshire & Baltimore Coal Co. 1,400 tons. The shipments during the same period have been: by American Coal Co. 4,019 tons; by J. P. Agnew 2,813 tons; by Hampshire & Baltimore Coal Co. 1,940 tons.

DT, Mon. 7/7/73, p. 1. **Local Matters** – The Skedaddler, Capt. Weisbrod's steam canal packet, moved off all right on the Fourth of July, and since then the Captain has lived in the boat. He is today the proudest seafaring man in Christendom, and we wish him lashings of good luck with his craft for the future.

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**Canal Trade** – 32 boats cleared this port yesterday, carrying 3,620 05 tons of coal as follows:

American Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
U. C. Hamilton	Alexandria	110 06
S. S. Howison	“	115 00
John H. Platte	“	114 18
H. B. Cromwell	“	109 14
J. W. Morris	“	116 04
A. J. Thomas	“	114 15
D. Cromwell	“	111 00
Robert H. Miller	“	120 18
W. W. Shepherd	“	110 17
9 boats	Total	1,023 12
New Central Company		
M. A. West	Georgetown	111 02
G. Blackburn	“	114 08
G. W. Grove	“	104 08
3 boats	Total	329 18
Maryland Company		
P. Fleckenstein	Georgetown	114 10
Kate Brooks	“	116 04
Ida & Willie	“	111 07
Annie Bell	“	109 11
Excelsior	“	114 04
Henry Lathers	“	120 18

6 boats	Total	686 14
Borden Company		
Maggie B.	Georgetown	113 12
Joseph H. Farrow	“	119 00
James H. Percy	“	110 10
3 boats	Total	348 02
Hampshire & Baltimore		
Samuel Swain	Alexandria	111 02
Loretto	“	110 14
P. L. Lemon	“	111 04
3 boats	Total	333 00
George's Creek Company		
Col. Spates	Georgetown	111 12
Lucinda	“	118 10
Robert B. Cropley	“	118 10
Chesapeake	“	109 14
4 boats	Total	458 06
Consolidation Company		
Uno	Georgetown	112 12
J. N. Clary	“	113 02
2 boats	Total	225 15
Individual		
M. O'Conner	Georgetown	109 18
W. H. Ash	“	110 00
2 boats	Total	219 18

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**Sudden Illness** – On Friday

afternoon last as Mr. John R. Cruzen was seated with his family at his residence, on South Center street, in this city, he was suddenly overcome by something of the nature of an apoplectic stroke, and fell from his chair to the floor. This was followed by complete prostration and Mr. Cruzen has been seriously ill for several days; but, we are glad to learn, is now convalescing.

AG, Mon. 7/7/73, p. 2. **CANAL COMMERCE** – ARRIVALS – Boats Scotia and Geo. Hutton to Hampshire & Baltimore Coal Co.; Emma, R. L. Gross, Our Sister and J. H. Gatrell to New Central Coal Co.; Dove and C. Segerson to George's Creek Coal Co.; H. Fisk, W. Darrow, James Hoy, J. R. Anderson, James Dayton, J. W. Bacon, R. H. Haydock and W. J. Boothe to American Coal Co.; Amazon, J. T. Davis and C. W. Brengle to Consolidation Co.; F.

M. Lefever and L. G. Stanhope to Maryland Coal Co.

DEPARTURES – Boats H. Fisk, Linnet, W. Darrow and James Hoy, for Cumberland.

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**Chesapeake and Ohio Canal** – The last weekly report of the coal trade at Cumberland, though it does not exhibit any considerable diminution of the deficit of this year’s trade as compared with the last, is, on the whole, gratifying. It shows that with anything like a fair chance there is virtue in the canal to hold its own against all opposition, whether of open competition or secret treachery. The canal has responded like a vessel to its helm when the right course is steered and the requisite strength applied. For week upon weeks in the earlier spring it fell back and back of its old record, for it labored under the weight of a policy that was submerging it in ruin. Seeing that all prayers, arguments and remonstrances were alike unavailing, an understanding was had by and between one of the companies having large shipping facilities at Georgetown and a number of boatmen, whose all is upon the canal, whereby the great object of cheap freighting might be attained, even is against the policy of the canal company itself. The consequence has been that since even the partial operation of this saving measure the prospects of the canal have been brightened, and we are now semi-officially told that “the business of the canal has increased every week since the first of June,” which was just the date when the redeeming movement was set on foot. – Although the Baltimore *American*, in its cursory notice of President Gorman’s last annual report, held it, with scarce suppressed elation, to be “notorious that the recent advancement of canal tolls directly operating in forcing tonnage upon the Baltimore and Ohio railroad,” and then went on, in the spirit of railroad partisanship

pervading the Baltimore press, to disparage the canal and predict its extinction, we now see that a very brief sail upon the right tack has been sufficient to give quite another aspect to canal affairs. – *Wash. Star*.

DT, Tue. 7/8/73, p. 4. **A Steam Canal Boat**, the Thomas Wheeler, of Georgetown, Capt. Ed. Lynch, arrived here yesterday morning at ten o’clock, having made the trip up from Georgetown in the unprecedented time of *fifty* hours. The Wheeler is a propeller, with an attachment invented by Captain Lynch, and is owned by a gentlemen and Commodore George B. Baulch of the United States Navy. Capt. Lynch is an old and experienced machinist and has obtained patents on several inventions in connection with the steam marine and merchant service. The time made above includes that lost in lockage and several short halts along the line. Capt. Lynch is confident that from his observations made during the trip he can still further improve his boat until she can easily make six miles per hour without washing the banks in the least. So much is he impressed with the fitness of his boat for his work, that he is about to have ten built by the Messrs. Young of this city, adapted to his machinery, which will be run along the line of the canal. The Wheeler will go down today, loaded with Maryland coal.

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**Canal Trade** – 28 boats cleared this port yesterday, carrying 3,154 17 tons of coal as follows:

American Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Plover	Alexandria	109 15
Charles Clifton	“	113 09
Samuel Henry	“	111 19
John S. Fox	“	107 02
Geo. W. Wallis	“	110 07
Henry Delafield	“	112 15
W. J. B. Lloyd	“	113 08
John J. Swift	“	114 04

8 boats	Total	892 19
New Central Company		
A. M. Reid	Georgetown	108 02
Friendship	"	110 05
J. M. Resley	"	111 00
Samuel H. Davis	"	111 08
A. Lincoln	"	115 10
5 boats	Total	556 05q
Maryland Company		
Nathan Williams	Georgetown	117 14
F. J. Laing	"	114 07
Jos. Murray	"	114 09
T. J. Mehaffey	"	110 02
Sharpsburg	"	107 02
5 boats	Total	563 14
Borden Company		
Lizzie & Phillie	Georgetown	117 16
Tilly B. Lynn	"	111 11
Joseph R. Haines	"	109 07
3 boats	Total	338 14
George's Creek Company		
Shipley & Bush	Georgetown	118 08
Wm. H. Boyer	"	121 17
2 boats	Total	240 05
Hampshire & Baltimore		
H. M. Snyder	Alexandria	116 13
Park Agnew	"	118 08
2 boats	Total	235 01
Consolidation Company		
J. A. Millholland	Georgetown	112 02
R. P. Getty	"	106 10
2 boats	Total	218 12
Individual		
Lady of the Lake	Williamsport	109 03

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The receipt of the canal for the week ending Saturday, June 28, were Cumberland \$10,507.92; Georgetown \$3,171.97; Williamsport \$69.97; Hancock \$37.56; Annapolis \$44.04. Total \$14,716.99.

AG, Tue. 7/8/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats W. Moffett, S. K. Miller and E. J. Hammond to New Central Coal Co.; E. L. Moore, W. J. Shreve, Ed Bayer, Chas. Robb, E. F. C. Young, A. H. Grant, H. C. Flagg, Ben Williamson, D. Stewart, J. H. Parrott and Eagle to American Coal Co.; John Weir, J.

& T. Coulehan and C. Segerson to George's Creek Coal Co.; Wm. P. Woolls, [M.] McNally and M. S. Fernsner to Hampshire & Baltimore Coal Co.; S. S. Lynn to Maryland Coal Co.

DEPARTURES – Boats J. H.

Gatrell, F. M. Bowers, J. H. Parrott, jr., D. M. Reid, W. J. Shreve, M. S. Fernsner, C. Segerson, Jack Topper, Lillie Lemen, Eagle, W. P. Woolls and Five Brothers, for Cumberland.

DT, Wed. 7/9/73, p. 1. **Canal Trade** – 36 boats cleared this port yesterday, carrying 4,028 14 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Ida & Harry	Georgetown	110 08
Dr. F. M. Davis	"	112 01
Benj. Miller	"	107 17
J. Hammond	"	112 00
Lillie & Nannie	"	110 12
R. A. Wagley	"	104 06
J. C. Stubblefield	"	113 16
7 boats	Total	771 00
Maryland Company		
H. B. Simonds	Georgetown	114 08
Mattie	"	115 04
Dr. Grimes	"	114 04
Dr. F. C. Doyle	"	112 09
Dr. E. DeLacey	"	113 02
J. C. Grove	"	113 14
Willie Snyder	"	105 16
Johnny & Tommy	"	117 06
8 boats	Total	906 03
American Company		
A. Jackson Clark	Alexandria	112 05
John L. Reid	"	116 05
W. Laird, Jr.	"	108 18
R. S. Grant	"	113 08
J. B. Cazeaux	"	111 06
Goldfinch	"	109 18
6 boats	Total	672 00
Borden Company		
M. A. Adams	Georgetown	107 19
S. H. Sherman	"	109 19
Geo. W. Thecker	"	112 14
3 boats	Total	330 12
Consolidation Company		

J. S. Mackie	Georgetown	106 16
D. M. Read	“	114 05
Laura	“	115 19
C. H. Dalton	“	115 14
Magpie	“	109 11
5 boats	Total	562 05

Hampshire & Baltimore

W. M. Price	Alexandria	113 17
Ed Mulvaney	“	114 07
2 boats	Total	228 04

George’s Creek Company

Thomas J. Boyer	Georgetown	111 14
Samuel Charles	“	104 13
2 boats	Total	216 07

Individual

H. C. Winship	Washington	113 01
H. C. Hicks	“	114 12
A. Norrie	Georgetown	114 10
3 boats	Total	342 03

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**Gone Down** – The old canal boat, which lay in Will’s creek near the railroad viaduct, floated down to the dam, yesterday.  
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**Canal Navigation** was seriously interrupted by the rain of yesterday. Will’s Creek was too high to admit of the passage of up the river boats into the lock, and the wash from the B. & O. Railroad sewer formed a bar in the channel below Basin Wharf, effectually preventing the egress of loaded boats.

AG, Wed. 7/9/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats J. M. Forbes, Rechabites, Kate, G. P. Lloyd, Theo. L. Betts and M. Snow to American Coal Co.; I. Crane and M. Boyer to Consolidation Co.; A. Cropley, John Weir and J. Spencer to George’s Creek Coal Co.; M. Fannon, W. P. Woolls, M. McNally, Geo. P. DeWitt, R. A. Goodwin and H. A. Garritt to Hampshire & Baltimore Coal Co.; C. W. Wilson, W. H. Wilson, E. J. Hammond and Five Brothers to New Central Coal Co.

DEPARTURES – Boats Wm.

Moffett, Ed Bayer, C. Robb, E. F. C. Young, Captain John Weir, H. S. Miller, A. H.

Grant, Ben Williamson, John Spencer, M. McNally, E. L. Moore, H. C. Flagg, C. W. Brengle, G. P. DeWitt, J. & T. Coulehan, Rechabites, E. J. Hammond and H. A. Garritt, for Cumberland.

DT, Thu. 7/10/73, p. 1. **Canal Trade** – 37 boats cleared this port yesterday, carrying 4,176 10 tons of coal as follows:

New Central Company

Boats	Destination	Tons cwt.
J. W. Carder	Georgetown	114 10
Wm. T. Allen	“	111 12
J. W. Rhind	“	115 09
B. R. Summers	“	111 16
N. S. Lemen	“	110 18
J. L. Motter	“	113 13
6 boats	Total	677 03

Consolidation Company

Dundenburg	Georgetown	109 11
Energy	“	114 16
Robin	“	113 09
D. C. Bruce	“	113 02
J. W. Turner	“	120 05
Joel Charles	“	110 14
F. H. Wolcott	“	110 16
7 boats	Total	792 13

American Company

A. Main	Alexandria	111 03
Geo Sherman	“	113 12
C. DuBois	“	110 00
J. A. Alexander	“	113 19
Iowa	“	115 08
M. Sandford	“	112 19
M. A. Myers	“	115 04
7 boats	Total	792 05

Borden Company

R. E. Fugit	Georgetown	115 08
H. Kraus	“	113 09
Capt. J. R. Masters	“	117 01
J. T. James	“	111 02
4 boats	Total	457 00

Maryland Company

H. Gerdeman	Georgetown	114 05
A. K. Syester	“	110 07
Thos. Wheeler	“	104 15
Wm. Doyle	“	110 14
Emerald	“	118 09
5 boats	Total	558 10

George’s Creek Company

E. Wheeler	Georgetown	109 15
	Hampshire & Baltimore	
Mrs. C. E. Charles	Alexandria	114 17
Alex Adams	“	113 13
2 boats	Total	<u>228 10</u>
	Individual	
Willie & Annie	Antietam	110 04
H. Resley	Georgetown	112 11
B. F. Charles	“	110 10
T. J. Baker	Williamsport	115 05
Hunter & Bruce	Washington	112 13
5 boats	Total	<u>561 03</u>

NR, Thu. 7/10/73, p. 4. **CHESAPEAKE AND OHIO CANAL.** - The president and directors of the Chesapeake and Ohio Canal Company met at Annapolis on Tuesday; all the members, except Col. J. G. Berret, present. The report of the president was submitted to the board, and his recommendations were concurred in. The report is as follows:

Office Chesapeake & Ohio Canal Company  
Annapolis, July 8, 1873.

*To the Board of Directors:*

**Gentlemen:** I have great satisfaction in reporting to you that the tonnage and revenue of the company for the past month is largely in excess of any corresponding period, viz: Revenue accrued from tolls June, 1873, was \$67,014.26; for rents and interest on deposits, \$1,325.79, making the total accrued revenue for the month, \$68,340.05; while the expenses for operating and maintaining the canal, including the repairs on dams No. 1 and 2, Georgetown and Seneca, was \$19,050.39, making the net revenue for the month \$19,289.66.

The following comparative statement will show the increase in coal tonnage and receipts from tolls as compared with corresponding period of 1871 and 1872:

June 1871	107,211 tons	\$60,025.12
June 1872	104,296 tons	\$56,761.80
June 1873	111,914 tons	\$67,014.26

from which it will be seen that the increased coal tonnage as compared with 1871 was 4,703 tons, and as compared with 1872 was 7,718 tons, while the increase in revenue from tolls as compared with 1871 was \$6,989.14, and 1872 was \$10,252.46.

As gratifying as this large increase in the trade and revenue of the canal for the past month is, you have every reason to expect equally gratifying results during the remainder of the season, as your canal is in an improved condition, well supplied with extra lock-gates and other material to repair any ordinary accident, while the prism or water way is greatly improved, as an evidence of which boats have passed from Cumberland to Georgetown during the past month, laden with 131 tons of freight, the average tonnage of all boats engaged in the canal trade exceeding 112 tons.

Not only is the canal in good condition, but the question of freight, which in the early part of the last month it was thought would interrupt the trade, has been adjusted, all of the companies except one paying the same as heretofore, viz: \$1.35 to Georgetown, while the number of boats registered and engaged in the trade will accommodate during a boating season one and a half million tons.

The continued demand for coal and other articles transported over your work must continue to increase its trade and revenue.

Not only is the present and prospective trade and revenue of the canal flattering, but the receipts from tolls and rents from the 1st day of January last to the 30th of June, is in excess of that of the corresponding period of the past year, notwithstanding all the delays and interruptions to the business of the canal since the opening of navigation. Which, after appropriating \$50,085 in May last to coupon account, and payment of current expenses, leaves a balance in the various



depositories to the credit of the company on its general account of \$124,129.32, which will enable you to appropriate \$101,970 to pay two coupons on the preferred construction bonds, and leave a sufficient balance in the treasury to meet current expenses, which the very large balance on hand on coupon account is sufficient for any contingency.

I therefore respectfully recommend that notice be given that the coupons due July, 1857, and January, 1858, on preferred construction bonds, will be paid upon presentation at the banking house of Alexander Brown & Sons, Baltimore, on and after the 15th instant.  
Respectfully submitted, A. P. Gorman,  
President, Chesapeake and Ohio Canal Company.

AG, Thu. 7/10/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats M. Whitson, Dr. R. J. Duckett and J. B. Turton to New Central Coal Co.; J. H. Platte, J. W. Morris, U. C. Hamilton and D. A. Lowe to American Coal Co.; T. H. Woodburn, C. Waltz, M. S. Fernsner and Morning Sun to Hampshire & Baltimore Coal Co.; Col. A. Spates and R. Croypley to George’s Creek Coal Co.

DEPARTURES – Boats R. J. Duckett, J. H. Platte, J. H. Woodburn, W. H. Wilson, C. W. Wilson, D. A. Lowe, M. Fannon, S. S. Legron, I. Crane, T. E. Sheridan, D. A. Carl, J. H. Garrish, R. A. Goodwin, J. M. Forbes, Kate, Theresa Long, Grayson & Fannie, G. P. Lloyd, T. A. Wood and T. L. Betts, for Cumberland.

DT, Fri. 7/11/73, p. 1. **Canal Trade** – 40 boats cleared this port yesterday, carrying 4,543 15 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
J. Noble	Georgetown	111 19
J. F. Hitch	“	107 12
Ida J. Kreps	“	111 04

Wm. Young	“	110 19
W. R. Shaw	“	112 03
M. C. Merryman	“	111 06
Johnny	“	114 19
Noble Grand	“	111 14
F. A. Mertens	“	111 12
J. P. Moore	“	111 10
Benj. Long	“	107 17
11 boats	Total	1,222 05

American Company		
A. S. Winteringham	Alexandria	113 12
Alex Ray	“	107 01
J. H. Stickney	“	113 18
R. S. McKaig	“	116 10
Maj. E. L. Moore	“	109 18
C. W. Adams	“	113 13
J. R. Anderson	“	116 06
Henry Kenny	“	109 08
8 boats	Total	902 06

Consolidation Company		
Gen. McClellan	Georgetown	109 15
P. J. Smith	“	114 01
C. Slack	“	115 03
H. J. Kenah	“	114 09
A. B. Turner	“	119 04
Ernst & Holland	“	119 02
6 boats	Total	694 14

Borden Company		
J. E. Hassett	Georgetown	109 18
Julia Borden	“	113 13
F. Ensminger	“	116 04
Chas. A. Green	“	116 06
Alexander	“	111 00
5 boats	Total	563 15

Maryland Company		
A. H. Bradt	Georgetown	112 06
H. Willison	“	117 00
J. B. Slattery	“	111 07
3 boats	Total	340 16

Hampshire & Baltimore		
Diligent	Alexandria	106 09
Scotia	“	114 15
Robert Emmett	“	106 17
3 boats	Total	328 01

George’s Creek Company		
D. L. Taylor	Georgetown	119 13
Individual		
E. P. Steffey	Williamsport	115 00
S. K. Miller	Washington	116 02
Fannie & Estelle	Antietam	111 04

3 boats                      Total                      342 06

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*Ibid*, p. 4. The steam canaler went down the canal yesterday loaded with coal. She moved at a good rate of speed and Capt. Lynch is sure that with very slight improvement he can reach the greatly to be desired solution of cheap canal navigation.

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 The canal dredge was at work yesterday finishing up the work of cleaning the bar from the channel below Basin Wharf.

ES, Fri. 7/11/73, p. 2. The Cumberland *Civilian*, a paper that naturally devotes a good deal of intelligent attention to canal interests, charges that the Chesapeake and Ohio canal is now run in the interest of politicians, and says that while Allegany county is the feeder of the canal, and therefore entitled to take an important part in its management, yet she has never been allowed a single director. The *Civilian* says:

“When a vacancy occurred a few months since, Gov. Whyte and Mr. Gorman, in their counsels, again determined that Allegany should not be represented. They threw a tub to the whale by appointing Hon. Pat’k Hamill, of Garrett county, as one of the board. Mr. Hamill lives about 2,000 feet above the canal level; he has no interest in it; his county has a very small interest comparatively; and he does not represent Allegany in any way. Now, what is the matter with Allegany? Have we no men of intelligence? Have we no honest citizens who are capable? We certainly have gentleman who are honest, intelligent and *deeply interested in the wise and honest administration of canal affairs*. And it is this very reason that prevents their appointment by the board of public works.”

What answer have Gov. Whyte, President Gorman and the Board to make to these allegations?

AG, Fri. 7/11/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats A. J. Thomas, W. W. Shepherd and S. Henry to American Coal Co.; M. A. West and Alaska to Great Falls Ice Co.; P. L. Lemon and James March to Hampshire & Balt. Coal Co.  
 DEPARTURES – Boats H. B. Cromwell, Moses Whitson, S. S. Howison, A. J. Thomas and M. A. West, for Cumberland.

**Transcriber’s Note:** *Daily Times* edition of Sat. 7/12/73 was missing on microfilm.

ES, Sat. 7/12/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been unusually brisk. The receipts being: At Ray’s Docks, 4,180 tons; New Central company, 6,152 tons; Consolidation company, 7,230 tons; Borden Mining company, 3,335 tons; total receipts for the week, 20,897 tons. The shipments were: Ray’s Docks, 3,805 tons; New Central company, 7,655 tons; Consolidation company, 8,940 tons; Borden Mining company, 4,550 tons; total shipments for the week, 24,950 tons.

**Grain Trade** – The canal boat Bradfield Hartley arrived today with 2,600 bushels of corn for Hartley & Bro.

NR, Sat. 7/12/73, p. 4. **A Woman Drowned.** - Yesterday morning Officer Bayley, of the Fourth police-precinct station, was notified that the wife of Capt. Smith, commanding the canal boat W. H. Ash, and lying at the G-street wharf, had fallen overboard and drowned. The river was dragged, and at 11:45 o’clock the body was found near the wharf. The coroner was notified, but after hearing the facts in the case deemed an inquest unnecessary, as the drowning was accidental.

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**GEORGETOWN AFFAIRS.**

**The Coal Trade** - The shipments of coal from Cumberland, for the week ending July 5, amounted to 42,211 tons 15 cwt., an increase over the corresponding week of last year of 4,224 tons 2 cwt. For the year to that date, 1,186,183 tons 14 cwt. were shipped, showing an increase over the same period in 1872 of 118,350 tons 12 cwt.; increase in railroad shipments, 167,524 tons; decrease in canal shipments, 49,173 tons 8 cwt. For the week ending last evening 170 boats cleared this port, carrying 19,111 tons 5 cwt., of coal.

AG, Sat. 7/12/73, p. 2. **CANAL COMMERCE – ARRIVALS – Boats**  
 Samuel Henry, Charles Clifton, G. W. Wallis, M. Lienan, H. Delafield, W. J. B. Lloyd, J. J. Swift, Plover, D. Cromwell and A. J. Clark to American Coal Co.; Loretto, P. L. Lemon, S. Swain and Park Agnew to Hampshire & Baltimore Coal Co.; Shipley & Bush and W. H. Boyer to George's Creek Coal Co.; Alaska to Great Falls Ice Co.; Mayfield & Hieston to Mayfield & Hieston.  
**DEPARTURES – Boats** S. Henry, C. Clifton, James March, Gen. Grant, S. Swain, G. W. Wallis, Loretto, H. Delafield and W. J. B. Lloyd, for Cumberland.

*Ibid.* p. 3. **Coal Trade** – The receipts of Cumberland coal at this port, by canal, for the week ending today, were as follows: by American Coal Company 5,073 tons; by J. P. Agnew 3,786 tons; by Hampshire & Baltimore Coal Company 2,543 tons. The shipments during the same period were: by American Coal Company 4,934 tons; by J. P. Agnew 4,168 tons; by Hampshire & Baltimore Coal Company 3,170 tons. Total receipts 11,402 tons; total shipments 12,272 tons.

DT, Mon. 7/14/73, p. 4. **Canal Trade** – 47 boats cleared this port yesterday, carrying 5,256 19 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
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E. F. Rizer	Georgetown	115 01
Col. E. V. White	“	108 01
V. H. Weir	“	114 10
F. P. White	“	104 03
Little Joe	“	107 19
American Boy	“	111 15
D. Murphy	“	111 02
Emma	“	111 14
8 boats	Total	<u>884 05</u>
American Company		
R. H. Haydock	Alexandria	109 09
W. J. Shreve	“	112 17
Harvey Fisk	“	109 06
Edward Bayer	“	113 08
Chas. Robb	“	114 12
J. H. Platte	“	113 00
B. Williamson	“	115 16
7 boats	Total	<u>788 08</u>
Consolidation Company		
A. Rhinehart	Georgetown	106 11
R. I. Morris	“	116 06
Bynon & Goodwin	“	101 10
W. Moorehead	“	111 04
M. Topper	“	109 09
G. W. Barnett	“	112 01
F. H. Delano	“	112 15
Linnet	“	113 01
Blue Bell	“	109 06
Dr. Delaplane	“	113 17
10 boats	Total	<u>1,106 00</u>
Maryland Company		
Wren	Georgetown	110 10
L. G. Stanhope	“	109 03
Thomas Hassett	“	104 06
A. E. McQuade	“	110 08
W. S. Shaw	“	110 12
A. L. Miller	“	116 14
E. E. Spielman	“	110 08
W. T. Hassett	“	111 04
8 boats	Total	<u>883 05</u>
Borden Company		
Wm. Borden	Georgetown	117 15
Geo. H. Colbert	“	116 03
Susan Charles	“	118 15
Okonoko	“	116 08
Sally Ardinger	“	112 09
5 boats	Total	<u>581 10</u>
Hampshire & Baltimore		
Lillie Lemen	Alexandria	111 17
H. A. Garritt	“	107 17

Grayson & Fannie	“	113 05
Tony Rodier	“	111 12
G. P. DeWitt	“	107 18
5 boats	Total	555 09
George’s Creek Company		
J. & T. Coulehan	Georgetown	118 00
John Spencer	“	114 17
C. Segerson	“	114 00
3 boats	Total	349 10
Individual		
W. H. Boyd	Washington	108 12

AG, Mon. 7/14/73, p. 2. CANAL  
 COMMERCE – ARRIVALS – Wm. Price,  
 H. M. Snyder, Mrs. C. E. Charles and E.  
 Mulvaney to Hampshire & Baltimore Coal  
 Co.; E. Stevenson, J. L. Reid, R. H. Miller,  
 R. S. Grant, A. Main, J. A. Alexander, C.  
 DuBois, M. A. Myers and Geo. Sherman to  
 American Coal Co.; T. J. Boyer and S.  
 Charles to George’s Creek Coal Co.; H. C.  
 Winship, H. C. Hicks and Hunter & Bruce  
 to Consolidation Coal Co.; B. R. Summers,  
 J. W. Rhind and J. W. Carder to New  
 Central Coal Co.

DEPARTURES – Boats Shipley &  
 Bush, Plover, M. Lienan, G. Blackburn, J. J.  
 Swift, A. J. Clark, P. Agnew, D. Cromwell,  
 E. Stevenson, W. M. Price, B. R. Summers,  
 H. M. Snyder, J. L. Reid, R. S. Grant and R.  
 H. Miller, for Cumberland.

DT, Tue. 7/15/73, p. 4. **Canal Trade** - 38  
 boats cleared this port yesterday, carrying  
 4,621 05 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
E. Hadra	Georgetown	114 06
R. L. Gross	“	111 00
F. Davis	“	111 07
Our Sister	“	108 05
J. H. Gatrell	“	110 04
Huntington	“	108 01
Wm. Moffett	“	111 08
M. E. McMacon	“	111 00
8 boats	Total	886 00
American Company		
Henry C. Flagg	Alexandria	115 14

A. H. Grant	“	108 07
Eagle	“	106 14
Maj. E. L. Moore	“	117 06
James Vandervoort	“	112 14
E. F. C. Young	“	109 14
Kate	“	113 02
G. P. Lloyd	“	116 00
8 boats	Total	899 17

Maryland Company		
A. Spier	Georgetown	113 17
Col. J. D. Tice	“	111 14
Geo. J. Elliott	“	115 09
B. L. Slack	“	114 14
Mountain City	“	108 04
Mary Ann Brady	“	112 13
S. S. Lynn	“	111 18
7 boats	Total	788 09

Consolidation Company		
A. P. Gorman	Georgetown	113 18
W. M. Hill	“	111 17
W. Irving	“	112 12
J. Malloy	“	114 14
T. J. Boyer	“	114 05
J. T. Davis	“	113 17
6 boats	Total	680 13

Borden Company		
L. Lovell	Georgetown	116 11
Harry Borden	“	119 14
John G. Lynn	“	116 18
R. J. West	“	112 12
4 boats	Total	438 15

Hampshire & Baltimore		
M. Fannon	Alexandria	114 10
R. A. Goodwin	“	115 01
J. H. Woodburn	“	117 08
Conrad Waltz	“	114 14
4 boats	Total	461 13

George’s Creek Company		
Five Brothers	Georgetown	115 04
Adam Sherman	“	108 04
2 boats	Total	223 08

Individual		
Morning Star	Washington	113 05
T. E. Sheridan	Georgetown	109 11
2 boats	Total	222 16

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**The Steel Works** of Messrs.  
 Thompson & Paxton, in course of erection a  
 short distance from this city are now in an  
 advanced stage of construction. The gas

producer is nearly completed, as are also the blistering and melting furnaces. The furnaces are both built in the most substantial manner, and lined with the best fire brick to be had in the country. The buildings are all up with the exception of the hammer house, material for which is on the ground and a force of carpenters is now working on the superstructure. It is expected that the works will be in full operation by the latter part of October. Though it is probable that the blasting and melting furnaces will be in operation a short time before that date, so as to have a stock of "ingots" on hand in advance of the heating furnaces and hammers.

NR, Tue. 7/15/73, p. 4. **CANAL NAVIGATION.** - Several days ago mention was made of the start of the steam canal boat Thos. Wheeler from Georgetown to Cumberland, and her safe arrival after a successful trip is thus noticed by the *Cumberland Daily Times*:

"A steam canal boat, the Thomas Wheeler, of Georgetown, Capt. Edw. Lynch, arrived here yesterday morning at 10 o'clock, having made the trip up from Georgetown in the unprecedented time of fifty hours. The Wheeler is a propeller, with an attachment invented by Capt. Lynch, and is owned by that gentleman and Commodore George B. Baulch, of the United States navy. Capt. Lynch is an old and experienced machinist, and has obtained patents on several inventions in connection with the steam marine and merchant service. The time made above includes that lost in lockage and several short halts along the line. Capt. Lynch is confident that from observations made during the trip he can still further improve his boat until she can easily make six miles per hour without washing the banks in the least. So much is he impressed with the fitness of his boat for this work that he is about to have ten built

by the Messrs. Young, of this city, adapted to his machinery, which will be run along the line of the canal. The Wheeler will go down today, loaded with Maryland coal."

The boat arrived at Georgetown with her load, and Captain Ned is satisfied that with a few minor improvements which suggested themselves to him on the trip he will be able to compete successfully for the prize offered by the State of New York for a steam canal boat which can make an average of four miles an hour and not injure the wall of the canal by "washing."

AG, Tue. 7/15/73, p. 2. **CANAL COMMERCE – ARRIVALS –** Boats S. K. Miller to Consolidation Coal Co.; Wm. Young and J. P. Moore to New Central Coal Co.; Alex Adams, Scotia and R. Emmett to Hampshire & Baltimore Coal Co.; D. L. Taylor to George's Creek Coal Co.; A. S. Winteringham, Wm Laird, J. H. Stickney, J. S. Fox, R. S. McKaig, C. W. Adams, J. R. Anderson, James Dayton and Henry Kenny to American Coal Co.; Alaska to Great Falls Ice Co.

**DEPARTURES –** Boats T. J. Boyer, J. W. Rhind, J. A. Alexander, C. DuBois, C. E. Charles, S. Charles, Ed Mulvaney, J. W. Carder, M. A. Myers, Geo. Sherman, Wm. Laird, W. Young, Alex Adams, A. S. Winteringham, J. H. Stickney, H. C. Hicks and Scotia, for Cumberland.

CA, Wed. 7/16/73, p. 3. **Shooting Affray –** Friday evening last about five o'clock, two boatmen, named respectively William Parker and Henry Myers, got into a dispute at Basin Wharf. Myers, who was very drunk, became very abusive towards Parker, who was not so drunk. After bandying epithets for a while, Parker drew a pistol and shot Myers, the ball entering just below the ribs on the right side. A doctor was immediately summoned, who could not at the time give an opinion as to the probable

result of the wound, as the wounded man was so refractory that he would not lie down to let the doctor examine him, but sat up on the cabin of a boat, with the blood issuing from his wound. Parker was arrested and taken before Justice Strong, where he submitted his case and was committed in default of \$300 for his appearance at the October term of Court. – *Times*.

DT, Wed. 7/16/73, p. 4. **Canal Trade - 46** boats cleared this port yesterday, carrying 5,202 15 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
City of Hamburg	Georgetown	112 11
G. H. Bradt	“	111 07
C. N. Madore	“	107 15
Nora & Willie	“	111 16
O. D. Robbins	“	108 04
J. L. Feidt	“	108 09
Jack Topper	“	112 05
Dr. Eliason	“	114 13
8 boats	Total	878 00
American Company		
Theo. L. Betts	Alexandria	116 14
Michael Snow	“	116 10
David A. Lowe	“	115 05
John H. Platte	“	115 15
J. W. Morris	“	116 09
Rechabites	“	113 13
S. S. Howison	“	119 17
7 boats	Total	814 03
Maryland Company		
J. M. Hedding	Georgetown	110 19
Industry	“	107 19
Ida & Sallie	“	114 10
Annie	“	109 18
H. Lowther	“	114 09
Kate Brooks	“	115 13
Willie & Annie	Antietam	114 11
7 boats	Total	897 13
Consolidation Company		
T. J. Nimmo	Georgetown	113 10
C. W. Brengle	“	114 13
J. McGraw	“	110 01
J. R. Cruzen	“	111 01
Lark	“	115 00
Dr. A. A. Biggs	“	113 02

Julia Manning	“	108 10
E. E. King	“	114 14
G. Meredith	“	114 02
V. L. Sprigg	“	114 04
Creole	“	112 02
Hawk	Washington	119 14
12 boats	Total	1,361 13

Borden Company		
Sallie H. Taylor	Georgetown	114 10
Rudolph Herr	“	111 04
Joseph E. West	“	113 05
Conrad Waltz	“	114 09
Thomas Drennen	“	108 05
5 boats	Total	561 04

Hampshire & Baltimore		
M. S. Fernsner	Alexandria	115 04
Dr. J. P. Broderick	“	114 02
Morning Sun	“	111 09
Ben Bissell	“	114 12
P. L. Lemon	Georgetown	112 01
5 boats	Total	566 08

George’s Creek Company		
R. B. Cropley	Georgetown	114 11

ES, Wed. 7/16/73, p. 4. **GEORGETOWN – Detention of Canal Boats** – In consequence of one or two lock gates being out of repair at the seven locks, no boats have arrived since yesterday at noon.

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**The survey** for the continuation of the Chesapeake and Ohio canal, which was authorized by Congress last winter and an appropriation made for that purpose, will be commenced about the first of August. It is ascertained that the most advantageous route to continue the canal is from Cumberland to the Ohio river, and Col. Sedgwick, an old engineer officer, has been employed to personally superintend the matter. He has arrived here for the purpose of taking the preliminary steps toward the work. Col. William E. Merrill, U.S.A., stationed at Cincinnati, has general charge of the survey, and the work will be pushed forward as rapidly as possible.

AG, Wed. 7/16/73, p. 2. CANAL  
 COMMERCE – ARRIVALS – Boats Silver  
 Wave, F. R. M. Bowers and E. F. Wheeler  
 to George’s Creek Coal Co.; J. B. Cazeaux,  
 D. Stewart, Iowa and M. Sandford to  
 American Coal Co.; Adam Norrie and M.  
 M. Jane to Consolidation Coal Co.; W. P.  
 Woolls and Diligent to Hampshire &  
 Baltimore Coal Co.; H. Resley and B. F.  
 Charles to Washington City Gas Light Co.

DEPARTURES – Boats D. L.

Taylor, J. S. Fox, R. S. McKaig, C. W.  
 Adams, J. R. Anderson, James Dayton,  
 Silver Wave, R. Emmett, D. Stewart, J. B.  
 Cazeaux and F. R. M. Bowers, for  
 Cumberland.

DT, Thu. 7/17/73, p. 4. **Canal Trade** - 41  
 boats cleared this port yesterday, carrying  
 5,013 17 tons of coal as follows:

New Central Company

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
H. W. Shuck	Georgetown	108 09
T. A. Wood	“	115 08
Theo. Embrey	“	111 08
E. J. Hammond	“	111 05
H. S. Miller	“	112 00
Elizabeth	“	114 18
J. Spielman	“	118 05
J. H. Garrish	“	111 05
8 boats	Total	902 18

American Company

Samuel Henry	Alexandria	112 15
U. C. Hamilton	“	108 11
H. B. Cromwell	“	110 14
H. Delafield	“	113 07
W. W. Shepherd	“	112 14
A. J. Thomas	“	112 01
Chas. Clifton	“	112 17
W. J. B. Lloyd	“	113 04
8 boats	Total	896 03

Consolidation Company

Knights of Pythias	Georgetown	113 09
L. R. Fechtig	“	114 04
I. Crane	“	115 10
W. A. Stephens	“	110 07
Katskill	“	109 10
W. C. Smith	“	109 02
A. B. Cunise	“	113 00

M. Boyer	“	110 00
John & Daniel	“	113 07
E. P. Steffey	Williamsport	111 07
Evening Star	Washington	115 13
D. A. Carl	Alexandria	113 16
12 boats	Total	1,347 05

Borden Company

Martha Ann	Georgetown	116 03
Sallie E. Hassett	“	114 16
Invincible	“	106 18
3 boats	Total	337 17

Maryland Company

Annie Bell	Georgetown	110 13
Excelsior	“	117 04
T. J. Mehaffey	“	111 00
Ida & Willie	“	111 03
F. J. Laing	“	111 01
F. H. Irvin	“	117 04
6 boats	Total	678 05

Hampshire & Baltimore

M. O’Conner	Georgetown	111 09
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George’s Creek Company

Col. Spates	Georgetown	111 10
A. Cropley	“	109 13
2 boats	Total	221 03

Individual

Amos Thomas	Washington	116 17
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**Revival of an Old Route** – The  
 canal boat Amos Thomas, among the  
 departures from this port yesterday, was  
 loaded with coal from the George’s Creek  
 Valley, which came via Piedmont in cars of  
 the B. & O. R. R. Company; the first coal  
 shipped thus by canal since the year 1856;  
 latterly only coal destined for railroad  
 shipment coming by that route.

AG, Thu. 7/17/73, p. 3. CANAL  
 COMMERCE – ARRIVALS – Boats J. P.  
 Moore, James Hoy, Wm. Darrow, W. J.  
 Boothe, Goldfinch, Ben Williamson and R.  
 Marshall to American Coal Co.; M.  
 McNally, Lillie Lemen and H. A. Garritt to  
 Hampshire & Baltimore Coal Co.; Capt.  
 John Weir and John Spencer to George’s  
 Creek Coal Co.; R. A. Wagley and W. H.  
 Boyd to New Central Coal Company.

DEPARTURES – Boats Geo.

Hutton, James Hoy, Wm. P. Woolls, Hunter & Bruce, M. Sandford, Diligent, J. P. Moore, Iowa, W. J. Boothe and R. A. Wagley, for Cumberland.

DT, Fri. 7/18/73, p. 4. **Canal Trade** - 48 boats cleared this port yesterday, carrying 5,387 19 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
L. M. Holland	Georgetown	118 04
J. V. Norman	“	111 00
W. H. Wilson	“	104 00
M. Sinclair	“	107 05
C. W. Wilson	“	117 15
Dr. Duckett	“	114 18
Geo. Couter	“	112 03
L. Hartley	“	107 14
O. S. Maus	“	108 10
J. T. Scrivener	“	111 09
10 boats	Total	1,112 18
American Company		
Geo. W. Wallis	Alexandria	107 04
John J. Swift	“	115 12
A. J. Clark	“	116 07
Plover	“	109 12
A. D. Brower	“	109 07
John L. Reid	“	114 17
R. S. Grant	“	113 00
7 boats	Total	786 09
Borden Company		
Maggie B.	Georgetown	113 19
Joseph H. Farrow	“	114 10
James H. Percy	“	108 13
Bertha M. Young	“	114 00
Tilly B. Lynn	“	107 03
Jos. R. Haines	“	108 13
6 boats	Total	666 17
Maryland Company		
Sharpsburg	Georgetown	110 17
Maria McGraw	“	101 01
Joseph Murray	“	114 13
Nathan Williams	“	114 16
Dr. Grimes	“	116 14
Mattie	“	113 11
6 boats	Total	671 12
Consolidation Company		
A. J. Center	Georgetown	112 00
John Sheridan	“	115 06

C. P. Manning	“	118 14
Black Hawk	“	112 06
J. B. Varnum	“	113 14
C. Van Tassell	“	109 15
Owl	“	113 12
Maryland No. 2	Washington	112 10
Lady of the Lake	Williamsport	108 06
9 boats	Total	1,016 03
Hampshire & Baltimore		
James March	Georgetown	114 10
Loretto	“	113 01
Samuel Swain	“	112 08
W. M. Price	“	116 13
Samuel Charles	“	114 02
Park Agnew	“	119 06
6 boats	Total	689 06
George’s Creek Company		
Lucinda	Georgetown	111 10
Chesapeake	“	108 06
Shipley & Bush	“	115 00
3 boats	Total	334 16
Individual		
John C. Hoffman	Washington	110 00

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**Boy Drowned** – A colored boy about sixteen years of age, fell from the race plank of the boat John & Daniel yesterday morning on the tunnel level and was drowned. After considerable search his body was recovered, but our informant was unable to ascertain his name or place of residence.

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**Meeting of the Directors of the Chesapeake and Ohio Canal Company** – Before the adjournment of the last meeting of the Directors of the Chesapeake and Ohio Canal Company, it was resolved to hold their next meeting, commencing on the 6<sup>th</sup> of August and continuing probably two days, in the city of Frederick. We have always been of the opinion that Frederick city, owing to its central, pleasant and healthy condition, ought to be made the permanent location for the office of the Chesapeake and Ohio Canal Company, and trust the Directors will arrive at this conclusion at last. – *Frederick Union*.



Certainly; why not? Frederick supplies the canal with so much trade that the least the Board could do is to grant this very modest request. Such a small moiety of trade as Cumberland furnishes is not worthy of a thought, and she has no claims on that body. Besides it isn't pleasant and healthy here – not for Canal Directors.

ES, Fri. 7/18/73, p. 4. **GEORGETOWN – Cumberland Coal Trade** – The shipments of coal from Cumberland for the week ending July 12<sup>th</sup> amounted to 61,143 tons 16 cwt., an increase over the corresponding week of last year of 4,257 tons 8 cwt. For the year to that date 1,247,327 tons 12 cwt were shipped, showing an increase over the corresponding period of 1872 of 122,608 tons; increase in railroad shipments, 171,142 tons 19 cwt. During the week ending last evening 256 boats cleared this port, carrying 28,773 tons 8 cwt of coal, the greatest number (by 6 boats) of any week this year.

AG, Fri. 7/18/73, p. 3. **CANAL COMMERCE – ARRIVALS** – Boats W. J. Shreve, Chas. Robb, R. Haydock and H. Fisk to American Coal Co.; Ed. Bayer, J. H. Parrott, Alex. Ray, E. V. White and R. L. Gross to New Central Coal Co.; J. & T. Coulehan to George's Creek Coal Co.; Grayson & Fannie to Hampshire & Baltimore Coal Co.

**DEPARTURES** – Boats Adam Norrie, Goldfinch, M. McNally, Minnie & Cora, Benj. Williamson, Wm. Darrow, H. A. Garritt, R. Marshall, Emma, W. J. Shreve, R. H. Haydock, Lillie Lemen, J. H. Parrott, H. Fisk, Chas. Robb, Col. E. V. White and H. Resley, for Cumberland.

DT, Sat. 7/19/73, p. 4. **Canal Trade** - 46 boats cleared this port yesterday, carrying 4,815 14 tons of coal as follows:

New Central Company		
Boats	Destination	Tons cwt.
Ohio	Georgetown	107 04

M. Whitson	“	118 03
S. H. Davis	“	107 14
Ironsides	“	108 01
J. B. Turton	“	107 18
G. W. Grove	“	107 14
Jacob Couter	“	112 00
M. Mertens	“	105 03
8 boats	Total	873 17

Consolidation Company		
Gen. Grant	Georgetown	111 13
Brimstones	“	105 02
S. S. Cunningham	“	111 03
J. K. Whitford	“	110 15
Yonkers	“	110 12
Fulton	“	110 16
J. A. Graham	“	115 04
J. M. Forbes	“	113 00
E. Corning	“	111 16
C. H. Dalton	“	118 02
Mohawk	“	110 13
H. C. Winship	“	110 14
J. P. Agnew	Washington	112 16
Amazon	“	106 09
14 boats	Total	1,657 14

American Company		
Geo. Sherman	Alexandria	116 01
R. H. Miller	“	119 11
M. Lienan	“	109 06
Cornelius DuBois	“	109 17
J. A. Alexander	“	112 07
Andrew Main	“	111 18
M. A. Myers	“	116 11
7 boats	Total	795 11

Borden Company		
S. H. Sherman	Georgetown	113 12
M. A. Adams	“	116 13
Lizzie & Phillie	“	118 18
Geo. W. Thecker	“	114 15
Capt. J. R. Masters	“	115 00
5 boats	Total	568 18

Maryland Company		
Dr. E. DeLacey	Georgetown	114 02
Clearspring	“	107 07
W. Snyder	“	107 00
J. L. Motter	“	113 19
4 boats	Total	442 08

Hampshire & Baltimore		
H. M. Snyder	Alexandria	118 00
E. Mulvaney	“	115 00
T. Long	“	102 15

C. F. Walters	“	94 13
Alex. Adams	“	114 00
5 boats	Total	444 15
George’s Creek Company		
W. H. Boyer	Georgetown	121 16
Individual		
Fannie & Estella	Antietam	110 00

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**The Skedaddler**, Weisbrod’s steam canal boat, made a three mile trip up the river yesterday, experiencing pleasant weather and safe passage.  
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It will be noticed that the shipments of Consolidation coal by canal yesterday were very heavy. This is explained by the fact that thirty hopper cars of Consolidation coal were loaded and marked for Philadelphia, via the State Line Railroad, yesterday, but when they reached the State line they were ordered back to this city and the coal was shipped by canal.

ES, Sat. 7/19/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been quite brisk, and schooners are plentiful. The reports for the week are: Received at Ray’s docks, 3,981 tons; New Central company, 6,190 tons; Consolidation company, 3,215 tons; Borden mining company, 2,185 tons. Total receipts for the week, 15,571 tons. The shipments were: From Ray’s docks, 6,421 tons; New Central company, 6,721 tons; Consolidation company, 4,700 tons; Borden Mining company, 4,606 tons. Total shipments for the week, 21,941 tons.

AG, Sat. 7/19/73, p. 2. **CANAL COMMERCE – ARRIVALS – Boats**  
 American Boy to New Central Coal Co.; G. P. DeWitt, R. A. Goodwin, C. Waltz and J. H. Woodburn to Hampshire & Baltimore Coal Co.; H. C. Flagg, E. L. Moore, Eagle, G. P. Lloyd and James Vandervoort to American Coal Co.; Alaska to Great Falls

Ice Co.; Round Top Cement and Morning Star for Washington; Five Brothers, A. Sherman and C. Segerson to George’s Creek Coal Co.

**DEPARTURES** – Boats Ed Bayer, J. W. Bacon, Alex Ray, Capt. J. Weir, W. H. Boyd, Grayson & Fannie, R. L. Gross, G. P. DeWitt, H. C. Flagg, Major E. L. Moore and American Boy, for Cumberland.

*Ibid.* p. 3. **Coal Trade** – The receipts of Cumberland coal by canal at this port for the week ending today, have been as follows: by American Coal Company 4,896 tons; by J. P. Agnew 2,976 tons; by Hampshire & Baltimore Coal Company 2,068 tons. During the same period the shipments were as follows: by American Coal Company 5,132 tons; by J. P. Agnew 3,268 tons; by Hampshire & Baltimore Coal Company 2,643 tons.

DT, Mon. 7/21/73, p. 1. **Canal Trade** - 42 boats cleared this port yesterday, carrying 4,7674 18 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
A. M. Reid	Georgetown	108 06
Benj. Miller	“	114 05
Dr. F. M. Davis	“	110 03
J. C. Stubblefield	“	114 13
Ida & Harry	“	113 01
G. Blackburn	“	113 11
Friendship	“	110 00
Naomi	“	104 08
A. Lincoln	“	111 11
W. H. Ash	“	117 16
M. A. West	“	111 17
11 boats	Total	1,239 01
Consolidation Company		
Laura	Georgetown	113 05
J. A. Millholland	“	113 06
Allan Campbell	“	112 19
Joel Charles	“	111 09
Uno	“	116 13
J. N. Clary	“	111 19
W. L. Reed	“	116 08
H. C. Hicks	“	115 07
D. C. Bruce	“	107 14

J. W. Turner	“	116 00
A. Van Corlear	“	108 12
11 boats	Total	<u>1,250 13</u>
American Company		
J. H. Stickney	Alexandria	116 09
A. S. Winteringham	“	109 14
J. R. Anderson	“	112 19
James Dayton	“	113 02
B. R. Summers	“	113 12
Samuel Lloyd	“	120 15
D. Cromwell	“	112 17
David Stewart	“	<u>116 07</u>
8 boats	Total	<u>915 05</u>
Borden Company		
Henry Kraus	Georgetown	113 19
John C. Hasset	“	110 14
R. E. Fugitt	“	114 02
Alexander	“	<u>112 01</u>
4 boats	Total	<u>450 16</u>
Maryland Company		
Johnny & Tommy	Georgetown	120 01
J. C. Grove	“	110 03
Dr. F. C. Doyle	“	111 07
P. Fleckenstein	“	<u>113 11</u>
4 boats	Total	<u>459 07</u>
Hampshire & Baltimore		
Scotia	Alexandria	114 10
Johnny	“	<u>114 02</u>
2 boats	Total	<u>228 12</u>
George's Creek Company		
D. L. Taylor	Georgetown	115 06
T. J. Boyer	“	<u>114 18</u>
2 boats	Total	<u>230 04</u>

NR, Mon. 7/21/73, p. 4. **GEORGETOWN AFFAIRS. - The Coal Trade.** - The receipts of coal by the different companies during the past week were 15,571 tons, and shipments, 21,941 tons.

**Grain Trade** – Canal boat J. N. Thomas has arrived, with 3,600 bushels corn, consigned to Joseph G. and John M. Waters.

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**An Irate Husband.** - Saturday morning, about 1 o'clock, a man named Elsie Gregg, employed on the canal boat Mountain City, found a man named Garrett Brown in bed with his (Gregg's) wife, and

without any ceremony cut Brown with a Barlow knife. Information of the fact was made to the officers at the Third precinct station-house by Gregg, who came to give himself up, and Sergeant Buell went to the boat and found the man Brown seriously cut, with two gashes in his back, each about 18 inches long. The officer called Dr. Kleinschmidt, who dressed the wounds and had the patient sent to Providence hospital. The wounds are only flesh wounds and Brown will soon recover. Other parties on the boat represent that Brown was not with Gregg's wife at the time, but had been out with her during the evening, and when they returned to the boat each went to their usual place of sleeping, she in the cabin and he in the other end of the boat. Gregg is held for a hearing.

AG, Mon. 7/21/73, p. 2. **CANAL COMMERCE – ARRIVALS** – Boats A. H. Grant, D. A. Lowe, J. H. Platte, T. L. Betts, M. Snow, S. S. Howison, S. Henry, H. B. Cromwell and U. C. Hamilton to American Coal Co.; Morning Sun, Dr. J. P. Broderick, M. S. Fernsner and Tony Rodier to Hampshire & Baltimore Coal Co.; Theo. Embrey, H. W. Shuck, T. A. Wood and A. L. Miller to New Central Coal Co.; R. B. Cropley to George's Creek Coal Co.; T. J. Mehaffey to W. A. Smoot; Harry Roland to George's Creek Coal Co.

**DEPARTURES** – Boats M. S. Fernsner, Morning Sun, David A. Lowe, A. H. Grant and Theodore Embrey, for Cumberland.

DT, Tue. 7/22/73, p. 1. **Canal Trade** - 37 boats cleared this port yesterday, carrying 4,166 10 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
J. W. Carder	Georgetown	114 14
J. W. Rhind	“	111 14
Wm. Young	“	113 14
Wm. T. Allen	“	110 03

Lillie & Nannie	“	114 09
Wm. Doyle	“	114 08
N. S. Lemen	“	110 18
M. C. Merryman	“	111 01
J. Hammond	“	110 04
9 boats	Total	<u>1,010 05</u>
Consolidation Company		
C. Slack	Georgetown	114 01
Hunter & Bruce	“	111 04
S. K. Miller	“	112 12
H. J. Kenah	“	114 10
P. J. Smith	“	109 02
F. H. Wolcott	Washington	107 13
E. P. Steffey	Williamsport	106 17
7 boats	Total	<u>775 19</u>
American Company		
Henry Kenny	Alexandria	108 14
Wm. Laird, jr.	“	110 02
James Hoy	“	110 06
M. Sandford	“	113 00
Ben Williamson	“	114 05
W. J. Boothe	“	116 12
John P. Moore	“	120 13
7 boats	Total	<u>793 12</u>
Borden Company		
Julia Borden	Georgetown	113 09
Henry Freeland	“	114 06
F. Ensminger	“	113 12
3 boats	Total	<u>341 08</u>
Maryland Company		
H. W. Dellinger	Georgetown	113 14
A. K. Syester	“	114 11
H. Gerdeman	“	117 06
3 boats	Total	<u>345 11</u>
Hampshire & Baltimore		
M. McNally	Alexandria	115 18
R. Emmett	“	110 02
Geo. Hutton	“	110 05
H. A. Garritt	“	110 00
4 boats	Total	<u>446 05</u>
George's Creek Company		
Silver Wave	Georgetown	113 01
F. R. Bowers	“	114 08
2 boats	Total	<u>227 09</u>
Individual		
C. W. Harper	Antietam	108 07
T. J. Baker	Washington	118 00
2 boats	Total	<u>226 07</u>

**Heavy Day's Business on a Busy Road** – On Wednesday last *ten thousand tons* and *eighteen hundred-weight* of coal was carried over the Cumberland & Pennsylvania Railroad Company's track between Cumberland and Piedmont for shipment from its terminal by rail and canal. To carry this coal *one thousand* hopper cars were required to pass up and down the thirty-four miles of single track on the same day; and this without interference with the running of the passenger trains. The number of passengers carried over the road yearly is between eighty and ninety thousand, and although it has been in operation over twenty years, not a single passenger has ever lost his life. The freight tonnage annually carried over the road is in excess of that of any other road in the United States, in proportion to size, the Reading, Penna., road coming next. To conduct this immense business without the occurrence of occasional jars would be next to impossible, but the fact that no serious derangements ever take place is due chiefly to the rare executive and administrative abilities of the general manager, C. Slack, Esq., under whose control the road has been for years. We doubt whether there is another road in the country that can produce as flattering an exhibit, under similar circumstances, as the C. & P. [Transcriber's Note: One of the most active canal boats was named C. Slack.]

AG, Tue. 7/22/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats H. Delafield, Rechabites, W. J. B. Lloyd, C. Clifton, J. J. Swift, A. J. Thomas, G. W. Wallis, R. S. Grant and J. L. Reid to American Coal Co.; W. M. Price, Samuel Swain, Ben Bissell and Loretto to Hampshire & Baltimore Coal Co.; M. E. McMacon to New Central Coal Co.; Lucinda and Chesapeake to George's Creek

Coal Co.; Evening Star to Consolidation Coal Co.

DEPARTURES – Boats John H. Platte, M. Snow, J. P. Broderick, H. W. Shuck, Theo. L. Betts, T. J. Mehaffey, B. Bissell, S. S. Howison, R. B. Croyley, Samuel Henry, H. B. Cromwell, T. A. Wood, Evening Star, U. C. Hamilton, H. S. Miller, Lucinda, S. Swain, H. Delafield, Tony Rodier, M. E. McMacon, W. J. B. Lloyd, Rechabites, A. J. Thomas and Loretto, for Cumberland.

CA, Wed. 7/23/73, p. 3. **The Canal's** capacity and condition are now being tested. The entire line is pretty well covered with ascending and descending boats. For the week ending Saturday last 265 boats were cleared from the Cumberland office, laden with 29,838 tons of coal. Average tonnage of boats 112 tone 12 cwt. We understand that these figures show the largest week's business in the history of the canal.

The new schedule on the Pittsburgh and Connellsville railroad, while it disallows some commercial privileges between Cumberland and points along the road, enables the same person to spend almost the entire day in Pittsburg and return. So we are reminded of an observation we once heard about "an ill wind that blows nobody good luck."

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**Another Ice House to be Built –**

Asahel Willison, Esq., has purchased a large lot on the Perry estate, Virginia side of the Potomac, nearly opposite the boat yards. The lot extends from the river to the road or street (as plated) leading to the bridge. Mr. Willison purposes erecting upon his purchase, this fall, an extensive ice-house, which will be filled for next year's demand. To a man of energy and capital, like Mr. Willison, the ice business cannot fail to prove a paying investment. He can obtain the best ice at that point on the Virginia side;

the low ground there makes the location excellent for an ice house, and he will be almost as near to market as if on this side of the river. – *News*.

DT, Wed. 7/23/73, p. 1. **Canal Trade - 43** boats cleared this port yesterday, carrying 4,835 03 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
F. A. Mertens	Georgetown	108 00
J. M. Resley	"	108 03
Benj. Long	"	107 07
C. W. Adams	"	113 03
Noble Grand	"	115 05
James Noble	"	110 17
J. Dick	"	107 16
Hero	"	107 00
W. R. Shaw	"	114 00
J. P. Moore	"	111 01
10 boats	Total	<u>1,101 12</u>

Consolidation Company		
Ino	Georgetown	114 09
J. S. Mackie	"	107 15
A. Norrie	"	115 04
D. M. Read	"	112 15
Magpie	"	111 09
E. M. Linthicum	"	106 11
M. M. Jane	"	109 15
Mayfield & Hieston	"	113 09
Wm. Moorehead	"	110 14
Ernst & Holland	Washington	103 11
10 boats	Total	<u>1,115 09</u>

American Company		
Wm. Darrow	Alexandria	116 01
R. H. Haydock	"	113 05
W. J. Shreve	"	114 02
Charles Robb	"	112 19
J. B. Cazeaux	"	110 00
R. Marshall	"	109 09
John S. Fox	"	109 13
Edward Bayer	"	115 15
8 boats	Total	<u>907 03</u>

Borden Company		
Donna Tilghman	Georgetown	111 10
C. A. Green	"	116 09
Little Nan	"	113 00
Isaac Wilson	"	113 11
4 boats	Total	<u>454 10</u>

Maryland Company

A. H. Bradt	Georgetown	114 07
J. B. Slattery	“	108 02
2 boats	Total	<u>222 09</u>
Hampshire & Baltimore		
Diligent	Alexandria	109 07
R. A. Goodwin	“	114 11
2 boats	Total	<u>223 18</u>
George's Creek Company		
J. Spencer	Georgetown	115 00
J. & T. Coulehan	“	115 01
2 boats	Total	<u>230 01</u>
Individual		
J. T. Davis	Georgetown	115 00
B. L. Slack	“	120 19
A. E. McQuade	“	114 18
A. L. Miller	“	118 16
Willie & Annie	Antietam	118 16
5 boats	Total	<u>585 18</u>

H&TL, Wed. 7/23/73, p. 1. The monthly meeting of the Directors of the Chesapeake and Ohio Canal was held at Annapolis last week. From the President's report it will be seen that the tonnage for the month of June exceeded that of any corresponding period, 111,914 tons of coal having been transported, on which the tolls amounted to \$68,109.12. The sum of \$19,050.39 was expended for repairs during the month, leaving \$49,289.66 net revenue. On and after July 15 the holders of the preferred construction bonds, by presenting the coupons for 1857 and 1858 at the banking house of Alex. Brown & Dons, will receive the interest due upon the same, \$101,970 having been appropriated for this purpose.

*Ibid*, p. 2. It is said that the survey for the continuation of the Chesapeake and Ohio Canal to the Ohio river, will be commenced about the first of August.

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 Hon. J. C. Clarke, formerly a resident of our town, when President of the Chesapeake and Ohio Canal Company, has been elected Third Vice President of the New York and Erie Railroad.

DT, Thu. 7/24/73, p. 1. **Canal Trade** - 43 boats cleared this port yesterday, carrying 4,863 11 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Dr. R. S. McKaig	Georgetown	118 08
John Reeves	“	111 04
John Gorman	“	109 15
Iowa	“	118 03
T. H. West	“	114 15
E. M. Bynon	“	114 07
Little Joe	“	115 04
7 boats	Total	<u>801 16</u>
Consolidation Company		
Robin	Georgetown	112 18
Bynon & Goodwin	“	100 09
Queen City	“	105 15
W. H. Boyd	“	114 08
Energy	“	115 15
J. Snively	“	118 18
R. I. Morris	Washington	117 12
G. W. Barnett	“	116 17
8 boats	Total	<u>902 12</u>
American Company		
J. H. Parrott	Alexandria	115 17
John W. Bacon	“	107 00
Harvey Fisk	“	107 16
H. C. Flagg	“	114 07
Goldfinch	“	109 03
Maj. E. L. Moore	“	115 13
Alex Ray	“	107 14
7 boats	Total	<u>777 10</u>
Borden Company		
A. C. Greene	Georgetown	115 11
G. H. Colbert	“	114 14
Wm. Borden	“	113 06
Okonoko	“	112 12
J. T. James	“	112 09
Susan Charles	“	116 00
6 boats	Total	<u>684 12</u>
Maryland Company		
H. Willison	Georgetown	115 00
Emerald	“	117 08
Hollander	“	110 10
Col. J. C. Lynn	“	110 07
R. M. Sprigg	“	110 16
F. M. LeFever	“	110 10
E. E. Spielman	“	108 06
7 boats	Total	<u>782 17</u>
Hampshire & Baltimore		

Grayson & Fannie	Alexandria	113 19
J. H. Woodburn	“	114 04
Lillie Lemen	“	110 17
Conrad Waltz	“	110 09
City of Hamburg	“	113 19
5 boats	Total	563 08
George’s Creek Company		
Five Brothers	Georgetown	118 08
Capt. J. Weir	“	118 08
2 boats	Total	236 16
Individual		
E. F. Wheeler	Georgetown	114 00

AG, Thu. 7/24/73, p. 2. CANAL  
COMMERCE – ARRIVALS – Boats

Amazon, J. C. Hoffman and D. A. Carl for Washington; Theresa Long, H. M. Snyder, Ed Mulvaney and Alex Adams to Hampshire & Baltimore Coal Co.; J. H. Garrish, J. L. Feidt, J. R. Couter, W. H. Ash, M. A. West, J. C. Stubblefield and A. Lincoln to New Central Coal Co.; D. L. Taylor, W. H. Boyer and Col. A. Spates to George’s Creek Coal Co.; A. Main, A. S. Winteringham, M. A. Myers, J. R. Anderson, James Dayton, B. R. Summers, W. W. Shepherd and David Stewart to American Coal Co.

DEPARTURES – Boats Shipley & Bush, C. DuBois, James March, J. A. Alexander, A. Main, Elizabeth, Park Agnew, M. A. Myers, A. S. Winteringham, J. Spielman, M. Fannon, Maryland, B. R. Summers, J. H. Garrish, J. R. Anderson, D. L. Taylor, Col. A. Spates, H. M. Snyder and James Dayton, for Cumberland.

DT, Fri. 7/25/73, p. 1. **Canal Trade - 44**  
boats cleared this port yesterday, carrying  
4,943 11 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
A. Bain	Georgetown	118 12
Emma	“	114 13
Ida J. Kreps	“	114 18
Our Sister	“	114 08
E. Hadra	“	111 05
E. F. Rizer	“	116 14

J. H. Gatrell	“	108 13
Wm. Moffett	“	104 11
8 boats	Total	903 14

Consolidation Company		
D. A. Miller	Georgetown	117 18
M. Topper	“	109 09
A. B. Turner	“	116 18
Dunderburg	“	111 05
Linnet	“	108 09
W. Irving	“	114 18
Communipaw	“	108 04
Wm. M. Hill	“	114 15
Dr. Delaplane	Washington	114 16
Blue Bell	“	111 15
10 boats	Total	1,127 18

American Company		
G. P. Lloyd	Alexandria	113 15
Kate	“	109 12
Eagle	“	106 04
J. Vandervoort	“	112 01
G. H. Bradt	“	114 16
E. F. C. Young	“	108 03
E. Stevenson	“	105 18
7 boats	Total	770 11

Borden Company		
Sallie Ardinger	Georgetown	115 17
L. Lovell	“	118 12
Harry Borden	“	113 17
J. G. Lynn	“	112 00
4 boats	Total	467 05

Maryland Company		
W. S. Shaw	Georgetown	110 16
Thomas Hassett	“	110 16
W. T. Hassett	“	111 00
S. S. Lynn	“	111 04
L. G. Stanhope	“	111 00
Col. J. D. Tice	“	111 05
A. Spier	“	114 05
7 boats	Total	780 06

Hampshire & Baltimore		
G. P. DeWitt	Alexandria	112 01
Benj. Charles	“	109 13
Col. E. V. White	“	109 14
Morning Sun	“	110 11
4 boats	Total	441 19

George’s Creek Company		
A. Sherman	Georgetown	111 15
C. Segerson	“	119 19
2 boats	Total	231 14
Individual		

Samuel Charles	Washington	105 03
C. W. Brengle	Georgetown	<u>115 00</u>
2 boats	Total	220 03

AG, Fri. 7/25/73, p. 2. CANAL  
 COMMERCE – ARRIVALS – Boats Thos.  
 J. Boyer to George’s Creek Coal Co.;  
 Johnny and W. P. Woolls to Hampshire &  
 Baltimore Coal Co.; J. H. Stickney and M.  
 Lienan to American Coal Co.

DEPARTURES – Boats Ed  
 Mulvaney, W. W. Shepherd, W. H. Boyer,  
 D. A. Carl, D. Stewart, T. J. Boyer, Alex  
 Adams, H. Roland, J. L. Feidt, A. Thomas,  
 J. H. Stickney and Theresa Long, for  
 Cumberland.

DT, Sat. 7/26/73, p. 1. **Canal Trade** - 45  
 boats cleared this port yesterday, carrying  
 5,088 18 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
R. L. Gross	Georgetown	110 18
F. Davis	“	114 02
R. A. Wagley	“	109 13
J. F. Hitch	“	108 05
V. H. Weir	“	114 18
Ida & Willie	“	114 08
O. D. Robbins	“	107 18
E. J. Hammond	“	111 01
Theo. Embrey	“	<u>110 11</u>
9 boats	Total	1,001 14

Consolidation Company		
Morning Sun	Georgetown	114 11
J. Malloy	“	112 12
R. P. Getty	“	107 10
Dove	“	115 00
A. P. Gorman	“	115 03
Creole	“	113 03
M. Boyer	Washington	111 06
I. M. Boyer	“	114 14
Lady of the Lake	Williamsport	<u>108 13</u>
9 boats	Total	1,012 12

American Company		
U. C. Hamilton	Alexandria	109 08
T. L. Betts	“	115 13
D. A. Lowe	“	116 11
John H. Platte	“	117 01
Samuel Henry	“	113 00

Michael Snow	“	116 18
S. S. Howison	“	116 18
H. B. Cromwell	“	<u>114 15</u>
8 boats	Total	971 18

Maryland Company		
Mountain City	Georgetown	110 15
M. A. Brady	“	110 10
Plover	“	110 19
Annie	“	110 19
J. M. Hedding	“	110 19
H. Lathers	“	<u>118 00</u>
6 boats	Total	671 19

Borden Company		
R. J. West	Georgetown	113 10
Onward	“	116 18
C. L. Brengle	“	114 17
S. H. Taylor	“	115 15
Rudolph Herr	“	<u>111 04</u>
5 boats	Total	572 04

Hampshire & Baltimore		
M. S. Fernsner	Alexandria	109 16
P. L. Lemon	“	113 17
Dr. J. P. Broderick	“	111 13
Ben Bissell	“	110 00
F. Kitwell	“	<u>114 19</u>
5 boats	Total	560 05

George’s Creek Company		
R. Croyley	Georgetown	118 07
Lucinda	“	<u>121 19</u>
2 boats	Total	240 06

Individual		
H. Resley	Washington	112 00

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*Ibid*, p. 4. The steam canaler,  
 “Thomas Wheeler,” Capt. Ed. Lynch,  
 commanding, arrived at this port yesterday,  
 having made the trip from Georgetown in  
*forty-eight hours*, counting out the time lost  
 by detentions at locks. By a change in the  
 gearing of the propeller the running of the  
 boat is made much smoother, and will be  
 improved still further when Capt. Lynch  
 remodels her machinery after his own ideas.

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 The receipts of the Canal, for the  
 week ending July 19, were: Cumberland,  
 \$9,852.86; Georgetown, \$1,400;



Williamsport, \$142.46; Hancock, \$61.37.  
Total, \$11,456.69.

ES, Sat. 7/26/73, p. 4. **GEORGETOWN – Coal Trade** – The receipts of coal for the week past have been limited by the obstruction of canal navigation by sunken boats. The shipments were up to the average, as there was coal on the wharves and vessels plentiful. The receipts for the week at Ray’s wharf were 3,562 tons; New Central company, 5,934 tons; Consolidation company, 7,682 tons; Borden Mining, 2,015 tons. Total receipts for the week 19,202 tons. The shipments were: Ray’s docks, 6,211 tons; New Central company, 5,943 tons; Consolidation company, 7,682 tons; Borden Mining Company, 2,398 tons. Total shipments for the week, 22,170 tons.

AG, Sat. 7/26/73, p. 3. **Coal Trade** – The receipts of Cumberland coal at this port by canal for the week ending today were as follows: by American Coal Co. 4,330 tons; by J. P. Agnew 2,873 tons; by Hampshire & Baltimore Coal Company 2,511 tons. The shipments during the same period were: by the American Coal Company 4,155 tons; by J. P. Agnew 3,976 tons; by Hampshire & Baltimore Coal Company 2,467 tons.

DT, Mon. 7/28/73, p. 4. **Canal Trade** - 46 boats cleared this port Saturday, carrying 5,159 17 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
H. W. Shuck	Georgetown	108 13
American Boy	“	108 01
F. P. White	“	104 05
S. S. Howison	“	108 03
Dr. Eliason	“	115 03
L. M. Holland	“	116 16
H. S. Miller	“	107 10
T. A. Wood	“	112 02
8 boats	Total	872 01
Consolidation Company		
L. R. Fechtig	Georgetown	113 11
W. A. Stephens	“	107 18

G. Meredith	“	114 18
Dr. A. A. Biggs	“	115 19
J. R. Cruzen	“	113 02
D. Hoadley	“	109 13
A. Rhinehart	“	107 19
Evening Star	“	113 04
Knights of Pythias	“	118 08
Capt. J. Sheridan	“	114 10
E. E. King	“	113 02
11 boats	Total	1,242 04
American Company		
H. Delafield	Alexandria	112 00
W. J. B. Lloyd	“	116 11
J. L. Reid	“	115 11
Rechabites	“	115 00
G. W. Wallis	“	106 11
A. J. Thomas	“	100 16
A. J. Clark	“	116 08
R. S. Grant	“	109 12
8 boats	Total	901 09
Maryland Company		
Excelsior	Georgetown	113 11
Kate Brooks	“	116 17
M. E. Spier	“	107 11
F. H. Irvin	“	111 14
Annie Bell	“	107 10
5 boats	Total	558 03
Borden Company		
J. E. West	Georgetown	115 06
Thomas Drennen	“	110 06
Maggie B.	“	114 12
S. E. Hassett	“	120 07
Martha Ann	“	112 18
5 boats	Total	573 09
Hampshire & Baltimore		
Samuel Swain	Alexandria	108 08
Tony Rodier	“	109 15
W. M. Price	“	114 05
Mrs. C. E. Charles	“	112 07
Loretto	“	112 13
M. O’Conner	“	112 00
6 boats	Total	670 08
George’s Creek Company		
Shipley & Bush	Georgetown	118 10
Chesapeake	“	109 15
2 boats	Total	228 05
Individual		
A. B. Cunise	Washington	114 07

NR, Mon. 7/28/73, p. 4. **GEORGETOWN AFFAIRS. - The Coal Trade.** - The receipts by the different coal companies during the past week were 19,202 tons, and the shipments were 22,170 tons.

ES, Mon. 7/28/73, p. 4. **GEORGETOWN – Grain Trade** – Owing to some unknown obstruction in the canal some grain boats due today had not arrived at noon today.

AG, Mon. 7/28/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Geo. Sherman, B. Williamson, Plover, H. Kenny, D. Cromwell, M. Sandford, Wm. J. Boothe, James Hoy, Chas. Robb, W. J. Shreve, W. Laird, J. W. Bacon, Ed. Bayer and W. Darrow to American Coal Co.; Silver Wave, F. R. M. Bowers and John Spencer to George’s Creek Coal Co.; Geo. Hutton, C. F. Waters, M. McNally, H. A. Garritt and R. A. Goodwin to Hampshire & Baltimore Coal Co.; Ernst & Holland, F. H. Wolcott, Wm. Moorehead and R. I. Morris to Consolidation Coal Co.; T. J. Baker and James S. Welsh for Washington; John Hammond, W. R. Shaw and Hero to New Central Coal Co.

DEPARTURES – Boats Geo. Sherman, A. Lincoln, B. Williamson, Plover, Geo. Hutton, H. Kenny, C. F. Waters, M. Mertens, M. McNally, John Spencer, M. Sandford, W. Laird, jr., W. J. Boothe, jr., John Hammond and H. A. Garritt, for Cumberland.

Transcriber’s Note: *Daily Times* editions from Tue. 7/29/73 thru Sat. 8/2/73 were missing on microfilm.

ES, Tue. 7/29/73, p. 4. **GEORGETOWN – Reduction of Canal Freights** – The Cumberland *News* says: “On Saturday the Consolidation Coal Company reduced their freights from \$1.45 and \$1.40 to Georgetown and Alexandria respectively to

\$1.35 and \$1.30, and we are reliably informed that the New Central and Hampshire & Baltimore companies will also make a similar reduction today. The Maryland, it will be remembered, was the first to reduce the freights, several weeks since.”

**Grain Trade** – The first boat-load of new wheat by canal arrived yesterday evening. It was consigned to Jos. G. and John M. Waters, and contained 3,700 bushels prime new red wheat, which sold at \$1.60 to \$1.67; 1,200 bushels do., received yesterday by Hartley & Bro., was also sold at \$1.65.

AG, Tue. 7/29/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats R. H. Haydock, J. H. Parrott, John P. Moore, Harvey Fisk and H. C. Flagg to American Coal Co.; Dr. R. S. McKaig, J. Snively, Little Joe, Iowa and D. Murphy to New Central Coal Co.; Five Brothers, Capt. J. Weir and Snyder to George’s Creek Coal Co.; Conrad Waltz and Grayson & Fannie to Hamp. & Balt. Coal Co.

DEPARTURES – J. W. Bacon, F. R. M. Bowers, Ed Bayer, Diligent, Hero, J. H. Woodburn, John Weir, W. Darrow, R. H. Haydock, D. Murphy, H. C. Flagg, Lillie Lemen, Dr. R. S. McKaig and Ernst & Holland, for Cumberland.

CA, Wed. 7/30/73, p. 3. **Reduction of Freights** – The Consolidation Company reduced its freights last Saturday from \$1.35 and \$1.40 to \$1.30 and \$1.35 to Georgetown and Alexandria respectively. The New Central, Hampshire and Baltimore, and American did the same on Monday. The Borden and Maryland have been giving the reduced rates for a month past. Though some of the boatmen may refuse to boat at these reduced rates there will probably be no organized effort of resistance.

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**Henry Myers**, the boatman shot by Parker some time since, has completely recovered from the effects of his wound. He was in this city last week looking very well. He has begun boating again on the boat "Thomas Hassett."

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**A wash** in the canal occurred near the feed level at Mercerville last Sunday, and a number of small bars have been reported along the canal that will somewhat interfere with navigation for four or five days.

AG, Wed. 7/30/73, p. 2. **CANAL COMMERCE – ARRIVALS** – Boats Conrad Waltz and Grayson & Fannie to Hampshire & Baltimore Coal Co.; J. B. Cazeaux to American Coal Co.

**DEPARTURES** – Boats H. C. Flagg, Ernst & Holland, Lillie Lemen, R. S. McKaig, J. H. Parrott, Little Joe, J. P. Moore, R. Marshall, J. C. Hoffman, Iowa, J. & T. Coulehan, H. Fisk, City of Hamburg, Five Brothers and John Snyder, for Cumberland.

AG, Thu. 7/31/73, p. 3. **Resumption of Canal Navigation** – The boats that were made in the C. & O. canal by the late rain, heretofore noticed, have been removed and some needed repairs completed and yesterday at 12 m., light boats passed up, loaded boats were to pass down today and are expected to reach here on Friday night.

ES, Fri. 8/1/73, p. 4. **GEORGETOWN – The Canal** – A severe freshet, caused by heavy rain last Sunday, damaged the Chesapeake and Ohio Canal near Mercerville to the extent of about \$1,500. This, however, by concentrating all the force in the employ of the company, and working diligently, has been rectified in part, so that boats began to pass yesterday. The meeting of the board of directors, that was to have

taken place at Frederick on August 6, has been postponed until the 9<sup>th</sup>. The returns of the business of the company for the week ending 26<sup>th</sup> July show a shipment of 29,297 tons of coal from Cumberland and an accrued revenue of \$15,917.12. The receipts were as follows: Cumberland, \$20,930.10; Georgetown, \$1,900; Hancock, \$62.33; and Williamsport, \$37.80, making an aggregate of \$22,833.23.

**Grain Trade** – The canal boat B. Talbott has arrived with 750 bushels of corn and 1,500 bushels of wheat for Hartley & Bro.; also, 300 bushels wheat for T. C. Wheeler and 800 bushels wheat for H. M. Talbott.

AG, Fri. 8/1/73, p. 3. **The Canal Trade – Entire Suspension Yesterday** – The boatmen refuse to load at the reduced prices of freight - \$1.35 and \$.30 per ton to Alexandria and Georgetown respectively – and for once seem united in their opposition to the action of the coal companies. As a consequence, there were no departures of boats yesterday. Two boats were loaded, but were not allowed to "clear." The boatmen demand the prices previously paid, and which they say the companies agreed to for the season. They further say that they will accept nothing less, and propose to fight it out on that price if it takes all – the boating season. A few days, or possibly a week, will determine the matter one way or the other. – *Cumberland News of Yesterday.*

AG, Sat. 8/2/73, p. 2. The returns of the business of the Chesapeake and Ohio Canal Company for the week ending 26<sup>th</sup> of July, show a shipment of 29,297 tons of coal from Cumberland and an accrued revenue of \$15,917.12.

*Ibid.*, p. 3. **Coal Receipts and Shipments** – During the week there have been received by American Coal Company 1,917 tons of Cumberland coal, by J. P.

Agnew 1,560 tons and by the Hampshire & Baltimore Coal Company 1,244. For the week the American Company have shipped 2,610 tons; J. P. Agnew 2,242 and the Hampshire & Baltimore Company 2,136 tons.

DT, Mon. 8/4/73, p. 1. **Canal Trade** - 47 boats cleared this port Saturday, carrying 5,207 16 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
G. Blackburn	Georgetown	110 15
Johnny	“	113 16
J. T. Scrivener	“	119 01
Jack Topper	“	107 13
Ironsides	“	114 19
B. R. Summer	“	114 17
J. H. Garrish	“	109 00
J. B. Turton	“	111 05
Ida & Harry	“	101 01
Benj. Miller	“	119 17
Dr. F. M. Davis	“	107 16
11 boats	Total	1,220 00
Consolidation Company		
H. C. Hicks	Georgetown	119 14
I. Crane	“	117 19
J. W. Turner	“	111 13
F. H. Delano	“	115 13
J. & D. Nuse	“	119 16
Laura	“	113 10
S. K. Miller	“	114 08
C. P. Manning	“	116 02
J. N. Clary	“	117 18
Lady of the Lake	Williamsport	104 03
10 boats	Total	1,147 18
American Company		
M. Sandford	Alexandria	113 04
W. Laird, jr.	“	106 03
Ben Williamson	“	115 18
Henry Kenny	“	110 01
M. Lienan	“	105 01
D. Stewart	“	113 14
A. S. Winteringham	“	110 04
M. A. Myers	“	111 00
R. H. Miller	“	118 10
James Dayton	“	109 13
J. R. Anderson	“	112 18
11 boats	Total	1,226 06
Borden Company		

R. E. Fugitt	Georgetown	110 08
A. C. Greene	“	117 10
Isaac Wilson	“	111 11
F. Ensminger	“	114 01
Julia Borden	“	113 19
Donna Tilghman	“	109 10
6 boats	Total	676 19
Hampshire & Baltimore		
W. P. Woolls	Alexandria	110 16
Geo. Hutton	“	108 13
M. McNally	“	117 04
Scotia	“	117 05
4 boats	Total	453 18
George's Creek Company		
T. J. Boyer	Georgetown	118 10
Col. Spates	“	113 04
Wm. H. Boyer	“	121 19
3 boats	Total	353 13
Individual		
Amos Thomas	Georgetown	114 00
H. Roland	Antietam	115 02
2 boats	Total	229 02

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*Ibid*, p. 4. **The Canal Freight Question** was decided and the boatmen's strike came to an end on Saturday. On the day previous, representatives of all the Coal Companies save the Maryland agreed to pay boatmen the opening rates of the season, viz: \$1.35 and \$1.40 per ton to Georgetown and Alexandria respectively. The boatmen, however, refused to go to work unless the rate would be greater, or unless the boats of companies refusing to accept were lined by the other companies. To this proposition the other companies agreed, provided the Maryland Company, the only one demurring, be given proper notice. The boatmen thereupon notified the agent of the Maryland Company of their action, giving them until 12 o'clock on Saturday to accept. The Maryland Company refused to accept up to that time and have not loaded any coal since, and their boats will be lined by other companies from time to time.

AG, Mon. 8/4/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats E. F.

Wheeler, M. Boyer, C. L. Brengle, Blue Bell and W. M. Hill for Washington; Maj. E. L. Moore, G. P. Lloyd, G. H. Bradt, Eagle, E. Stevenson, E. F. C. Young and Samuel Henry to American Coal Co.; R. Emmett, Morning Sun, J. P. Broderick and E. V. White to Hampshire & Balto. Coal Co.; B. Cropley to George's Creek Coal Co.; Nora & Willie to New Central Coal Co.

DEPARTURES – Boats G. P. Lloyd, E. L. Moore, G. H. Bradt and R. Emmett, for Cumberland.

DT, Tue. 8/5/73, p. 1. **Canal Trade** - 23 boats cleared this port yesterday, carrying 2,608 16 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Wm. Young	Georgetown	115 03
A. M. Reid	“	118 17
J. C. Stubblefield	“	111 09
Friendship	“	111 04
J. Couter	“	118 04
5 boats	Total	<u>566 17</u>
Consolidation Company		
W. L. Reed	Georgetown	118 16
Owl	“	113 13
Black Hawk	“	114 12
Hawk	“	117 07
S. S. Cunningham	“	117 00
E. P. Steffey	Williamsport	108 13
6 boats	Total	<u>690 06</u>
American Company		
H. C. Flagg	Alexandria	116 14
Chas. Robb	“	116 17
John W. Bacon	“	106 03
Wm. J. Shreve	“	111 02
4 boats	Total	<u>450 16</u>
Borden Company		
A. C. Greene	Georgetown	116 05
Little Nan	“	114 00
2 boats	Total	<u>230 05</u>
Hampshire & Baltimore		
R. A. Goodwin	Alexandria	115 11
J. H. Woodburn	“	113 19
2 boats	Total	<u>229 10</u>
George's Creek Company		
F. R. Bowers	Georgetown	118 10
Silver Wave	“	115 14

2 boats	Total	<u>234 04</u>
	Individual	
Johnny & Tommy	Georgetown	110 00
C. W. Harper	Antietam	106 19
2 boats	Total	<u>216 19</u>

*Ibid*, p. 4. **Canal Troubles** –

Considerable commotion was created among the boatmen yesterday morning by the attempt of a boatman named John Zimmerman, Captain of the boat “Joseph Murry,” to take out a load for the Maryland Company, which has not yet signified an intention to pay the uniform rate of freight. The scene of the reaction was Basin Wharf, and for a time, things around there were quite lively. Zimmerman, who is a man apparently about forty-five or fifty years of age, his son and two hands, shoved their boat under the wharf and began taking on a load. The news of the intention to load had been circulated for some time, as Zimmerman seemed to think it his duty to fill himself full of benzene and boast that he would let no man stop him, before attempting it, thus inviting interference. Hardly had the first pot of coal touched the bottom of the hold before the deck of the “Joseph Murray” swarmed with boarders. Zimmerman made a show of resistance but was shoved off into the canal; his son and the other members of the crew leaving the vessel without further notice. The boarders chopped away the stern post of the boat and commenced demolishing the windows and sides, when someone cried out that the boat belonged to Dave Eckelberry of Hancock, and not to Zimmerman, whereupon the choppers desisted. While Zimmerman was struggling in the water he was pelted with lumps of coal.

After he got out of the Canal he went into the office, dripping with water, where he took out his pocket-book and pulled out his money to dry it, which led to the rumor that he had been paid extra to load and was not returning it. At this time the boatmen

swarmed into the Maryland office and the office of the Basin Company at the end of the wharf, talking very excitedly and shaking their fists at Alex. Ray, Esq., of Georgetown, the company's agent at that point, and the other gentlemen in the room. No blows were struck, however, and the demonstration ended in noise.

Zimmerman left the office and started towards town, followed by a crowd who jeered him over his ducking, when he turned about, drew a revolver and threatened to shoot. The pistol was knocked out of his hand, and Joseph Kirtley, a boatman, hurried off to Squire Strong and soon procured a warrant for his arrest. He was taken before the magistrate and released on bail for his appearance at Court, S. P. Harbaugh, Esq., becoming his surety.

A police force under Capt. Mills was sent down to the wharf to quell any disturbance that might be in progress or that might arise, but on their arrival everything was quiet, and remained so throughout the day, although no other boat attempted to load for the Maryland Company.

During the afternoon we visited the wharf, where we found quite a number of boatmen sitting about, and to all appearances there existed no necessity for the presence of the police, everything being remarkably quiet and orderly. Going up into the Wharf Company's office we found a specimen of the *genus* boatman, who, in reply to our inquiry for the name of the man who had attempted to load, answered: "His name's John Zimmerman; lives at the head of Big Pool on the *Fourteen Mile Level*; he's a *good* church member; but he *would swear* a little, and he *had on* a little *benzene*. Be *sure* to *git* that in." Wherever the italics occur the accent was laid on in regular "Jakey" style.

As matters stand at present, there is but little likelihood that the Maryland Company will be able to ship any coal until

they accede to the demands of the boatmen, as the latter seem to be determined in enforce the uniform rate.

NR, Tue. 8/5/73, p. 4. **GEORGETOWN AFFAIRS.** - The *Cumberland News* of Saturday says: "Our canal trade report this morning informs the readers of the resumption of business yesterday. All the companies, with the exception of the Maryland, paid the old freight prices, for which the boatmen as a body 'stood.' The Maryland boatmen sent a committee to notify the company's agent that they would hereafter expect the price paid by the other companies, and that if they were not given they would not load. They further stated that the other companies had agreed (in case the Maryland company would not advance) to take them 'in time' on their lines - consequently the Maryland company would be without boats. To this notification the Maryland company, we are informed, made no reply up to 8 o'clock last evening. The freight prices which the boatmen are now and have been receiving are \$1.40 and \$1.45 to Georgetown and Alexandria, respectively. The business of the canal will probably assume its former proportions (unequaled for several weeks this on the part of the canal) early next week."

ES, Tue. 8/5/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Medley arrived today with 1,300 bushels wheat and 500 bushels corn for Hartley & Bro., and 250 bushels wheat and 500 bushels corn for H. M. Talbott. The canal boat Seneca arrived today with wheat, flour and corn for T. C. Wheeler.

AG, Tue. 8/5/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats C. Segerson, Lucinda, A. Sherman, Chesapeake and Shipley & Bush to George's Creek Coal Co.; Kate, M. Snow, D. A. Lowe, S. Lloyd,

J. H. Platte, S. S. Howison, H. Delafield, W. J. B. Lloyd, H. B. Cromwell, Goldfinch, G. W. Wallis and U. C. Hamilton to American Coal Cop.; F. F. Davis, Thos. Hassett, Ed Rizer, O. D. Robbins and Theo Embrey to New Central Coal Co.; Geo. P. DeWitt, P. L. Lemon and M. S. Fernsner to Hampshire & Baltimore Coal Co.; James S. Welch, I. M. Boyer, Carrie, H. Resley, A. B. Cunise and E. E. King for Washington.

DEPARTURES – Boats A. Sherman, Nora & Willie, Eagle, E. Stevenson, E. F. C. Young, Morning Sun, Samuel Henry, J. P. Broderick, Lucinda, Michael Snow, R. B. Cropley, E. V. White, D. A. Lowe, J. H. Platte, T. H. West, Samuel Lloyd, George P. DeWitt, S. S. Howison and Ed Rizer, for Cumberland.

CA, Wed. 8/6/73, p. 3. **Boatmen's Troubles** – About a month since the Maryland Coal Company reduced its rates for the transportation of coal by canal *ten* cents per ton. A few days afterward the Borden Company made a similar reduction of *five* cents a ton.

On Saturday a week, as previously noted, the Consolidation, and on Monday following the New Central and Hampshire and Baltimore companies began shipments at the rates given by the Borden Company, that is \$1.30 to Georgetown and \$1.35 to Alexandria. The American Coal Company proposed to reduce on Tuesday morning, but by the remonstrance of its boatmen, agreed to ship for the old rates until some definite and general arrangement could be arrived at. On Tuesday of last week, the apparent acquiescence of the men of the Consolidation, Hampshire and Baltimore and New Central companies to the reduction gave place to a settled determination among the majority of them not to boat at those rates. Accordingly, they “tied up” Tuesday and allowed no more boats to pass out that day. On Wednesday and Thursday no boats

cleared port. The boatmen demanded the old prices, which all the companies were willing to give except the Maryland. The difficulty was at last settled by the other companies giving the old rates and promising to admit as many of the Maryland boatmen as wished to their lines as fast as the opportunity presented. With this understanding the boatmen resumed work Friday.

DT, Wed. 8/6/73, p. 1. **Canal Trade** - 38 boats cleared this port yesterday, carrying 4,298 00 tons of coal as follows:

New Central Company		
Boats	Destination	Tons cwt.
M. A. West	Georgetown	110 06
A. Lincoln	“	107 11
J. W. Carder	“	111 03
J. W. Rhind	“	114 07
Dr. E. DeLacey	“	115 03
5 boats	Total	<u>558 10</u>
Consolidation Company		
P. J. Smith	Georgetown	111 14
D. M. Read	“	114 08
Wm. Moorehead	“	113 03
Ino	“	114 00
C. Slack	“	116 00
Ernst & Holland	“	115 11
H. J. Kenah	“	115 01
F. H. Wolcott	“	106 16
A. Campbell	Washington	119 07
J. P. Agnew	“	111 11
10 boats	Total	<u>1,135 11</u>
American Company		
Wm. J. Boothe	Alexandria	112 19
Wm. Darrow	“	113 02
John J. Swift	“	117 08
J. H. Stickney	“	109 05
Geo. Sherman	“	117 04
J. P. Moore	“	114 14
J. H. Parrott	“	115 19
Plover	“	109 09
8 boats	Total	<u>910 00</u>
Borden Company		
Wm. Borden	Georgetown	118 18
Nathan Williams	“	111 19
G. H. Colbert	“	119 05
Okonoko	“	113 15

R. M. Sprigg	“	112 17
5 boats	Total	576 14
Maryland Company		
Dr. Grimes	Georgetown	113 18
Sharpsburg	“	111 09
Mattie	“	110 17
Willie Snyder	“	104 01
J. L. Motter	“	113 19
Ida & Willie	“	107 04
6 boats	Total	661 08
Hampshire & Baltimore		
Lillie Lemen	Alexandria	113 10
Individual		
Mayfield & Hieston	Georgetown	114 01
Willie & Annie	Antietam	114 00
Grayson & Fannie	Williamsport	114 09
3 boats	Total	342 10

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*Ibid*, p. 4. **Break in the Canal** – The following dispatch was received by the Canal authorities in this city yesterday:

“A break has occurred at Wade’s lime kiln, on the six-mile level, below Shepherdstown. It will take ten days to repair it. John Shea, Superintendent.”

NR, Wed. 8/6/73, p. 4. **GEORGETOWN AFFAIRS. - The River.** - Arrived a mud-machine for the Chesapeake and Ohio canal.

AG, Wed. 8/6/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats Theo. L. Betts, J. L. Reid, R. S. Grant, M. A. Myers, A. Ray, A. J. Clark, J. W. Myers, A. J. Thomas, A. D. Brower, C. Clifton and Rechabites to American Coal Co.; H. W. Shuck, W. H. Wilson, L. M. Holland, F. P. White and A. B. Bain to New Central Coal Co.; Ben Bissell, Tony Rodier, Loretto, Samuel Swain and Wm. M. Price to Hampshire & Baltimore Coal Co.; Excelsior and F. J. Laing, jr., to Maryland Coal Co.

DEPARTURES – Boats H. B.

Cromwell, W. J. B. Lloyd, Goldfinch, Ben Bissell, Chesapeake, O. D. Robbins, G. W. Wallis, U. C. Hamilton, P. L. Lemon, D. L. Taylor, T. L. Betts, T. Embrey, M. S. Fernsner, H. Delafield, S. Swain, C.

Segerson, F. J. Laing, jr., W. H. Wilson, Blue Bell, J. L. Reid, A. J. Clark, R. S. Grant and H. W. Shuck, for Cumberland.

**Transcriber’s Note:** *Daily Times* edition of Thu. 8/7/73 was missing on microfilm.

ES, Thu. 8/7/73, p. 4. **GEORGETOWN – Serious Break in the Canal** – The report of the break on the canal mentioned in yesterday’s *Star*, is thus referred to in the *Cumberland News* of last evening: “A telegram received yesterday by Collector Weber, of the Chesapeake and Ohio Canal, announces that a serious break occurred yesterday morning in the canal at Wade’s Lime Kiln, near the Antietam iron works. Navigation will be suspended for eight or nine days. The Maryland Coal company recommenced the shipment of coal by canal at noon yesterday, at the rates paid by other companies.

**Grain Trade** – The canal boat Bradfield Hartley, arrived with 3,000 bushels of wheat for Hartley & Bro.

AG, Thu. 8/7/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats R. A. Wagley to New Central Coal Co.; B. F. Charles and C. E. Charles to Hampshire & Baltimore Coal Co.; S. Charles for Washington.

DEPARTURES – Boats Excelsior, A. J. Thomas, A. Ray, G. Hutton, F. M. Holland, F. P. White, Rechabites, A. D. Brower, J. W. Morris, W. M. Hill, Loretto and J. Vandervoort, for Cumberland.

DT, Fri. 8/8/73, p. 1. **Canal Trade** - 28 boats cleared this port yesterday, carrying 3,137 16 tons of coal as follows:

Boats	Destination	Tons cwt.
C. W. Adams	Georgetown	114 07
J. Hammond	“	116 15
J. P. Moore	“	111 03
D. Murphy	“	110 13



J. Dick	“	112 00
W. R. Shaw	“	110 12
Little Joe	“	111 01
7 boats	Total	786 10
American Company		
R. Marshall	Alexandria	113 19
James Hoy	“	109 10
J. R. Cruzen	“	114 18
G. W. Wallis	“	89 10
4 boats	Total	426 17
Consolidation Company		
J. S. Mackie	Georgetown	108 18
Uno	“	112 00
J. T. Davis	“	116 14
J. Snively	“	117 09
Energy	“	117 09
M. M. Jane	“	116 16
R. I. Morris	“	117 10
Mohawk	“	112 16
Katskill	“	109 08
D. C. Bruce	“	103 15
10 boats	Total	1,183 18
Borden Company		
J. T. James	Georgetown	110 03
Maryland Company		
A. K. Syester	Georgetown	114 04
J. B. Slattery	“	110 13
A. H. Bradt	“	114 10
H. Willison	“	114 01
Col. J. C. Lynn	“	111 00
J. Murgatroyd	“	114 11
6 boats	Total	677 08

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*Ibid*, p. 4. **Canal Break** – In reference to the break in the canal, at Wade’s lime kiln, near Antietam Iron Works, collector Weber yesterday received the following: “The break will be finished by Friday evening.”

NR, Fri. 8/8/73, p. 4. **GEORGETOWN AFFAIRS. - Shooting.** - On Wednesday evening, as the canal boat John L. Reid, belonging to Captain Otis H. Brewer, and the boat W. H. Wilson, Captain J. B. Hooper, were passing each other on the Georgetown and Alexandria canal, a quarrel occurred opposite the four-mile ruin between the drivers, when the driver of

Captain Brewer's boat shot at John Mullin, the driver of Captain Read's boat, and several shots took effect on Mullin. The wounded man was brought to Georgetown, where Dr. Appleby extracted several shot from Mullin's head and hands.

ES, Fri. 8/8/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat B. Talbott has arrived with 500 bushels of wheat for Hartley & Bro., and 2,200 bushels of wheat and 150 bushels corn for H. M. Talbott; and the boat Monocacy, with 2,800 bushels of wheat and 600 bushels corn for H. M. Talbott.

DT, Sat. 8/9/73, p. 1. **Canal Trade** - 14 boats cleared this port yesterday, carrying 1,451 04 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
N. S. Lemen	Georgetown	111 06
City of Hamburg	“	110 18
Naomi	“	105 16
Hero	“	109 09
J. L. Feidt	“	109 03
J. Reeves	“	110 02
6 boats	Total	656 19
Consolidation Company		
Robin	Georgetown	116 04
Maryland Company		
Hollander	Georgetown	113 00
B. L. Slack	“	117 02
Joseph Murray	“	110 04
E. E. Spielman	“	106 13
4 boats	Total	447 18
George’s Creek Company		
Capt. J. Weir	Georgetown	118 09
C. N. Madore	“	111 14
2 boats	Total	230 03
Individual		
Lady of the Lake	Williamsport	107 06

ES, Sat. 8/9/73, p. 4. **GEORGETOWN – The Coal Trade** – The coal trade for the week past has been very much limited by the break in the canal at Wade’s lime kiln. Up to Wednesday the trade was brisk, and at

present there is no coal left on the wharves. Vessels have been plentiful for several weeks past, and when this last break is repaired the prospect for the fall trade will be exceedingly light. The receipts for the week were as follows: Maryland company, 2,509 tons; New Central, 4,004 tons; Borden Mining company, 3,000 tons; Consolidation company, 3,550 tons. Total receipts for the week, 13,063 tons. The shipments were: Maryland company, 2,746 tons; New England, 4,004 tons; Borden Mining company, 3,000 tons; Consolidation company, 4,120 tons. Total shipments for the week, 13,870 tons.

AG, Sat. 8/9/73, p. 3. **Coal Receipts and Shipments** – This week the American Coal Company have received 3,482 tons of Cumberland coal and the Baltimore & Hampshire [*sic*] Company 2,282 tons. The American Company shipped 3,347 tons, the Baltimore & Hampshire Company 1,962 tons, and J. P. Agnew 3,482 tons.

DT, Mon. 8/11/73, p. 4. **Canal Trade** - 16 boats cleared this port Saturday, carrying 1,693 19 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
R. S. McKaig	Georgetown	114 02
J. M. Resley	“	112 01
Noble Grand	“	107 17
Emma	“	114 12
Lillie & Nannie	“	117 16
Benj. Long	“	106 06
Iowa	“	108 00
J. Noble	“	110 13
J. Spielman	“	114 11
Elizabeth	“	110 17
10 boats	Total	1,118 15
Maryland Company		
A. E. McQuade	Georgetown	117 16
Maria McGraw	“	104 06
H. Gerdeman	“	115 15
A. L. Miller	“	118 03
4 boats	Total	456 00
Consolidation Company		

Fulton	Georgetown	109 00
E. P. Steffey	Williamsport	110 04
2 boats	Total	219 04

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**The Break at Wade’s Lime Kiln**, which it was said could not be repaired under ten days, was closed in about half that time, and as a consequence all the work was again washed out on Saturday, which caused another delay of from ten days to two weeks. We suggest to President Gorman that the present is a good time for a tour of inspection over the “prism.”

NR, Mon. 8/11/73, p. 4. **CHESAPEAKE AND OHIO CANAL.** - A meeting of the board of directors of the Chesapeake and Ohio canal was held at Annapolis on Friday. There were present A. P. Gorman, president, and Messrs. Hamill, Meredith, Biser, Bannon and Watkins, directors. Mr. Berret was absent.

President Gorman submitted the following report:  
 Office Chesapeake & Ohio Canal Co.  
 Annapolis, Md., Aug. 7, 1873.

*To the Board of Directors:*  
**Gentlemen:** I have the honor to report an increased tonnage and revenue of the company for the past month as compared with any corresponding periods, viz:  
 Revenue accrued from tolls July, 1873, was \$66,512.89; water rents, houses and lands, fines and penalties, \$3,486.58; making the total revenue accrued for the month, \$69,999.47. The expenses for operating and maintaining the canal, including expenses incurred by reason of the freshet of July 27 was \$19,989.47; showing the net revenue to be \$50,010. The coal tonnage for the month was 108,221 tons. The following statement shows the receipts and tonnage for 1871, 1872 and 1873, viz:

July 1871	82,635 tons	\$45,422.08 tolls
July 1872	101,691 tons	\$56,777.98 tolls
July 1873	108,221 tons	\$66,512.89 tolls

showing an increase in tonnage over 1871 of 25,586 tons; showing an increase in tonnage over 1872, 6,530 tons, and an increase in revenue from tolls over 1871 of \$21,090.81; an increase in revenue from tolls over 1872, \$9,730.91.

As gratifying as the increase of tonnage and revenue for the past month is, it would have been much greater but for the damage to the canal on the Antietam division, near Mercerville, which caused a suspension of navigation for five days. The damage at that point has, however, been thoroughly repaired.

I regret, however, to be compelled to report that on Tuesday last a break occurred on the Antietam division, near Wade's lime kilns, which has caused navigation to be suspended, the break being seventy feet wide and sixteen feet below bottom of canal. I have as many men at work on it as can be used, and hope to have it so far repaired as to pass boats by 12 o'clock tomorrow. My personal attention to the repairs prevents me from reporting more in detail.

Respectfully submitted

A. P. Gorman, President.

AG, Mon 8/11/73, p. 3. **C. & O. Canal** – The receipts of the Chesapeake and Ohio canal for the week ending on the 2<sup>nd</sup> were \$9,002.60, lighter than for any week since the business of the season fully began, the slim amount being due to the break at Mercerville and the strike of the boatmen. On Friday all the companies, with the exception of the Maryland, agreed to return to the old prices of \$1.35 and \$1.40 per ton to Georgetown and Alexandria respectively, and shipments were at once resumed. The Maryland company held out at its own prices (\$1.25 to Georgetown) till Tuesday, when it also recommenced shipping at former prices.

DT, Tue. 8/12/73, p. 4. **Canal Trade** - 2 boats cleared this port yesterday, carrying 217 00 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
O. S. Maus	Georgetown	110 00
Maryland Company		
Clearspring	Georgetown	107 00

NR, Tue. 8/12/73, p. 4. **GEORGETOWN AFFAIRS.** - A man was discovered Sunday night by Officers White and Lyles with a mule, and supposing that he had come into possession thereof wrong fully, took him in charge. Early this morning the captain of the canal boat Zelia and Minna, called at the station and claimed the mule, which was delivered to him during the day. The man is colored, and gave his name as James Brown, alias Dan Johnson, &c., &c. He was sent to jail by Judge Dawson for the grand jury.

AG, Tue. 8/12/73, p. 3. **Speedy Resumption of Canal Navigation** –

Telegrams received this morning from the scene of the late break on the Chesapeake and Ohio Canal state that in consequence of the rapid and unsubstantial manner in which the repairs were made, the water, which was let on at half past seven o'clock last Saturday, broke through worse than before at ten o'clock the same day; but that since then the work of repair has been done in a proper style and that the late damage will be repaired and that boats may certainly be expected here by Friday or Saturday next.

DT, Wed. 8/13/73, p. 4. **Still Another** – Another break is reported on the three-mile level at Weverton. A good prospect for a good season in canal shipments.

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**Mr. Weber**, collector of tolls on the canal at this port, yesterday received a telegram stating that the heavy rains had washed out a culvert at Boyer's warehouse on the feeder level, below Big Slackwater.

H&TL, Wed. 8/13/73, p. 2. **Pretty Roughly Handled.** - A man by the name of Zimmerman, the Captain or owner of a Boat or Boats, was pretty roughly handled last week at Cumberland, because he wished to load his boats with the coal of the Maryland Company, at that Company's freight price, which is below the established price of the other Coal Companies. The boatmen seized and threw him in the Canal, and otherwise mal-treated him, at the same time also injuring his boat. In view of such conduct it may well be asked whether this is a free country? We rather think it isn't in some respects.

NR, Wed. 8/13/73, p. 1. **THE STORM IN MARYLAND.** - Baltimore, August 12. - A dispatch from Frederick, Maryland, says the storm this morning was the most terrific known for years. The rain fell in torrents, accompanied by thunder and lightning. Much damage was done to corn, fences, culverts, roads, bridges, etc.

The Chesapeake and Ohio canal also suffered from the storm, several breaks being reported and bars washed away. It will take ten days to repair the break in the culvert of the canal at Berlin.

ES, Wed. 8/13/73, p. 4. **GEORGETOWN – The Canal Trade** – During the week ending Saturday, August 9, 1873, 17,643 tons of coal were shipped over the line of the Chesapeake and Ohio canal. During the same period the receipts of the company were: - From Cumberland, \$17,301.33; Georgetown, \$800; Hancock, \$77.58; Williamsport, \$103; total, \$18,341.91.

**Break in the Canal** – A letter received by Messrs. Hartley & Bro., of this city, states that during the storm yesterday the culvert of the Chesapeake and Ohio canal, above Berlin, was washed out, and

that it will suspend navigation for at least two weeks.

NR, Thu. 8/14/73, p. 4. **GEORGETOWN AFFAIRS. - Break in the Canal.** - Information has been received in this city that a break occurred during the storm yesterday at the culvert of the Chesapeake and Ohio canal above Berlin, which will suspend navigation some weeks.

**The Canal Business.** - During the week ending Saturday, August 9, 1872, 17,643 tons of coal were shipped over the line of the Chesapeake and Ohio canal. During the same period the receipts of the company were: From Cumberland, \$17,301.33; Georgetown, \$800; Hancock, \$77.58; Williamsport, \$103. Total, \$18,341.91.

AG, Thu. 8/14/73, p. 3. **Canal Navigation** – A private telegram received here this morning from Harper’s Ferry states that boats will not pass that point for seven days, and that it was raining hard there at the date of the dispatch, this a. m., and that the water was rising rapidly. In consequence of the scarcity of coal at this and the ports of the District of Columbia, sixteen vessels have sailed from here to Baltimore, light, since yesterday.

DT, Fri. 8/15/73, p. 1. **Canal Trade - 2** boats cleared this port yesterday, carrying 220 17 tons of coal as follows:

<i>Boats</i>	<i>Individual Destination</i>	<i>Tons cwt.</i>
E. P. Steffey	Williamsport	114 02
Grason & Fannie	”	106 15

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*Ibid*, p. 4. **The Canal** has suffered to a considerable extent by the recent rains. The break at the Boyer’s Warehouse which occurred on Wednesday can be repaired in twenty-four hours, but owing to the heavy rains no work will be done on it up to a late

hour last evening. Navigation it is thought will be resumed this evening.

AG, Fri. 8/15/73, p. 3. **The Canal** – There are many contradictory reports concerning the damage to the Chesapeake and Ohio canal and as to the time of resumption of navigation. The latest and most reliable account is that owing to the damage done the Baltimore and Ohio railroad, between the Relay House and Harper’s Ferry, by the washing away of the track, &c., timber cannot be taken to Berlin to repair the culvert at that point, and as a consequence a further delay in the resumption of navigation will be occasioned, and coal may not be expected here for eight or ten days. If, however, the storm of today should have extended so far up, further damage is anticipated and a still longer delay may be looked for. The supply of coal here and at Georgetown is nearly exhausted and many of the vessels that have come here for cargoes are leaving for other ports and for other freight.

DT, Sat. 8/16/73, p. 4. The next meeting of the Canal Board will be held in this city September 10<sup>th</sup>, when a large delegation of Pittsburghers, interested in the extension of the work to that city will attend.

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**The Canal** – Gentlemen interested in the Canal who have visited the scenes of the recent wash-outs say it will probably take six or eight days to get the work in running order again. It will take nearly that time to repair the culvert near Berlin.

ES, Sat. 8/16/73, p. 4. **GEORGETOWN – The Canal** – It is expected that today empty boats will be able to pass over the Chesapeake and Ohio canal, but it will be a week yet before boats with full cargoes can resume travel. The shipments of coal from Cumberland for the week ending August 9<sup>th</sup>

amounted to 57,098 tons 6 cwt., an increase over the corresponding week of last year of 4,897 tons 15 cwt. For the year to that date one million, four hundred and eighty thousand, three hundred and sixty-eight tons 8 cwt. were shipped, showing an increase over the same period in 1872 of 149,541 tons 12 cwt. Increase in railroad shipments, 197,820 tons 12 cwt.; decrease in canal shipments, 48,279 tons. During the week ending Thursday evening 63 boats cleared Cumberland, carrying 7,069 tons 18 cwt of coal. The several breaks and “washes” in the canal during the past week caused an almost entire suspension of business for three days, only four boats clearing in that time. The water has been drawn from the Georgetown level for the purpose of making some necessary repairs while navigation is suspended by the breaks above.

**Coal Trade** – The coal trade has been entirely suspended for the week on account of breaks in the canal. Not a single boat has arrived during the week. Schooners are plentiful, and if the repairs to the canal be promptly finished, the prospects for the fall trade will be bright.

AG, Sat. 8/16/73, p. 3. **The Canal** – We have no intelligence of further breaks or washes on the canal, though it is probable that the freshet of the past two days has caused some additional damage. Only two boats cleared this port yesterday. It was rumored last night that there is a break at Quarter Branch, near Berlin, that exceeds in magnitude and extent any previous one. No definite information, however, could be obtained. – *Cum. News of yesterday.*

In addition to the above we learn from authentic sources that a number of small breaks have occurred and many sand bars have been washed into the canal, caused by the late heavy rains, which will delay the resumption of navigation after the principal break has been repaired, and that it

is not now expected that coal will reach here before the latter part of next week. In the meantime, the supply here and at Georgetown is exhausted. It was expected that the repairs to the Baltimore and Ohio Railroad would be completed and coal reach that city by that way today. A number of vessels that have reached here have gone to that city for cargoes, while some few will remain here. The interruption to canal navigation has been a serious drawback, in many respects.

DT, Mon. 8/18/73, p. 4. **The Canal** – Capt. J. B. Winslow and Mr. Bartholomew Kean, who have been down the canal on a tour of inspection, returned last night with very discouraging reports. From Harper’s Ferry to Big Slackwater the Canal is crowded with boats waiting until repairs are made to allow them to pass. It is thought the break at Berlin cannot be closed before Thursday next. The break at Wade’s lime kiln will probably be puddled so as to hold water by this evening. The sand bar at Mercerville cannot possibly be removed before tomorrow evening, and in all probability no boats will arrive here before Friday.

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**Mrs. Nellie Hammond**, a lady seventy years of age, fell from a canal boat at Hancock in the darkness of Saturday night last, and made a narrow escape from drowning. She was making the passage from her home in Williamsport to the former place, but for the presence of mind of Capt. Ekis of the boat, would inevitably have been drowned.

NR, Mon. 8/18/73, p. 4. **THE ALEXANDRIA HARBOR.** - Owing to the break in the Chesapeake and Ohio Canal the loading of coal vessels in Georgetown has necessarily been discontinued, and the masters have quietly dropped anchor off Alexandria. This of itself is all right, but

there is a serious objection on the part of rivermen, especially the steam boaters, to the points they choose to anchor, as at present the one hundred crafts lying there entirely obstruct the channel and the approaches to Alexandria.

At present there is no harbor master in Alexandria, and as a matter of course no one has authority to designate the points at which vessels shall anchor, but if the captains take advantage of this fact to impose upon the water traveling persons of both cities, the sooner some law on the subject is enacted the better it will be for all parties concerned. Just now about one hundred vessels are lying scattered along the front of the city, from Fishtown to below the mill, and in such positions as to seriously interfere with the ferry and other boats. Let some action be taken at once.

AG, Mon. 8/18/73, p.3. **The Canal** – The *Cumberland News* of Saturday says: “A gentleman of this city arrived here yesterday from the locality of the breaks on the canal. He reports that the repairs will be made and empty boats enabled to pass today, reaching here by Tuesday morning. Loaded boats cannot pass, however, before the end of next week, as after all repairs are substantially made it will take some time to fill the levels. The water has been drawn off for about forty miles. There were no departures of boats yesterday.”

Since Saturday nothing authoritative has been received here concerning the repairs to the Canal or whether further damage by the late rains has been done. Hopes are entertained that the storm of yesterday did not reach so far up and that as all the water was off the levels no further injury was sustained, and that the expectation indulged that navigation will be resumed this week may be realized.

DT, Tue. 8/19/73, p. 4. Not a single canal boat in the basin, and the soul yearns in vain for the sound of “Shoo fly” from a tin horn.

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There is another new word come into use on the canal besides “prism.” It is “re-break” and comes from using sand to stop a leak.

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**The Blaen Avon Coal Company** is now in the field, with orders ahead, and only await the resumption of canal navigation, to begin shipping coal.

AG, Tue. 8/19/73, p. 3. **The Canal** – No further intelligence has been received here of the condition of the C. & O. Canal, and hopes are entertained that no other damage than that heretofore reported, and which ought by this time, to have been repaired, has been sustained.

The Cumberland *News* of yesterday says, that repairs at the break at Wade’s lime kiln will be completed and light boats can pass by this evening. The work of removing the sand bar at Mercerville will take somewhat longer. It is not thought probable that empty boats will commence to arrive at Cumberland before Friday evening or Saturday morning, and hence no shipments of coal will be made from Cumberland by canal this week, unless indeed some little business is done on Saturday. From Harper’s Ferry to Big Slackwater, the canal is crowded with boats waiting until repairs are made to allow them to pass.

DT, Wed. 8/20/73, p. 4. The *Graphic* company should dispatch a special artist to Wade’s lime kiln to photograph Gorman’s grin, as he gazes on the ruins his “policy” has wrought. It would be an excellent thing for Prof. Wise to take with him on his balloon excursion. The sight of the expression of the lineaments of the great Gorman, as he looks at “coupons” and

“preferred construction bonds” being shoveled and rammed down into “damnation” breaks, it strikes us, would keep a man warm where mercury would freeze.

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**The Canal** – Reports received from the break at Wade’s lime kiln say that empty boats may *probably* reach Cumberland by Friday next, at which time loaded boats will leave [for] Georgetown and Alexandria. – In the meantime the Coal Companies continue to pay heavy sums as demurrage to owners of vessels awaiting cargoes, many of them paying as much as five or six hundred dollars per day, not one cent of which can be applied to “coupons” or “preferred construction [bonds],” but is a dead loss to the Companies, caused by the damage to the “prism.”

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**Adam Strayer**, of South Cumberland, caught a snapper turtle weighing thirty pounds, near Mellman’s yesterday. This is supposed to be the same snapper that formerly infested the island near Weld & Sheridan’s boat yard.

H&TL, Wed. 8/20/73, p. 2. A meeting of the friends of the project for the extension of the Chesapeake and Ohio Canal to the Ohio river, will be held in Cumberland, on the 10th of September next. It is said that a large delegation from Pittsburg will be present.

ES, Wed. 8/20/73, p. 4. **GEORGETOWN** – **The Canal** – Information received here this morning by letter, and by parties direct from the breaks in the Chesapeake and Ohio canal, states that the break at Wade’s lime-kiln has been repaired; but that the trunk being constructed above Berlin, in place of the culvert that was washed out, will not be finished for several days, and that boats will not be able to pass before the middle of next

week. The storm in the neighborhood of Bakersville was very severe, washing away bridges and fences, and damaging the crops to a very great extent. The hail stones were left in heaps after the storm, in some places a foot thick, and literally cut the growing corn to pieces.

**Grain Trade** – The canal boat Medley has arrived with 1,800 bushels wheat and 500 bushels corn for Hartley & Bro.; and the canal boat Seneca arrived with 1,500 bushels wheat, 400 bushels corn, and 100 bbls. flour for T. C. Wheeler.

AG, Wed. 8/20/73, p. 3. **The Coal Trade** – A telegram from Cumberland received here this morning at the office of the Hampshire & Baltimore Coal Company, from Mr. Hutton, the agent of that Company, who left here for the mines yesterday, says: “No boats will reach Alexandria before Tuesday next.” It is understood that most of the breaks on the canal have been repaired; that light boats have already passed up, and that there is a line of loaded boats on their way down six miles long. Vessels continue to arrive here for cargoes, and have accumulated in a larger number than ever known before, there being one hundred and fifty odd sail of large sized coasters now in the river at and above this city, of which fifty-three are lying at this port.

AG, Thu. 8/21/73, p. 3. **C. & O. Canal** – Information received yesterday morning by letter, and by parties direct from the breaks in the Chesapeake and Ohio canal, state that the break at Wade’s lime kiln has been repaired; but that the trunk being constructed above Berlin, in place of the culvert that was washed out, will not be able to pass before the middle of next week. The storm in the neighborhood of Bakersville was very severe, washing away bridges and fences, and damaging crops to a very great extent. The hail-stones were left in heaps after the

storm, in some places a foot thick, and literally cut the growing corn to pieces. The Washington *Chronicle* of this morning contains the above, but information received here, as stated yesterday, is to the effect that light boats are expected to arrive at Cumberland on Saturday, and that loaded boats are expected to reach here by the following Tuesday.

ES, Fri. 8/22/73, p. 4. **GEORGETOWN – A Hit at the Canal Management under Gorman & Co.** – The Cumberland *Times* says: “Not a single canal boat in the basin, and the soul yearns in vain for the sound of “shoo fly” from a tin horn. There is another new word come into use on the canal besides “prism.” It is “re-break,” and comes from using sand to stop a leak.”

**The Shipment** of coal from Cumberland for the week ending August 16<sup>th</sup> amounted to 38,249 tons 4 cwt., a decrease compared with the corresponding week of last year of 14,583 tons 6 cwt. For the present year to that date, 1,518,617 tons 12 cwt. were shipped, showing an increase over the same period of 1872 of 134,958 tons 6 cwt. Increase in railroad shipments, 206,382 tons 3 cwt.; decrease in canal shipments, 71,373 tons 17 cwt. Owing to the breaks and the entire suspension of through business on the canal, but four boats loaded with coal for way places cleared Cumberland during the week ending Wednesday evening. The breaks in the canal have been repaired, and empty boats commenced passing up that morning. Coal shipments will be resumed on Monday.

DT, Fri. 8/22/73, p. 4. **Light Boats** passed Hancock yesterday morning and probably by the time our readers are enjoying their morning paper the wharves will again be lively in loading boats.

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**Mother Goose on the Canal.**



Sing a song of stop a while,  
 Fill a leak with sand;  
 Let coupon Gorman patch the "prism"  
 While the trade is at a stand.

Hush-a-by baby, daddy will come  
 As soon as the patch in the "prism" is done;  
 Then when the coal trade lively goes on,  
 A. P. can pay off the September "coupon."

Hush-a-by boatman on the tow-path –  
 When the sand's in we'll let your boat pass;  
 When its washed out you'll have to take  
 ground  
 Till Arthur P. Gorman to "puddling" comes  
 'round.

Arthur P. Gorman went to the Convention  
 To help his friend Spates along;  
 But when he got back the "prism" had  
 cracked.  
 And he lost his September "coupon."

AG, Fri. 8/22/73, p. 3. **The Canal – Resumption of Navigation** – A dispatch received at the American Coal Company's agency here, today, states that light boats passed points where the worst breaks occurred On Wednesday, and loaded boats were expected to pass today, and may therefore be looked for here on Monday next. This is most welcome intelligence, and it is yet hoped that the trade of the season will be a good one.

DT, Sat. 8/23/73, p. 1. **Canal Trade - 35** boats cleared this port yesterday, carrying 3,942 01 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
E. Hadra	Georgetown	115 00
J. H. Gatrell	"	108 07
Our Sister	"	115 02
3 boats	Total	<u>338 09</u>
Consolidation Company		
Alex Ray	Georgetown	115 13
A. B. Turner	"	114 00

D. A. Miller	"	119 01
Morning Star	"	112 11
W. Irving	"	119 10
G. Meredith	"	116 08
J. Malloy	"	100 16
Creole	"	109 12
Evening Star	"	113 10
M. Topper	"	111 08
Linnet	"	111 12
A. P. Gorman	"	111 00
Dr. A. A. Biggs	"	113 01
D. A. Carl	Alexandria	119 02
14 boats	Total	<u>1,585 04</u>
American Company		
G. P. Lloyd	Alexandria	116 04
Samuel Henry	"	112 08
M. Lienan	"	113 15
Maj. E. L. Moore	"	115 04
E. Stevenson	"	110 10
E. F. C. Young	"	113 01
6 boats	Total	<u>681 01</u>
Borden Company		
Harry Borden	Georgetown	113 08
Susan Charles	"	112 16
L. Lovell	"	116 00
S. H. Taylor	"	109 11
J. G. Lynn	"	114 04
5 boats	Total	<u>565 19</u>
Maryland Company		
W. S. Shaw	Georgetown	110 16
Thomas Hassett	"	104 12
Sprigg S. Lynn	"	113 15
3 boats	Total	<u>329 03</u>
Hampshire & Baltimore		
Dr. J. P. Broderick	Alexandria	111 18
Robert Emmett	"	103 13
Morning Sun	"	113 12
3 boats	Total	<u>329 02</u>
George's Creek Company		
R. Cropley	Georgetown	113 03

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*Ibid*, p. 4. **Thomas Colton**, colored boy, driver on the canal boat "R. L. Gross," had the middle finger of his right hand cut off yesterday. Another colored boy, driver on the boat "Sallie H. Taylor," did it with his little hatchet.  
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**Yesterday** morning a move was made among the boatmen for an advance of freight \$1.50 and for two hours it seemed probable that a strike was imminent. – Wiser counsel prevailed, however, and the boatmen went to work at the old rates.

The strike above referred to was the result of an agreement made among the boatmen while lying idle at the break at Wade’s lime kiln and other points, to the effect that all the boats on the up trip should tie up at the stop lock, one mile below this city, and refuse to go any further until the coal companies would agree to advance freights to \$1.45 to Georgetown and \$1.50 to Alexandria. The boat in the lead, Capt. Peter Mouse, did not stop at the lock as agreed, but came on into the basin and tied up at the Basin Wharf. The other boats followed his into town, and some of them proceeded up to the Potomac Wharf. Several boats about to load for the Maryland and American Companies at the Basin Wharf were shoved away from the chutes by boatmen on strike. The boat “Sallie H. Taylor,” meanwhile, took on a load at Potomac Wharf and came down to the collector’s office and cleared the lock. A second boat, the “Harry Borden,” Capt. Joseph Loy, came down and was compelled to stop at the lock by a crowd of excited boatmen. At this juncture Collector Weber promptly dispatched a note to Sheriff Gross, informing him of this violent procedure. The Sheriff accordingly went down to the lock and warned the strikers to desist; telling them that if any further interference took place he would return to town and summon a posse to preserve the majesty of the laws, or call upon the State authorities for aid if that should be found necessary. As above remarked the boatmen very wisely concluded to take his advice, and we hope we have heard the last of any such lawless and arbitrary attempts upon the part of any of the men engaged upon the canal. Such

affairs only injure them in the estimation of an order loving public.

AG, Sat. 8/23/73, p. 3. **The Canal** – Advices from Cumberland today state that light boats reached that place yesterday morning, and that business on the canal has been resumed. Loaded boats are on the way down and may be expected to reach here during the day, Monday. The agencies here are all prepared for an active resumption of the coal trade, and a number of vessels are awaiting cargoes. The canal is reported to be again in good condition throughout its entire length. The water has been again let in the Alexandria canal, while that and the aqueduct, during the time of suspension of navigation, have been put in excellent boating condition. The resumption of the coal trade is anxiously anticipated, and it is expected that it will be more active than at any time during the season.

DT, Mon. 8/25/73, p. 4. **Canal Trade** - 45 boats cleared this port Saturday, carrying 5,076 08 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Wm. Moffett	Georgetown	116 00
Geo. H. Bradt	“	113 00
Nora & Willie	“	114 10
R. L. Gross	“	110 19
Ida J. Kreps	“	108 05
F. Davis	“	111 02
Dr. Eliason	“	112 06
T. A. Wood	“	115 04
Viola H. Weir	“	111 00
O. D. Robbins	“	114 12
10 boats	Total	1,126 18
Consolidation Company		
Dove	Georgetown	116 11
Knights of Pythias	“	117 03
J. A. Graham	“	112 00
J. R. Cruzen	“	108 12
W. M. Hill	“	110 19
L. R. Fechtig	“	115 07
J. Charles	“	114 01
J. M. Forbes	“	113 09

Lady of the Lake	Williamsport	116 00
9 boats	Total	1,024 02
American Company		
Kate	Alexandria	111 06
W. J. B. Lloyd	“	109 03
David A. Lowe	“	118 00
Eagle	“	103 12
S. S. Howison	“	113 08
J. H. Platte	“	117 02
6 boats	Total	672 11
Borden Company		
Sallie Ardinger	Georgetown	114 14
Onward	“	114 17
Thomas Drennen	“	110 10
S. E. Hassett	“	112 07
Rudolph Herr	“	111 16
5 boats	Total	564 04
Maryland Company		
Annie	Georgetown	112 06
W. T. Hassett	“	110 01
Col. J. D. Tice	“	114 13
A. Spier	“	111 02
Fannie & Estelle	“	111 19
Henry Lathers	“	111 00
L. G. Stanhope	“	110 18
T. J. Mehaffey	“	109 02
8 boats	Total	891 01
Hampshire & Baltimore		
P. L. Lemon	Alexandria	108 05
Loretto	“	114 00
M. S. Fernsner	“	114 06
Alex Adams	“	110 19
4 boats	Total	447 10
George’s Creek Company		
Chesapeake	Georgetown	108 05
Lucinda	“	119 19
D. L. Taylor	“	121 18
3 boats	Total	350 02

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The culvert at Berlin on the Canal has not yet been repaired and loaded boats have been unable to pass that point. The consequence is that the “prism” just this side of the culvert is filled with loaded boats waiting to go through.

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**On Saturday** two boat captains who got into a quarrel about their “turn” at the lock at Harper’s Ferry, resumed the

discussion in this city and finally agreed to go across the river and “fight it out” for satisfaction and \$5 a side. Through the efforts of friends, however, the hostile meeting was prevented and the difficulty amicably adjusted. Drinks all round “Your little hands were never made, &c.” Show how “brother can dwell with brother in unity.”

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**Bitten by a Rattlesnake** – Robert Patton, of Capt. Garrish’s boat, while detained at the late break, near Harper’s Ferry, thought he would like to dine upon a mess of corn and to that end went into a near corn field, and while in the act of helping himself trod upon a rattlesnake which bit him twice in the leg. Patton, in a fright, ran all the way to Harper’s Ferry where a physician made him gloriously drunk on a gallon or so of bust-head, and saved his life.

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**At** the meeting of the canal board in this city on the 17<sup>th</sup> of September, when the Pittsburgh and Western Pennsylvania delegates will be present to devise means for extending the work to the Ohio, President Gorman ought to make a speech, and we will tell him what he ought to say. He should say: “Gentlemen don’t do it. How can you expect me to keep a canal in running order from Georgetown to Pittsburgh, when you know I can’t keep it in order from Cumberland to Georgetown? I confess that such a lengthy “prism” would be more than a match for me.” He should then quit speaking, and take to writing – his resignation.

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**A colored** hand on the boat H. J. Canean was drowned in the canal a few miles above Shepherdstown on Friday last. He had been raiding on a neighboring chicken roost, and in endeavoring to swim the canal with his plunder (four chickens) on his back he sank to rise no more in this

troublesome world. The moral of which is, if you choose to steal chickens don't try to carry them over a stream by swimming,

Another colored man, a hand on the boat E. Rizer, was drowned about the same time as the above at Harper's Ferry. He merely endeavored to swim from the boat to the tow-path, but from some cause was unable to accomplish the feat, and drowned before assistance reached him. The names of neither of these men could be obtained.

AG, Mon. 8/25/73, p. 3. **The Canal – More Agitation** – Yesterday morning, as soon as the boats were drawn under the wharves for loading, a party of boatmen (chiefly New Central men) who had agreed upon demanding an increase of ten cents per ton in the freight rates (\$1.45 and \$1.50 to Georgetown and Alexandria, respectively,) stopped the loading of several of the boats. This they did at each of the three wharves; and it looked at one time as if their movement would prevail. It soon received a quietus, however, in this way: Among the boats kept from loading and tied up by the men was a Borden, at the Potomac wharf. The captain promptly informed one of the owners of the boat of the proceeding, and that gentleman at once proceeded to the wharf, and in a determined manner superintended the loading of the boat and started it down the river. When it reached the lock there were about thirty of the “advance” men there, and they declared it should not leave. After it was in the lock they refused to permit it to pass out. Collector Weber, however, was equal to the emergency. He sent for Sheriff Gross, who repaired to the scene of difficulty, and ordered the lock-keeper to open the gates and pass the boat. A few of the men made some show of opposing the sheriff's authority, when he calmly informed them that their opposition would be useless and would only get them in trouble, which they

might as well avoid. His manner and words satisfied the men, and they dispersed before he found it necessary to summon any aid, which could have been obtained near at hand. Some of the men stated before leaving that it was their “last strike” this season; that they had had enough of such movements, etc.

This virtually ended the “advance” movement, although other bodies of the men engaged in it were at the same time preventing the loading of boats at the lower wharves. But after the Borden boat passed through the lock and cleared, the “back-bone of the rebellion” was broken – the opposition to loading at the old prices gave way, and shipments took place thereafter the remainder of the day without any interruption whatever.

The number of boats clearing (37) has the old-time busy season ring to it. Next week, if the canal has no new misfortunes, will be a brisk one. – *Cumberland News of the 23<sup>rd</sup>*.

DT, Tue. 8/26/73, p. 4. **Canal Trade - 36** boats cleared this port yesterday, carrying 4,067 09 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
T. Embrey	Georgetown	111 03
Wm. H. Wilson	“	110 17
Samuel H. Davis	“	115 08
T. H. West	“	114 12
M. Sinclair	“	110 02
Col. E. V. White	“	111 07
New Boat	“	116 00
7 boats	Total	789 02
Consolidation Company		
I. M. Boyer	Georgetown	111 09
E. Bayer	“	110 16
E. M. Linthicum	“	107 16
A. B. Cunise	“	118 00
J. V. Norman	Williamsport	111 07
Dr. Delaplane	Washington	114 17
6 boats	Total	674 05
American Company		
R. S. Grant	Alexandria	113 07

U. C. Hamilton	“	107 17
G. W. Wallis	“	106 02
A. J. Clark	“	115 08
Samuel Lloyd	“	119 19
H. Delafield	“	113 17
Charles Clifton	“	113 17
7 boats	Total	<u>790 05</u>
Borden Company		
Emerald	Georgetown	115 02
Maggie B	“	112 18
J. H. Farrow	“	115 12
C. L. Brengle	“	113 00
Martha Ann	“	112 01
J. R. Haines	“	115 18
6 boats	Total	<u>684 11</u>
Maryland Company		
Annie Bell	Georgetown	111 05
J. M. Hedding	“	110 04
Kate Brooks	“	114 10
F. H. Irvin	“	113 19
4 boats	Total	<u>449 18</u>
Hampshire & Baltimore		
S. E. Charles	Alexandria	120 12
Samuel Swain	“	111 05
Ben Bissell	“	112 08
H. M. Snyder	“	115 08
4 boats	Total	<u>459 13</u>
George’s Creek Company		
A. Croyley	Georgetown	111 00
A. Sherman	“	119 19
2 boats	Total	<u>219 15</u>

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**The Canal** – A general feeling of “blueness” was current here yesterday morning on account of the announcement that loaded boats would not be able to pass the broken culvert on the Canal at Berlin for seven days to come. Of course our mutual friend Mr. Gorman came up for his share of denunciation for the blundering mismanagement that has characterized his administration of the affairs of the work. The present condition of the Canal is just what was to be expected as the result of a policy that postponed necessary repairs for the sake of being able to make a flashy report of the payment of “coupons.” It’s about time for Governor Whyte to cut off a “coupon” and his name would be Gorman, if

Allegany is to get any “interest” from the Canal.

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**Two** colored men called on us yesterday and asked us to give the correct version of the circumstances attending the drowning of the colored boy near Shepherdstown on Friday last. They say the accident took place at Mercerville. Two white men went out into the country and stole four chickens, which they gave to the colored boy to take to the boat, and then slipped across to the other bank of the canal. The boy and a companion were sitting on the tow-path with the chickens, when the men who had given them to them, intent on a practical joke, called across from the berm bank something about stealing chickens, which created the impression in the minds of the boys that the owner of the stolen property was upon them. Their first impulse was to make their boat, and they both jumped upon a hatch that had been used for ferrying from the boat to the banks, which sank beneath their weight; when the boy with the chickens, being unable to swim, was drowned.

AG, Tue. 8/26/73, p. 3. **The Canal** – Nothing has been heard from up the canal for two days, and the boats which were to have reached here yesterday have not come, or are there any tidings of them. This delay is not only provoking, but very detrimental to the coal trade, and it is suggested that the interests of the canal are being sacrificed by improper management. Those well qualified to judge think that with proper diligence, navigation could have been resumed a week ago, and are loud in their denunciation of the delay and uncertainty now existing.

*Transcriber’s Note: Daily Times edition of Wed. 8/27/73 was missing on microfilm.*

ES, Wed. 8/27/73, p. 1. **Cholera on the Canal** – William Jones, lock-keeper on the Chesapeake and Ohio canal, one mile from Shepherdstown, died after a very brief illness on Wednesday evening last, and it is rumored his death was caused by cholera. – *Cumberland News*, 26<sup>th</sup>.

AG, Wed. 8/27/73, p. 3. **The Canal – Arrival of a Boat – Others Expected Tonight** – The boat Michael O'Connor, with limestone, for Washington, reached here this morning and reports that a large number of boats, loaded with coal, detained above the late break, at Berlin, are on their way down, having passed that point yesterday evening at 6 o'clock, and may therefore be expected here tonight. It is stated that further trouble with the boatmen exists at Cumberland, but it is thought that everything will be adjusted, and a brisk business be at once resumed on the canal. The captains of the various vessels here now for cargoes are anxiously awaiting the arrival of coal, and should the boats arrive, as expected, tonight, active operations will be begun at the various agencies in this city tomorrow, as it is reported the fleet of boats coming is very large.

DT, Thu. 8/28/73, p. 4. **Canal Trade - 20 boats cleared this port yesterday, carrying 2,222 10 tons of coal as follows:**

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Edward Rizer	Georgetown	111 18
C. W. Wilson	“	118 00
Dr. Duckett	“	114 05
M. E. McMacon	“	111 12
A. Bain	“	114 06
5 boats	Total	<u>570 11</u>
Consolidation Company		
Gen. McClellan	Georgetown	106 03
Communipaw	“	108 18
Dunderburg	“	107 13
W. C. Smith	“	109 12
T. E. Sheridan	“	110 09
C. W. Brengle	“	113 18

Capt. J. Sheridan	Washington	107 06
E. Corning	“	<u>107 05</u>
8 boats	Total	874 04
American Company		
J. Vandervoort	Alexandria	113 05
Borden Company		
Clearspring	Georgetown	108 03
H. Roland	“	<u>114 18</u>
2 boats	Total	223 01
Maryland Company		
J. E. Hassett	Georgetown	113 13
Invincible	“	<u>110 01</u>
2 boats	Total	223 14
Hampshire & Baltimore		
F. Kitwell	Alexandria	110 01
Individual		
Grayson & Fannie	Georgetown	111 14

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**The Canal** – Light boats will probably arrive here this evening, a dispatch to that effect having been received here yesterday. The resumption of trade on the canal will be hailed with pleasure here, where the interests of every class are directly or indirectly connected with the success of the work. The delay on the canal on account of the break at Wade's lime kiln and the culvert at Berlin, has extended for a period of over three weeks. The damage at the latter point could have been prevented by the expenditure of \$250 last winter, President Gorman's attention being called to it at the time. He refused to take the matter in hand then, hence the necessity for the disbursement of \$5,000 now.

AG, Thu. 8/28/73, p. 3. **Resumption of the Coal Trade** – Two boats, one to the American Company and one to the Hampshire & Baltimore Company, arrived this morning, having passed the point of the late break on Tuesday evening, as stated in yesterday's *Gazette*. Both had full cargoes of Cumberland coal, and report a large fleet on the way down, many of which may be expected tonight. Upon the arrival of the James Marsh, one of the boats, at about noon, a salute was fired from a small cannon

on board the brig Isaac Carter, lying at the upper coal wharves, and the whistles of the tugs were blown long and loud, in honor of the resumption of the coal trade, any interruption to which so seriously affects affairs about the wharves. There is a large fleet of schooners here and at Georgetown awaiting cargoes of coal, and they will be loaded and discharged now as fast as the coal arrives, everything being in readiness.

DT, Fri. 8/29/73, p. 1. **Canal Trade - 13** boats cleared this port yesterday, carrying 1,479 10 tons of coal as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
E. E. King	Georgetown	116 08
A. Rhinehart	“	106 04
S. S. Cunningham	“	100 08
Sallie Taylor	Washington	119 00
J. B. Varnum	“	114 11
Lady of the Lake	Williamsport	104 15
6 boats	Total	671 06
American Company		
Theo. L. Betts	Alexandria	114 17
John L. Reid	“	114 11
2 boats	Total	229 08
Borden Company		
B. M. Young	Georgetown	108 03
Maryland Company		
Willie & Annie	Georgetown	113 04
B. F. Charles	“	110 00
2 boats	Total	225 04
George’s Creek Company		
Shiple & Bush	Georgetown	121 18
Individual		
Scotia	Georgetown	117 05

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*Ibid*, p. 4. The list of coal companies in active operation in this county has recently been increased by the accession of the Blaen Avon, a company owning valuable mineral lands on George’s Creek, near Borden Shaft. The Company’s property consists of a tract of land containing about 300 acres, most of which is underlaid with the big vein of coal, for which the region is famous. Although the

preliminary steps for shipping coal were commenced but three months ago, under the energetic supervision of Col. Crawford Shearer, who did the engineering, the company has graded the road bed for a branch of the C. & P., a distance of 1,200 feet, the latter putting down the rails, built a tram road 400 feet in length from the dump house to the foot of an incline plane 800 feet in length; and is now sending its product to market at the rate of 200 tons per day. The coal is brought to the top of the plane from two openings, the one distant some 450 feet from the other, where it is dispatched to the foot of the plane and hauled to the dump over the tram-way above mentioned. The coal is of excellent quality, equal to the best in the region. The incline plane is a model, and its smooth and easy working reflects great credit both upon Col. Shearer, who located it, and T. H. Paul, Esq., who furnished the machinery. The distance, as we remarked above, from top to bottom is 800 feet. For the first 100 feet the grade descends 19 feet, lessening a foot at each succeeding hundred until a ten-foot grade is reached. From *one to four* cars can be sent down on it, at pleasure; indeed, as many cars as could be coupled could safely be transported, were it necessary. – At present the company’s shipments are limited on account of the scarcity of mining cars, but as this want is rapidly being supplied we soon expect to see the Blaen Avon among the largest shippers in Allegany county.

ES, Fri. 8/29/73, p. 2. The Cumberland *News* of the 28<sup>th</sup> inst., notes the fact that there were at that date in the canal on their way to Georgetown three hundred and ninety-seven boats, carrying 43,430 tons and 9 cwt of coal. This, the *News* thinks, is unprecedented in the history of the canal. Were it not for the continually recurring accidents to the canal more than a million tons of coal could be forwarded to

Georgetown in a single season. There is probably no water line of transportation in the world so frequently rendered unavailable as the Chesapeake and Ohio canal, and this fact must be attributable to bad management on the part of the canal company. The millers suffer from want of water, the coal companies from the periodical suspension of navigation, and the canal company lose thousands of dollars yearly in tolls, which they might collect if they would only keep their line in good order. If the canal cannot be kept in navigable order let it be filled up and a railroad built in its stead. It would pay in the end.

AG, Fri. 8/29/73, p. 3. **The Coal Trade** – The *Cumberland News* of yesterday says that all the boats engaged on the canal are now on their way to Georgetown or Alexandria loaded with coal. When the first break occurred there were a number of empty boats below, as well as a day's departure of loaded boats above. As soon as the break was repaired the empty boats passed, but before the loaded boats could get through the second break occurred. Since then there have been a series of breaks and disasters, and though navigation was suspended, all boats that have left Cumberland since the 29<sup>th</sup> of July are on their way to Georgetown or Alexandria. There are now upon the canal eastward bound three hundred and ninety-seven boats, carrying forty-three thousand, four hundred and thirty tons, nine hundred-weight of coal! This, we doubt not is unprecedented in the history of the canal. There are no boats at Cumberland today; those remaining yesterday morning having loaded and started during the day. Until the return of some boats now going down there can be no departures. The next departures, therefore, cannot occur, before Monday, or possibly later. At the point where the late break occurred, near Berlin, a temporary wooden

arch has been constructed, a new stone one to be built beneath it, so that no further interruption to navigation will be caused by the progress of the work.

Last night and today boats have been arriving continuously, and up to noon about fifty had reached here, and the cry was "still they come." A number of the vessels awaiting cargoes have hauled into the wharves, and notwithstanding the rain unloading and loading went on vigorously. At the various coal agencies, the aspect of affairs is decidedly more cheering than for some time past, and the number of idlers and anglers have sensibly diminished. We are informed by the boatmen that the arrival of boats was delayed at least twelve hours by the sand bars that had washed into the canal, just below the break, and were left there through the negligence of the officials, and had to be dredged out after the water had been let in and the canal was full.

However, the difficulties have for the present, at least, been surmounted, the coal trade has been resumed with unwonted activity, and it is hoped that nothing further will occur to prevent a prosperous and lucrative business for the rest of the season.

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CANAL COMMERCE –  
ARRIVALS – Boats Martin O'Conner and H. C. Winship, limestone for Washington Navy Yard; James March, Thos. Wheeler, Ed Mulvaney, W. P. Woolls, G. Hutton and M. McNally to Hampshire & Baltimore Coal Co.; J. R. Anderson, C. DuBois, J. A. Alexander, Andrew Main, James Dayton, D. Stewart, A. S. Winteringham, Ben Williamson, R. H. Miller, M. Sanford, M. A. Myers and William Laird, jr. to American Coal Co.; Colonel A. Spates and T. J. Boyer to George's Creek Coal Co.; C. P. Manning and James H. Clary to Consolidation Coal Co.

DEPARTURES – Boats M. O'Conner, J. R. Anderson, Thos. Wheeler,



James March, E. Mulvaney, J. A. Alexander, C. DuBois, A. Main, William P. Woolls and Col. A. Spates, for Cumberland.

DT, Sat. 8/30/73, p. 4. **Canal Trade - 5** boats cleared this port yesterday, carrying 564 07 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
J. F. Hitch	Georgetown	107 03
E. M. Bynon	“	107 09
2 boats	Total	<u>224 12</u>
Hampshire & Baltimore		
Park Agnew	Alexandria	114 05
Tony Rodier	“	115 16
2 boats	Total	<u>230 01</u>
American Company		
Alex. Ray	Alexandria	109 13

The canal is once more in passable condition, and Mr. Gorman can come to the canal meeting in this city on the 17<sup>th</sup> of September next *via* the “prism,” but we should not like to guarantee that he can return by the same route.

ES, Sat. 8/30/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade since the boats commenced to arrive from the recent breaks in the canal, has been exceedingly active, the receipts to date being at the New Central wharf 2,915 tons; Consolidation wharf 5,910 tons; Borden Mining wharf 1,495. Total 10,320 tons. The shipments have been: From the Borden wharf, 1,495 tons; Consolidation wharf, 1,110; New Central wharf, 2,915 tons. Total 5,510 tons.

AG, Sat. 8/30/73, p. 2. **CANAL COMMERCE – ARRIVALS** – Boats H. C. Flagg, Henry Kenny, M. Lienan, Chas. Robb, W. J. Shreve and W. W. Shepherd to American Coal Co.; H. A. Garritt, R. A. Goodwin and J. H. Woodburn to Hampshire & Baltimore Coal Co.; Lark and Amazon to Consolidation Co.; Silver Wave to George’s Creek Coal Co.; Friendship, A. M. Reid, J.

W. Rhind, W. H. Ash, Wm. Young and Jack Topper to New Central Co.

**DEPARTURES** – Boats J. Dayton, D. Stewart, Lark, A. S. Winteringham, Geo. Hutton, M. Sandford, W. H. Boyer, M. McNally, R. H. Miller, Ben Williamson, W. H. Ash, Wm. Laird, H. C. Winship, H. A. Garritt, Wm. Young, A. Main, Henry Kenny, H. C. Flagg, W. H. Boyer and R. A. Goodwin, for Cumberland.

*Ibid*, p. 3. **Coal Trade** – During the week the receipts of Cumberland coal at this place by the different agencies have been as follows: American Co. 1,806 tons; Hampshire & Baltimore Co. 1,200 tons; and J. P. Agnew 1,160 tons; and for the week the shipments have been: by American Co. 1,795 tons; Hampshire & Baltimore Co. 1,200 tons; and J. P. Agnew 1,160 tons.

ES, Mon. 9/1/73, p. 4. **GEORGETOWN – Another Break in the Canal** – News reached here today of another break in the Chesapeake and Ohio canal, at a point four miles above Harper’s Ferry. The amount of damage is not stated, but it is hoped that it is not a serious interruption to canal navigation.

**Grain Trade** – The receipts today were: By boat Seneca, 700 bushels wheat and 400 bushels corn for H. M. Talbott and 200 barrels flour, 500 bushels corn and 400 bushels mill feed for T. C. Wheeler; by boat Monocacy, 1,000 bushels wheat and 800 bushels corn for H. M. Talbott.

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**ALEXANDRIA**

**Sunk** – The canal boat Ironsides sunk at Seneca, on the C. & O. Canal, twenty-two miles above Georgetown, yesterday. It is said by those who ought to know that the boat could have been raised and navigation resumed in six hours, but owing to the miserable mismanagement usual in such cases it took a large number of

hands eighteen hours to do half a day's work.

AG, Mon. 9/1/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats J. J. Swift, W. J. Boothe, J. H. Parrott, jr., H. Fisk, W. Darrow, George Sherman, J. H. Stickney and F. M. Lefever to American Coal Co.; City of Hamburg, N. S. Lemen and John Reeves to New Central Coal Co.; Theresa Long and Lillie Lemen to Hampshire & Baltimore Coal Co.; Hollander and Wren to Maryland Coal Co.; J. P. Agnew and Allen Campbell to Consolidation Coal Co.

DEPARTURES – Boats F. R. M. Bowers, Silver Wave, Wm. J. Shreve, J. W. Rhind, J. J. Swift, J. H. Woodburn, W. W. Shepherd, A. M. Reid, Friendship, H. Fisk, N. S. Lemen, W. Darrow, Hollander, W. J. Boothe and J. H. Parrott, for Cumberland.

*Ibid*, p. 3. LOCAL BREVITIES – In anticipation of a greatly increased coal trade the agent of the Hampshire & Baltimore Coal Company in this city received instructions this morning to have an additional wharf belonging to the company cleared of the lumber now piled upon it in order to afford increased facilities for receiving and shipping the black diamonds.

AG, Tue. 9/2/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats B. L. Slack, Industry and S. S. Lynn to Maryland Coal Co.; John Spencer, Five Brothers, J. & T. Coulehan, R. B. Copley, Chesapeake, C. N. Madore and Capt. John Weir to George's Creek Coal Co.; Jerry Dick, Dennis Murphy, Elizabeth, J. T. Scrivener, Iowa and J. H. Gatrell to New Central Coal Co.; Conrad Waltz, Morning Sun, J. P. Broderick, G. P. DeWitt, M. S. Fernsner and Robert Emmett to Hampshire & Baltimore Coal Co.; D. A. Carl to Consolidation Coal Co., John P. Moore, Robert Marshall, J. B. Cazeaux, C. F. Waters, James Hoy, Ed Bayer, G. P.

Lloyd, R. H. Haydock, D. Cromwell, Samuel Henry, Plover, Michael Snow, J. W. Bacon, A. J. Akin, E. Stevenson and W. J. B. Lloyd to American Coal Co.

DEPARTURES – Boats John Spencer, Five Brothers, Lillie Lemen, Geo. Sheridan, City of Hamburg, J. H. Stickney, R. Marshall, Wren, F. M. Lefever, John Reeves, Jerry Dick, Dennis Murphy, John P. Moore, James Hoy, Industry, J. B. Cazeaux, C. P. Manning, B. L. Slack, M. S. Fernsner, Ed Bayer, R. H. Haydock, S. S. Lynn and R. B. Copley, for Cumberland.

*Ibid*. p. 3. **Bad News** – From the annexed letter, dated New York, Sept. 1, 1873, received here this morning by the agent of one of the largest coal companies doing business in the country, a by no means light injury, may, without the earliest and most satisfactory assurances are given, be inflicted upon the business prospects of this city. It is incomprehensible how such a state of affairs, as alluded to in the letter, should exist, and surely there must be a remedy. With good and reliable coal transportation to Cumberland, Alexandria's facilities for conducting the shipping part of the coal trade, must secure by far the major part of it, but if breaks or other sorts of interruptions to navigation are allowed to occur as continuously in the future as during the past summer, and when they do occur to require such prolonged periods to repair them, she will be shorn of half her strength:

“Dear Sir: - We have your favor of the 30<sup>th</sup> ult. And your telegram of today, which does not surprise us in the least; on the contrary, we rather expected it. We know the canal is not only in inefficient hands in case of breaks, but that these parties, for the purpose of making a false exhibit of earnings, entirely neglected it all the early part of the season, and it is in such a deplorable condition, that it is not to be relied upon at all, and we shall aim to build up a business at Baltimore, in preference to

canal, simply because we cannot afford to take the risk of sending vessels to Alexandria. We are doing a largely increased trade at Baltimore.

Notwithstanding the broken canal our tonnage for Aug. 1873, is six tons more than August, 1872. Out total to August, 1873, at Baltimore is 97,000 tons against 73,000 tons to August 30, 1872. This is the penalty the canal bondholders are paying for bad management. We hope all unloaded boats were below the present break, and this break of only 20 feet, in decent hands, would hardly make any difference, in return of boats to Cumberland, but ten chances to one, before it is repaired another will follow it.”

In this connection it is mentioned that reports from Georgetown today say that but two days will be required to repair the last break, and that boats may, by tomorrow, be expected to be again on their way up and down. That the report may be true is the wish of all interested in the welfare of this city.

DT, Wed. 9/3/73, p. 4. **Canal Trade** - 17 boats cleared this port yesterday, carrying 2,372 01 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
J. W. Carder	Georgetown	111 03
Ida & Harry	“	114 10
Dr. F. M. Davis	“	111 17
Benj. Miller	“	113 15
G. W. Grove	“	107 03
J. C. Stubblefield	“	114 09
6 boats	Total	<u>672 17</u>
Borden Company		
A. C. Greene	Georgetown	113 10
F. L. Tilghman	“	116 09
G. H. Colbert	“	118 00
Isaac Wilson	“	112 11
Wm. Borden	“	115 08
5 boats	Total	<u>575 18</u>
American Company		
A. S. Winteringham	Alexandria	110 05
Ben Williamson	“	113 00
James Dayton	“	116 19

Andrew Main	“	114 01
C. DuBois	“	110 07
5 boats	Total	<u>564 12</u>
Hampshire & Baltimore		
M. McNally	Alexandria	111 11
Geo. Hutton	“	107 12
2 boats	Total	<u>219 03</u>
George’s Creek Company		
Col. Spates	Georgetown	114 14
T. J. Boyer	“	115 02
2 boats	Total	<u>229 16</u>
Individual		
M. O’Conner	Georgetown	111 15

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 A passing boat knocked out the gate at the middle lock of the “Three Locks,” below this city, on Monday. Boats are expected to pass this morning, but that will not amount to much, as there are two breaks below.

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 We acknowledge the receipt of an invitation to attend the National Trans-Alleghany Canal Convention to be held at the Queen City Hotel, September 10<sup>th</sup>, when our light young men on the canal will meet the heavy men of Western Pennsylvania in reference to extending to Pittsburgh a canal that he can’t keep in order to Cumberland. In the dim prismatic future, we imagine we hear Gorman enlightening the body.

H&TL, Wed. 9/3/73, p. 2. After some weeks of interruption navigation has again been resumed on the Chesapeake and Ohio Canal.

AG, Wed. 9/3/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Nora & Willie, E. Hadra, J. P. Moore, R. S. McKaig, R. L. Gross and J. R. Couter to New Central Coal co.; Major E. L. Moore, E. F. C. Young, Eagle, S. S. Howison, D. A. Lowe, Kate, John H. Platte, A. H. Grant, H. Delafield and Samuel Lloyd to American Coal Co.; Joel Charles and L. R. Fechtig to Consolidation Coal Co.; P. L. Lemon to

Hampshire & Baltimore Coal Co.; Lucinda, A. Cropley and D. L. Taylor to George's Creek Coal Co.

DEPARTURES – Boats J. T.

Scrivener, Elizabeth, Samuel Henry, G. P. Lloyd, D. Cromwell, Plover, Iowa, J. P. Broderick, Chesapeake, J. H. Gattrell, M. Snow, C. F. Waters, Morning Sun, T. J. Baker, A. Campbell, Joel Charles, A. J. Akin, W. J. B. Lloyd, E. F. C. Young, J. P. Moore, Amazon, G. P. DeWitt, R. L. Gross, A. Cropley and Major E. L. Moore, for Cumberland.

*Ibid.*, p. 3. **Coal Trade** – The letter published yesterday announcing the determination of one of the largest coal companies having agencies here of, if not removing their business to Baltimore, at least of extending operations in that, to the detriment of this city, in consequence of the gross mismanagement of the Chesapeake and Ohio canal, was a sad and a great surprise to the readers of the *Gazette*, and the questions that at once were asked by every one were: - Why is Mr. A. P. Gorman, the President and Superintendent of the canal, allowed to retain those positions if he be incompetent to fill them, or uses them to militate against the interest of the canal and in favor of the B. & O. Railroad? Why don't Gov. Whyte and the other two members of the Board of Public Works of Maryland, who conferred those appointments, revoke them and confer them upon a competent man, such for instance as his predecessor? Since the publication, the matter has been the general topic of conversation in business circles, for, if the canal trade be lost to Alexandria its business prospects will have received a heavy blow. Arrangements were in progress here depending upon an anticipated increased coal trade, which, if carried out, would have been of immense present and lasting value to the city, but they have all been suspended and await the action of the Board of Public

Works of Maryland, and that Board should recollect that the people of the upper counties of their State have votes and their election will soon be held.

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**Still Another** – The Cumberland

*News* of yesterday says: - “The unlucky canal received another set back last night, when the canal boat Ben Miller ran into the lock gate at North Branch and knocked it out. Navigation will be suspended on this end until Wednesday morning in consequence of the mishap.” If it were not for the serious consequences involved in these drawbacks to the great coal interests, the thing would become ludicrous.

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It was rumored at the different coal wharves this morning that the late break near 65 mile post on the C. & O. canal had been repaired and that the boats would pass there at noon today.

DT, Thu. 9/4/73, p. 1. **Canal Trade** - 24 boats cleared this port yesterday, carrying 2,711 17 tons of coal as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
S. K. Miller	Georgetown	110 17
C. Slack	“	113 11
A. J. Center	“	113 05
W. Moorehead	“	110 10
H. J. Kenah	“	115 01
Ino	“	111 05
John & Daniel	“	113 08
7 boats	Total	787 18
New Central Company		
W. Young	Georgetown	115 10
W. H. Ash	“	112 09
2 boats	Total	227 19
Borden Company		
R. E. Fugitt	Georgetown	116 11
F. Ensminger	“	114 03
S. H. Sherman	“	113 08
Little Nan	“	112 15
C. A. Green	“	116 19
5 boats	Total	573 16
American Company		

M. Sandford	Alexandria	112 01
C. DuBois	“	110 07
J. A. Alexander	“	115 17
R. H. Miller	“	116 19
4 boats	Total	<u>433 04</u>
Hampshire & Baltimore		
H. A. Garritt	Alexandria	112 06
James March	“	110 12
2 boats	Total	<u>222 18</u>
Maryland Company		
Sharpsburg	Georgetown	108 09
Mattie	“	113 03
Dr. Grimes	“	111 19
3 boats	Total	<u>336 11</u>
Blaen Avon Company		
Ed. Mulvaney	Georgetown	107 11

AG, Thu. 9/4/73, p. 2. CANAL  
 COMMERCE – ARRIVALS – Boats R. S.  
 Grant, C. Clifton, G. W. Wallis, H. B.  
 Cromwell, J. W. Morris and A. J. Thomas to  
 American Coal Co.; Dr. Eliason, New Boat,  
 Theo. Embrey, Wm. Moffett and I. J. Kreps  
 to New Central Coal Co.; Alex Adams,  
 Loretto, M. Fannon and C. E. Charles to  
 Hampshire & Baltimore Coal Co.; Magpie,  
 J. McGraw, Maryland, J. B. Delaplaine, E.  
 Corning and Julia Taylor to Consolidation  
 Coal Co.; A. Sherman and E. F. Wheeler to  
 George’s Creek Coal Co.

DEPARTURES – Boats E.

Stevenson, C. N. Madore, S. S. Howison, E.  
 Hadra, Eagle, Theresa Long, Nora & Willie,  
 D. A. Lowe, R. Emmett, Kate, R. S.  
 McKaig, J. H. Platte, C. Waltz, P. L. Lemon,  
 H. Delafield, A. H. Grant, J. R. Couter, S.  
 Lloyd, C. Clifton, R. S. Grant, Lucinda, Dr.  
 Eliason, D. L. Taylor and Alex Adams, for  
 Cumberland.

DT, Fri. 9/5/73, p. 1. **Canal Trade** - 6 boats  
 cleared this port yesterday, carrying 677 14  
 tons of coal as follows:

Consolidation Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Laura	Georgetown	116 14
C. H. Dalton	“	116 08
Lady of the Lake	Williamsport	118 05

J. V. Norman	“	<u>113 07</u>
4 boats	Total	454 14
American Company		
W. Laird, jr.	Alexandria	106 07
Maryland Company		
Cherokee Tribe	Georgetown	116 13

AG, Fri. 9/5/73, p. 2. CANAL  
 COMMERCE – ARRIVALS – Boats  
 Grayson & Fannie, Ben Bissell, Samuel  
 Swain, Wm. M. Price, Scotia and H. M.  
 Snyder to Hampshire & Baltimore Coal Co.;  
 A. J. Clark and Goldfinch to American Coal  
 Co.; E. J. Hammond and L. M. Holland to  
 New Central Co.; C. Segerson and T. E.  
 Sheridan to George’s Creek Coal Co.; James  
 Knott, limestone for Washington.

DEPARTURES – Boats H. M.

Snyder, B. Bissell, Wm. Moffett, H. B.  
 Cromwell, A. J. Clark, I. J. Kreps, Theo.  
 Embrey, A. J. Thomas, C. E. Charles, J. W.  
 Morris, Samuel Swain, U. C. Hamilton, A.  
 Sherman, Loretto, G. W. Wallis and New  
 Boat.

DT, Sat. 9/6/73, p. 2. **The National Trans-  
 Allegany Canal** – A convention is  
 announced to be held at Cumberland on the  
 10<sup>th</sup> instant of the friends of the “National  
 Trans-Allegany Canal,” to connect the Ohio  
 and Potomac rivers by way of the  
 Youghiogheny river, to be held under the  
 joint auspices of the Chesapeake and Ohio  
 Canal Company and the Youghiogheny  
 River Navigation Company. We  
 acknowledge an invitation to be present, and  
 so far as this implies that we recognize the  
 value of a water communication between the  
 Ohio and our Atlantic seaboard we may say  
 that no one is more impressed with its  
 advantages than ourselves. We would  
 forward any such enterprise by all legitimate  
 instrumentalities, if needed in addition to  
 railroads. But as the Chesapeake and Ohio  
 Canal Company already stands near  
 \$20,000,000 to Maryland, we would not, if  
 we could, have the State put anything more

into that improvement. Yet, as to the benefit of canals for heavy transportation there can be no doubt, especially for moderate distance in conveying a peculiar local product like coal.

In this connection we see it stated that in Buffalo, N. Y., exception is taken to the statement that the Erie canal cannot carry the products of the West. The capacity of that canal, with its full dimensions and double locks, when they are completed, is 250,000,000 bushels of grain in a season of 220 days, which is said to be more than half the entire shipment of western grain to the seaboard. If there were an assurance of an honest and intelligent management of the State canals of New York they would soon be put in a condition to secure the trade of the West – but it is a fact that they don't pay. The Chesapeake and Ohio Canal was originally, like the James River and Kanawha Canal, a conception of General Washington's for uniting the waters of the Ohio and Atlantic seaboard – when railroads were not dreamed of. Virginia has spent nearly twelve millions upon her enterprise and is now willing to give away what is spent and look to the general government for its completion. Maryland has nearly twenty millions in the bonds, stock and interest of the Chesapeake and Ohio Canal, which for nearly a quarter of a century have been looked upon as almost worthless. During the last two or three years it has promised to be a source of some revenue, paying a portion of the back interest on certain classes of bonds, not half enough to the State, however, to cover the interest on the accumulated obligations, and if the approaching convention shall devise some other than additional State aid, (which our constitution does not admit of) to render its assets generally productive, it will be a matter of congratulation to the friends of that enterprise and the public generally. – *Balto. Sun.*

NR, Sat. 9/6/73, p. 4. **GEORGETOWN AFFAIRS.** - The recent break in the canal has been repaired, and the water will be let in the canal by Wednesday night, when boats will pass.

ES, Sat. 9/6/73, p. 2. A "Farmer" complains in the *Virginia Sentinel* of the management or rather mismanagement of the Chesapeake and Ohio canal, and attributes it to the removal of Mr. Clarke, the former president of the company. It is perhaps but justice to Mr. Gorman, the present president, to say that the canal was as badly managed under Mr. Clarke as it is under himself, and that accidents were a frequent then as they are now. In other words, it is "six one and a half a dozen the other." The fact seems to be that the canal is made a political hack for the uses of the Maryland politicians, and as long as this is the case it is useless to expect that it will be operated for its legitimate business purposes, or for the advantage of the public.

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*Ibid*, p. 4. **GEORGETOWN – The Cumberland Coal Trade** – The shipments of coal from Cumberland for the week ending August 30 amounted to 57,984 tons 13 cwt., an increase over the corresponding week of last year of 9,032 tons 10 cwt. For the year to that date 1,627,199 tons 5 cwt. were shipped, showing an increase over the same period in 1872 of 143,075 tons 11 cwt. Increase in railroad shipments, 237,274 tons 4 cwt; decrease in canal shipments 93,198 tons 13 cwt. During the week ending Monday evening eighty-eight boats cleared at Cumberland, carrying 9,927 tons 12 cwt. Of coal.

**The Coal Trade** – The coal trade for the week past has been very active. All of the coal received was shipped from the coal boats to the schooners in the river. A large fleet of schooner are still here waiting for

cargoes. The receipts at Ray's docks were 4,950 tons; at the New Central docks, 6,950 tons; Consolidation wharf, 8,861 tons; and the Borden Mining wharf, 3,320 tons. Total receipts, 24,081 tons, all of which was promptly shipped to other ports.

**The Old, Old Story** – Owing to a leak in the Georgetown level of the canal, at Young's mill, the water has been drawn off to repair it. It is said here that the boats will be in by Tuesday, provided nothing happens.

AG, Sat. 9/6/1873, p. 3. CANAL COMMERCE – ARRIVALS – Boat F. Kitwell to Hampshire & Baltimore Coal Co.; F. R. Shipley to George's Creek Co.; John Gorman to New Central Coal Co.

DEPARTURES – Boats John P. Agnew, J. McGraw, J. & T. Coulehan, E. J. Hammond, L. M. Holland, L. R. Fechtig, M. Fannon, Goldfinch, Wm. M. Price, Magpie, Scotia, Maryland, J. B. Delaplane, F. R. Shipley, John Gorman, F. Kitwell, D. A. Carl, Julia Taylor, T. E. Sheridan and Grayson & Fannie, for Cumberland.

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**The Coal Trade** – The receipts of Cumberland coal at this port by canal for the week ending today were as follows: by the American Coal Co. 4,509 tons; by J. P. Agnew 4,060 tons; and by the Hampshire & Baltimore Coal Co. 2,096 tons. The shipments during the same period were: by the American Coal Co. 4,756 tons; by J. P. Agnew 3,935 tons; and by the Hampshire & Baltimore Coal Co. 2,000 tons.

DT, Mon. 9/8/73, p. 1. **By** the recent falling out of old and dilapidated lock gates, culverts and banks, the boatmen have lost three trips, all of which must be set down against the October coupon.

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*Ibid*, p. 4. **Light Boats** commenced to arrive at one o'clock yesterday, and now if the bottom don't fall out of the "prism"

while A. P. is extending it to the Ohio, everything will be lovely.

NR, Mon. 9/8/73, p. 4. **CHESAPEAKE AND OHIO CANAL – The Completion of the Canal to be Urged** – The meeting of the directors of the Chesapeake and Ohio Canal, to be held at Cumberland on Wednesday next, is exciting considerable interest among the friends of that water route to the seaboard. There will be a large attendance of gentlemen from Western Pennsylvania and Maryland, and the completion of the canal according to its original design will be discussed. The development of the resources of the country west and northwest of Cumberland demands its extension to the Ohio river. The tonnage of the canal for 1872 indicated a large and permanent increase of trade, and the net earnings promise a speedy liquidation of the floating debt. The Government is already a large stockholder in the work, and if the meeting of the directors and others interested should result in the settlement of a plan of extension, measures will be taken next winter to interest Congress in the project.

AG, Mon. 9/8/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats E. Rizer, C. W. Wilson, Dr. Duckett, M. E. McMacon, S. H. Davis and American Boy to New Central Coal Co.; John L. Reid, Rechabites and James R. Anderson to American Coal Co.; P. Agnew to Hampshire & Balt. Coal Co.

DT, Tue. 9/9/73, p. 1. **Canal Trade** - 48 boats cleared this port yesterday, carrying 5,440 11 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Friendship	Georgetown	110 14
A. M. Reid	"	104 05
Little Joe	"	111 18
Wm. T. Allen	"	111 09
J. W. Rhind	"	108 06

City of Hamburg	“	111 08
F. A. Mertens	“	114 13
A. Lincoln	“	111 04
Wm. Doyle	“	111 01
Jack Topper	“	111 11
M. C. Merryman	“	112 00
11 boats	Total	1,218 11
Consolidation Company		
J. N. Clary	Georgetown	117 04
W. L. Reed	“	116 02
P. J. Smith	“	108 15
W. H. Boyd	“	115 00
D. Hoadley	“	110 04
G. W. Barnett	“	118 13
J. S. Mackie	“	105 14
Lady of the Lake	Williamsport	112 00
Hunter & Bruce	Washington	114 00
9 boats	Total	1,017 12
American Company		
Charles Robb	Alexandria	111 01
H. C. Flagg	“	116 01
John J. Swift	“	116 15
G. L. Boothe	“	119 15
W. J. Shreve	“	109 10
G. P. Lloyd	“	116 08
Edward Bayer	“	113 17
Wm. Darrow	“	115 18
J. H. Stickney	“	116 05
W. J. Boothe	“	116 14
10 boats	Total	1,151 14
Borden Company		
Susan Charles	Georgetown	116 02
Harry Borden	“	114 02
N. Williams	“	114 07
J. T. James	“	113 01
L. Lovell	“	116 04
S. H. Taylor	“	110 01
R. I. Morris	“	115 17
R. J. West	“	114 14
8 boats	Total	916 08
Maryland Company		
P. Fleckenstein	Georgetown	114 10
J. L. Motter	“	111 00
A. K. Syester	“	115 00
J. C. Grove	“	111 04
4 boats	Total	453 00
George's Creek Company		
F. R. Bowers	Georgetown	118 12
W. H. Boyer	“	121 16
Silver Wave	“	111 10

3 boats	Total	352 04
Hampshire & Baltimore		
J. H. Woodburn	Alexandria	110 05
Dr. J. P. Broderick	“	110 05
Morning Sun	“	110 12
3 boats	Total	331 02

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**More Delay** – On Saturday last, two lock gates were knocked out at Big Slack Water, by the boat Joel Charles, Capt. Hammond.

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**Committed for Larceny** – A colored boy named Henry was yesterday arrested for stealing a silver watch from Captain Dennis Grady of the boat ----- West. The theft was committed about a month ago and the boy sold the watch to a colored man employed about the St. Nicholas. The boy was taken before Justice Hobrock and confessed the act. He was accordingly committed to jail.

NR, Tue. 9/9/73, p. 4. In consequence of two lock gates being knocked out, the business on the Chesapeake and Ohio canal will be suspended for several days, or until the old gates are repaired or new ones built.

AG, Tue. 9/9/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Theo. L. Betts, John S. Fox, James Vandervoort, D. Stewart, Ben Williamson and James Dayton to American Coal Co.; Tony Rodier and George Hutton to Hampshire & Baltimore Coal Co.; Geo. Couters, Jos. F. Hitch and Moses Whitson to New Central Coal Co.

DEPARTURES – Boats J. L. Reid, Rechabites, P. Agnew, Dr. Duckett, J. R. Anderson, C. W. Wilson, Alex Ray, S. H. Davis, M. McMacon, Theo. L. Betts, John S. Fox and American Boy, for Cumberland.

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*Ibid*, p. 3. **Canal News** – Coal boats are arriving very slowly, and an item in the *Washington Republican* of this morning



says: "in consequence of two lock-gates being knocked out, the business on the Chesapeake and Ohio canal will be suspended for several days, or until the old gates are repaired or new ones built." There will be very little use in extending the canal to the Ohio river, if, after it is constructed, it will be out of order all the time. The *Cumberland Times* says the first light boat arrived at that place at one o'clock on Sunday. The rumor here today that a new break had occurred at the upper end of the canal was altogether unfounded.

DT, Wed. 9/10/73, p. 4. **Canal Trade** - 44 boats cleared this port yesterday, carrying 4,964 19 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
M. Mertens	Georgetown	110 12
J. B. Turton	"	111 01
M. A. West	"	110 19
Lillie & Nannie	"	107 12
Emma	"	111 04
W. R. Shaw	"	111 03
N. S. Lemen	"	114 18
7 boats	Total	<u>777 09</u>
American Company		
M. Lienan	Alexandria	106 09
Samuel Henry	"	114 01
J. B. Cazeaux	"	113 13
Harvey Fisk	"	110 05
Geo. Sherman	"	117 06
H. Kenny	"	106 08
6 boats	Total	<u>668 02</u>
Consolidation Company		
C. P. Manning	Georgetown	114 11
Hawk	"	114 05
Morning Star	"	112 11
Bynon & Goodwin	"	99 04
D. C. Bruce	"	108 05
M. M. Jane	"	110 10
J. Snively	"	114 17
I. Crane	"	115 11
Gen. Grant	"	115 00
9 boats	Total	<u>1,004 14</u>
Borden Company		
Amos Thomas	Georgetown	114 03
Onward	"	116 13

J. G. Lynn	"	114 16
Rudolph Herr	"	110 03
Evening Star	"	112 16
S. E. Hassett	"	111 16
Thos. Drennen	"	113 15
Sallie Ardinger	"	114 10
8 boats	Total	<u>908 12</u>
Maryland Company		
A. H. Bradt	Georgetown	112 10
L. R. Fechtig	"	111 14
Johnny & Tommy	"	117 11
E. E. Spielman	"	111 01
4 boats	Total	<u>454 01</u>
George's Creek Company		
John Spencer	Georgetown	118 09
R. B. Cropley	"	121 17
Five Brothers	"	122 17
3 boats	Total	<u>363 03</u>
Hampshire & Baltimore		
M. S. Fernsner	Alexandria	115 19
Robert Emmett	"	111 18
G. P. DeWitt	"	111 07
Alex Adams	"	113 07
4 boats	Total	<u>452 11</u>
Blaen Avon Company		
J. T. Davis	Georgetown	110 08
Individual		
Sprigg S. Lynn	Georgetown	114 12

H&TL, Wed. 9/10/73, p. 2. **The Canal.** - *The Washington Star*, speaking of the Chesapeake and Ohio Canal, says: "There is probably no water line of transportation in the world so frequently rendered unavailable as the Chesapeake and Ohio Canal, and this fact must be attributable to bad management on the part of the Canal Company. The millers suffer from want of water, the coal companies from the periodical suspension of navigation, and the Canal Company lose thousands of dollars in tolls, which they might collect if they would only keep their line in good order."

We announced in our last issue that the Canal was again navigable, but before the paper was out there was another break a few miles below Ahl's Iron Works, and a lock gate knocked out somewhere else. These misfortunes have been repaired, and

navigation has again been resumed, but nobody can tell how long it will last.

ES, Wed. 9/10/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat W. H. Billmyer arrived today with 3,700 bushels of wheat, consigned to Jos. G. & John M. Waters.

AG, Wed. 9/10/73, p. 3. **CANAL COMMERCE – ARRIVALS** – Boats A. S. Winteringham, Andrew Main and R. H. Miller to American Coal Co.; M. McNally to Hampshire & Baltimore Coal Co.; H. S. Miller and J. S. Welsh to New Central Coal Co.; Col. A. Spates to George’s Creek Coal Co.

**DEPARTURES** – Boats James Vandervoort, George Hutton, Ben Williamson, Geo. S. Couter, Minnie & Cora, James Dayton, Moses Whitson, H. S. Miller, A. S. Winteringham, M. McNally, Col. A. Spates and A. Main for Cumberland.

DT, Thu. 9/11/73, p. 2. **The Chesapeake and Ohio Canal** – Public works, railroads and canals, particularly the latter, bore the brunt of unusual elemental assaults during the stormy month of August 1873. The Chesapeake and Ohio Canal, is annually becoming more and more the object of general attention and interest as a great national trade artery, has suffered its share of damage. When with extraordinary washes – in, filling the canal brimful of earth, and repeated washes – out, emptying the bottom of the canal into the adjoining river; the summer trade upon it has been heavily diminished. All engaged, poor or rich, have suffered whilst the several coal companies have been subjected to unprecedented losses. How much we cannot say; but the total must be counted by scores of thousands of dollars.

Whilst all reasonable allowance is made for unforeseen and therefore inevitable

casualty, it is not to be wondered at if the canal authorities are held responsible for a great deal of the disaster that has happened. It is said, and for anything we have seen, without contradiction, that at a repair where all the tenacity of clay was requisite, sand was used instead; the consequence being that as soon as water was let in, there was a new and even worse breach than before. Lack of due preparation and proper energy was said to be conspicuous at the mending of the Berlin culvert, of the unsafe condition of which the president is declared to have been warned as long ago as last winter, when an insignificant expenditure would have prevented a heavy delay. And then there was plentiful want of tact in not seizing the opportunity furnished by empty levels to clean out the numerous sand bars which are making the canal in many places too shallow to be passed of loaded boats without great difficulty and may yet compel boats to reduce the amount of their usual loadings at Cumberland. Within a few days we hear of lock-gates knocked in or out and yet other “breaks” have been told of, which may or may not prove to be real. And, on the whole, impartial observers pronounce the canal (whose condition was so highly lauded in the president’s annual report) to have got into anything but a desirable condition, and that much care will be requisite to keep it navigable during the short remainder of the season.

We do not suppose that the gentleman in chief control of this work – which is not destined to be crushed out so readily as its enemies may have hoped – is more objectionable than would be any other keen and active politician, when placed where he is unsuited both by feeling and want of proper education and experience. Probably no one fixed where Mr. Gorman is, for the purpose, mainly, of improving the opportunities of the place to help his gubernatorial patron to a seat once more in

the United States Senate, would do a great deal better than he. At any rate, the great wrong done by putting politicians into places that should be filled by men of practical habits, cannot be denied. But whether it be the fault of this irrational and ruinous practice or of the incumbent individually, the canal, and those who live and depend upon it, suffer just the same. All through the official career of the gentleman in question he has done that which compels distrust of his cordial interest in the work committed to his charge. If the drift of the position compelled him to a row in one direction, there has always been something to suggest that his eyes and his heart were looking in another. He began, as early as was politic, by baring his official teeth at the millers on the Georgetown level, adopting what are called stringent, that is, unfriendly measures, as respected rights of long standing, and thereby naturally arousing troublesome and expensive litigation. The next blow was the raising of the tolls, a measure instinctively felt to be injurious to the business of the canal, but of corresponding advantage to the Baltimore and Ohio Railroad. What the effects of this blow have really been might be traced, week after week, in the increasing freightage of the road, and the concurrently diminished trade of the canal. And now, after a series of bitter disasters, and the loss of a whole month's business at a most important season of the year, President Gorman falls back upon a do-nothing policy, with a canal under his control that cost the State and people of Maryland twenty million of dollars, and, which loudly demands the best service of an able man's whole heart and head to manage.

On tomorrow a convention is to be held in the city of Cumberland to consider the resuscitated topic of extending the Chesapeake and Ohio Canal to the Ohio River at Pittsburg. This route across, or through, the Allegany mountains is to be

effected by authorizing powers exterior to the existing ones. And we cannot but predict the grateful recognition by the city of Cumberland of the compliment paid her in being thus made the place of meeting, and the readiness with which she will commit to oblivion the recent ignorement of her interests and wishes, and especially at the time of choosing a board of canal directory. Be that as it may, however, no little preparation has been made for the meeting, and, we believe, no little public benefit is expected to accrue from it, though our demure but astute contemporary of the Baltimore *Sun* (well-known as a staunch partisan of the Baltimore and Ohio railroad) sounds a quiet note of [illegible].

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 Ibid. p. 4. **Canal Trade** - 43 boats cleared this port yesterday, carrying 4,866 13 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
J. H. Gatrell	Georgetown	110 16
C. W. Adams	“	111 15
J. Hammond	“	114 18
Elizabeth	“	110 10
Iowa	“	111 08
D. Murphy	“	113 05
J. Dick	“	110 15
J. Reeves	“	111 01
J. P. Moore	“	113 17
J. Spielman	“	117 13
10 boats	Total	1,121 19
American Company		
M. Snow	Alexandria	118 01
Thomas Patton	“	119 19
A. J. Akin	“	116 08
Maj. E. L. Moore	“	113 12
J. H. Parrott, jr.	“	110 07
W. J. B. Lloyd	“	117 19
R. H. Haydock	“	106 19
Wm. Shepherd	“	107 01
9 boats	Total	910 06
Consolidation Company		
Allen Campbell	Georgetown	115 10
Mayfield & Hieston	“	117 14
A. Norrie	“	115 16
Lark	“	110 01

D. A. Miller	Washington	116 10
J. V. Norman	Williamsport	107 17
6 boats	Total	683 80
Borden Company		
Martha Ann	Georgetown	111 13
C. L. Brengle	“	116 01
Maggie B.	“	115 03
Joseph R. Haines	“	113 00
Cpt. J. R. Masters	“	117 13
Joseph E. West	“	115 01
6 boats	Total	688 01
Maryland Company		
J. C. Lynn	Georgetown	110 14
J. C. Hoffman	“	110 09
Ida & Willie	“	113 12
Hollander	“	111 11
4 boats	Total	446 06
George's Creek Company		
Chesapeake	Georgetown	109 12
Lucinda	“	118 09
2 boats	Total	222 01
Hampshire & Baltimore		
Lillie Lemen	Alexandria	114 07
Ben Bissell	“	110 19
Mrs. C. E. Charles	“	119 10
3 boats	Total	344 16
Individual		
P. L. Lemon	Georgetown	110 00
F. M. LeFever	“	110 19
W. S. Shaw	Alexandria	114 00
M. A. Brady	Knoxville	117 07
4 boats	Total	452 06

NR, Thu. 9/11/73, p. 4. The monthly meeting of the board of directors of the Chesapeake and Ohio canal was held this morning at the Queen City hotel; the president, A. P. Gorman, in the chair, and P. Fawcett, secretary.

After the transaction of some routine business the following monthly report of the president was presented and adopted:

The reports describe the damage done the canal by the storms of last month and the expedition with which they were repaired. The tonnage of last month was 48,305 tons - a decrease compared with August, 1872, of 56,486 tons. The accrued revenue of the month was \$28,178.81 - a

decrease of \$3,639.72. The balance in the treasury September 1, after paying a large portion of the extraordinary expenses incurred in repairing last month's damages, was \$48,535.60.

The expenses for ordinary repairs and pay of officers for the month was \$15,879. It was not possible at this meeting to submit the entire cost of repairs made necessary last month. The damages of last month did not interfere with the progress of the permanent improvements.

The board adjourned to meet on Thursday, at 7 o'clock, at Annapolis. After adjournment a conference was held with the Chesapeake and Ohio canal directors, Cumberland Board of Trade and the Youghiogeny Slackwater Company.

#### River News.

[Arrived in Georgetown yesterday] the canal boat W. H. Billmyer, with 3,700 bushels of wheat, consigned to Jos. G. and John M. Water.

AG, Thu. 9/11/73, p. 2. CANAL COMMERCE – ARRIVALS – Boat Thomas J. Boyer to George's Creek Coal Co.; C. DuBois, J. A. Alexander, M. Sandford and Wm. Laird to American Coal Co.; James March, H. A. Garritt and R. A. Goodwin to Hampshire & Baltimore Coal Co.; Chas. H. Dalton to Consolidated Coal Co.

DEPARTURES – Boats Thomas J. Boyer, R. H. Miller, C. DuBois, James March, M. Sandford, J. A. Alexander, H. A. Garritt and Wm. Laird, for Cumberland.

*Ibid*, P. 3. **Canal News** – Loaded boats from Cumberland continue to arrive slowly, and will, it is said, do so until next week, when it is anticipated a great increase in the number of arrivals will take place and continue during the remainder of the season, should the canal keep in good order.

Though light boats did not reach Cumberland till Sunday, the whole length of the canal is reported to be lined with loaded boats on their way down.

DT, Fri. 9/12/73, p. 4. **Canal Trade** - 41 boats cleared this port yesterday, carrying 4,686 00 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
G. H. Bradt	Georgetown	114 17
Our Sister	"	114 13
R. S. McKaig	"	117 15
Nora & Willie	"	117 16
R. L. Gross	"	108 02
T. A. Wood	"	111 15
J. Couter	"	112 02
7 boats	Total	797 00
American Company		
S. S. Howison	Alexandria	116 03
E. Stevenson	"	110 09
Kate	"	109 16
James Hoy	"	109 14
D. Cromwell	"	110 01
D. A. Lowe	"	119 13
H. Delafield	"	113 03
7 boats	Total	788 18
Consolidation Company		
Creole	Georgetown	112 11
G. Meredith	"	113 15
Owl	"	114 06
A. B. Turner	"	117 09
Linnet	"	109 11
Energy	"	110 02
W. Irving	Washington	116 10
J. M. Forbes	"	107 17
8 boats	Total	911 13
Borden Company		
J. H. Farrow	Georgetown	118 18
Alexander	"	115 11
Emerald	"	110 03
Pattie Dunlop	"	115 11
J. E. Hassett	"	111 10
F. J. Laing	"	115 17
6 boats	Total	687 10
Maryland Company		
H. B. Simonds	Georgetown	114 00
Mountain City	"	109 18
H. Gerdeman	"	116 09
H. Willison	"	116 18

B. L. Slack	"	117 05
A. L. Miller	"	117 00
6 boats	Total	691 00
George's Creek Company		
S. H. Taylor	Georgetown	125 09
A. Sherman	"	108 03
2 boats	Total	233 12
Hampshire & Baltimore		
Loretto	Alexandria	112 03
Samuel Swain	"	116 19
Scotia	"	118 12
M. Fannon	"	118 13
4 boats	Total	466 07
Individual		
T. H. West	Georgetown	110 00

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 The receipts of the Chesapeake and Ohio Canal Company for the week ending September 6<sup>th</sup>, were, from Cumberland \$8,003.00; from Georgetown \$1,200; Williamsport \$212.56; and Hancock \$19.86.

ES, Fri. 9/12/73, p. 4. **GEORGETOWN – The grain Trade** – The canal boat T. J. Baker has arrived with 800 barrels flour and 400 barrels cement consigned to Jos. G. and John M. Waters.

AG, Fri. 9/12/73, p. 3. **CANAL COMMERCE – ARRIVALS** – Boats M. A. Myers and A. D. Brower to American Coal Co.; Laura to Consolidation Coal Co.; F. R. M. Bowers to George's Creek Coal Co.; J. H. Woodburn to Hamp. & Balt. Coal Co.; M. O'Conner and J. B. Varnum to individuals.

**DEPARTURES** – Boats R. A. Goodwin, M. A. Myers and A. D. Brower, for Cumberland.

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**Canal News** – Loaded boats from Cumberland still continue to arrive very slowly, but it is understood that a larger business has been done at Cumberland this week in the way of loading than was ever done before in the same time. If this be so, a

large amount of coal will arrive here next week – provided the canal don't break again.

DT, Sat. 9/13/73, p. 1. **Canal Trade** - 45 boats cleared this port yesterday, carrying 5,037 14 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Noble Grand	Georgetown	110 18
J. Noble	"	111 08
G. Blackburn	"	114 05
M. Sinclair	"	107 10
O. D. Robbins	"	108 16
J. T. Scrivener	"	112 04
Theo. Embrey	"	110 19
A. J. Mills	"	113 11
Col. E. V. White	"	104 10
9 boats	Total	994 05
American Company		
E. F. C. Young	Alexandria	106 15
Plover	"	107 02
Charles Clifton	"	113 10
Samuel Lloyd	"	117 11
A. J. Thomas	"	110 07
Eagle	"	106 00
A. J. Clark	"	112 10
R. S. Grant	"	118 00
8 boats	Total	891 15
Consolidation Company		
J. Malloy	Georgetown	113 12
Dr. A. A. Biggs	"	110 11
Knights of Pythias	"	117 03
J. P. Agnew	"	112 04
Amazon	"	103 03
A. P. Gorman	"	116 00
J. A. Graham	Washington	113 12
E. P. Steffey	Williamsport	109 10
8 boats	Total	895 15
Borden Company		
Henry Freeland	Georgetown	115 10
Julia Borden	"	114 03
B. M. Young	"	119 06
Tilly B. Lynn	"	110 01
Donna Tilghman	"	112 17
M. A. Adams	"	109 13
6 boats	Total	681 10
Maryland Company		
Plover	Georgetown	107 11
Thomas Hassett	"	114 01
W. T. Hassett	"	113 09

A. Spier	"	112 12
Industry	"	107 14
Joseph Murray	"	110 02
6 boats	Total	665 09
George's Creek Company		
A. Cropley	Georgetown	108 03
Shipley & Bush	"	125 01
2 boats	Total	233 04
Hampshire & Baltimore		
H. M. Snyder	Alexandria	118 05
Conrad Waltz	"	113 16
Wm. M. Price	"	113 12
W. P. Woolls	"	111 02
4 boats	Total	447 14
Individual		
J. W. Turner	Georgetown	110 00
Monongahela	"	108 05
2 boats	Total	218 05

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*Ibid*, p. 4. We are happy to state that the broken lock gate at Oldtown will not interfere with the "permanent improvements."

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 And now the paddle frame has fallen out of one of the middle locks at Oldtown, which caused a delay until this morning, when it is expected boats may pass. Verily. The "permanent improvements" are very unstable.

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**Improvement** – To save themselves the trouble of jumping out of their boats at every lock to show their way bill, some of the boatmen propose to have saddle pockets attached to the hind mule of their teams, so that the lock keepers can inspect for themselves.

ES, Sat. 9/13/73, p. 1. Yet another stoppage to the trade of the Chesapeake and Ohio Canal is reported this morning in the shape of the breaking of a lock gate or gates near Seneca. Thus day after day furnishes comment on the rose-colored statements continually proceeding from Annapolis.

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*Ibid*, p. 4. **GEORGETOWN** –

**Another interruption** to canal navigation has occurred near Seneca, by the lock-gates being out of repair.

**The Coal Trade** – The coal trade for the week past has been about the average, but not as heavy as it would have been had it not been for the continued interruption to canal navigation. The receipts at Ray’s docks were 2,457 tons; New Central wharf, 4,854 tons; Consolidated wharf, 4,120 tons; Borden mining wharf, 2,875 tons; total receipts for the week, 14,306 tons; all of which were shipped. There is quite a fleet of schooners here waiting for coal.

**Grain Trade** – The canal boat B. Talbott has arrived with 1,200 bushels wheat and 600 bushels corn for H. M. Talbott, and 600 bushels corn for Hartley & Bro.; the canal boat Bradfield Hartley with 3,600 bushels wheat, and the boat A. S. Trundle with 560 bushels wheat and 1,200 bushels corn, all for Hartley & Bro.; and the canal boat Nettie Graham with 2,800 bushels wheat for J. G. & J. M. Waters.

AG, Sat. 9/13/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats J. J. Swift, Chas. Robb, H. C. Flagg, W. J. Boothe, Ed Bayer and J. H. Stickney to American Coal Co.; Morning Sun and J. P. Broderick to Hampshire & Baltimore Coal Co.; W. H. Boyer and Silver Wave to George’s Creek Coal Company.

DEPARTURES – Boats Silver Wave, W. J. Boothe, Morning Star, H. C. Flagg, C. H. Dalton, Chas. Robb, J. J. Swift, F. R. M. Bowers and J. H. Woodburn, for Cumberland.

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**Coal Trade** – The receipts of Cumberland coal at this port by canal for the week ending today were as follows: by the American Coal Company 3,048 tons; by J. P. Agnew 2,400 tons; by the Hampshire & Baltimore Coal Co. 1,265 tons. During the same period there were shipped from here

by the American Coal Co. 2,725 tons; by J. P. Agnew 2,460 tons; by the Hampshire & Baltimore Coal Company 1,890 tons.

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**Canal News** – There has been no perceptible increase in the number of arrivals of loaded boats from Cumberland since the day the first boats reached here after the resumption of navigation.

DT, Mon. 9/15/73, p. 4. **Canal Trade** - 49 boats cleared this port Saturday, carrying 5,463 02 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Ida J. Kreps	Georgetown	111 08
J. M. Resley	“	110 17
Dr. Eliason	“	114 04
E. Hadra	“	110 18
Viola H. Weir	“	119 19
Wm. Moffett	“	110 05
Benj. Long	“	107 11
Naomi	“	104 08
8 boats	Total	884 10
American Company		
J. H. Platte	Alexandria	113 06
J. L. Reid	“	119 13
H. B. Cromwell	“	113 08
J. R. Anderson	“	113 09
Goldfinch	“	113 13
J. P. Moore	“	113 09
J. W. Morris	“	117 00
G. W. Wallis	“	109 00
8 boats	Total	912 18
Consolidation Company		
M. Topper	Georgetown	111 16
J. R. Cruzen	“	112 18
F. H. Delano	“	109 13
I. M. Boyer	“	120 05
Dove	“	116 07
M. Boyer	“	119 04
Joel Charles	“	111 17
Julia Taylor	Washington	116 12
Ironsides	Williamsport	113 16
J. W. Carder	Oldtown	6 00
10 boats	Total	1,380 07
Borden Company		
A. C. Greene	Georgetown	117 15
Henry Kraus	“	113 04

Lizzie & Phillie	“	110 03
G. W. Thecker	“	112 00
Isaac Wilson	“	112 18
Wm. Borden	“	114 05
G. H. Colbert	“	116 09
7 boats	Total	<u>796 09</u>
Maryland Company		
Annie	Georgetown	114 15
F. H. Irvin	“	110 04
H. Lathers	“	112 15
Col. J. D. Tice	“	114 09
H. W. Dellinger	“	107 14
T. J. Mehaffey	“	109 07
Fannie & Estella	“	115 04
7 boats	Total	<u>793 15</u>
George’s Creek Company		
J. & T. Coulehan	Georgetown	125 03
C. Segerson	“	118 02
2 boats	Total	<u>243 05</u>
Hampshire & Baltimore		
Grayson & Fannie	Alexandria	109 04
Park Agnew	“	119 04
Geo. Hutton	“	112 04
Wm. Moorehead	“	112 15
M. McNally	“	116 02
5 boats	Total	<u>569 09</u>
Individual		
E. E. King	Georgetown	110 00
Theresa Long	“	114 19
2 boats	Total	<u>224 19</u>

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The U. S. canal surveying party under General Sedgwick was at Shade Mills, eight miles west of Frostburg, on Saturday.

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The locks along the line of the canal stand greatly in need of “permanent improvements.” At present they are decidedly temporary.

AG, Mon. 9/15/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Hunter & Bruce and General Grant to Consolidation Coal Co.; G. P. Lloyd, Samuel Henry, W. J. Shreve, M. Snow, E. L. Moore, M. Lienan, G. Sherman, J. H. Parrott, jr., W. J. B. Lloyd, Henry Kenny and Wm. Darrow to American Coal Co.; M. S. Fernsner, Alex Adams, R. Emmett, S. S.

Lynn and W. L. Shaw to Hampshire & Baltimore Coal Co.; J. H. Gatrell, F. Mertens, W. R. Shaw and Elizabeth to New Central Co.; J. Spencer and Five Brothers to George’s Creek Coal Co.; J. S. Welsh and P. L. Lemon to individual parties; Minnie & Cora, limestone to E. Francis.

DEPARTURES – Boats W. H. Boyer, Ed Bayer, J. P. Broderick, J. H. Stickney, General Grant, Samuel Henry, M. S. Fernsner, J. H. Parrott, G. P. Lloyd, Wm. J. Shreve, Alex Adams and Nannie & Cora, for Cumberland.

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*Ibid*, p. 3. **The Canal** – The Washington *Star* of Saturday afternoon last says: “Yet another stoppage to the trade of the Chesapeake and Ohio Canal is reported this morning in the shape of the breaking of a lock gate or gates near Seneca. Thus day after day furnishes comment on the rose-colored statements continually proceeding from Annapolis.” Notwithstanding this, loaded boats from Cumberland commenced arriving here freely this morning, and have continued to arrive at the same rate all day. The reported stoppage may, however, have happened after they passed the scene of its occurrence.

DT, Tue. 9/16/73, p. 1. **Canal Trade** - 31 boats cleared this port yesterday, carrying 3,440 05 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
L. M. Holland	Georgetown	111 10
E. J. Hammond	“	111 14
Hero	“	104 02
W. H. Wilson	“	105 03
F. Davis	“	114 11
Johnny	“	114 03
6 boats	Total	<u>661 03</u>
American Company		
Rechabites	Alexandria	110 03
Ben Williamson	“	119 13
David Stewart	“	113 07
A. S.	“	110 00



Winteringham		
James Dayton	“	111 00
5 boats	Total	<u>558 13</u>
Consolidation Company		
L. R. Fechtig	Georgetown	115 00
E. M. Linthicum	“	109 09
Uno	Washington	114 09
Lady of the Lake	Williamsport	104 01
F. M. Davis	Shepherdstown	106 01
5 boats	Total	<u>549 16</u>
Borden Company		
F. Ensminger	Georgetown	113 15
C. A. Green	“	116 09
Henry Roland	“	111 13
Little Nan	“	113 02
Okonoko	“	114 08
R. E. Fugitt	“	111 11
6 boats	Total	<u>680 18</u>
Maryland Company		
L. G. Stanhope	Georgetown	111 08
H. Roland	“	114 01
Kate Brooks	“	113 06
A. E. McQuade	“	113 08
J. M. Hedding	“	110 06
5 boats	Total	<u>562 09</u>
Hampshire & Baltimore		
M. O’Conner	Alexandria	109 11
E. Mulvaney	“	109 04
2 boats	Total	<u>218 15</u>
Individual		
E. M. Bynon	Georgetown	110 00
Samuel Charles	“	107 11
2 boats	Total	<u>217 11</u>

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 From men who have been working on the repairs of the canal we learn that a force of laborers who were employed at the wash at the burnt warehouse were paid off by Gorman at \$2 per day, although they had been engaged at \$2.50 by the young man in charge of the work, who employed them. This young man, one of the “Ring,” was an inmate of an insane asylum prior to taking the position on the canal, and has returned thither in the past few weeks. It is bad policy to put a crazy man in charge of a public work, but it is also bad faith not to carry out the bargains made by authorized subordinates.

ES, Tue. 9/16/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Seneca has arrived with 800 bushels wheat, 400 bushels corn, 100 bushels flour, and 100 bushels oats for T. C. Wheeler and 1,100 bushels wheat for H. M. Talbott.

AG, Tue. 9/16/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats A. J. Akin, S. S. Howison, R. Haydock, W. W. Shepherd, D. A. Lowe, E. Stevenson and Thomas Patton to American Coal Co.; C. E. Charles, B. Bissell, Loretto and Samuel Swain to Hampshire & Baltimore Coal Co.; D. A. Miller to Consolidation Coal Co.; N. S. Lemen, J. P. Moore and Iowa to New Central Co.; R. B. Cropley, Lucinda, Chesapeake and D. L. Taylor to George’s Creek Coal Co.; Bynon & Goodwin to individual parties.

DEPARTURES – Boats Laura, J. H. Gatrell, W. Darrow, R. Emmett, Ben Bissell, E. L. Moore, Lucinda, R. B. Cropley, M. Snow, Geo. Sherman, M. Mertens, M. Lienan, W. R. Shaw, W. J. B. Lloyd, S. Swain, Chesapeake and S. S. Howison, for Cumberland.

DT, Wed. 9/17/73, p. 4. **Canal Trade - 58** boats cleared this port yesterday, carrying 6,272 16 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
John Gorman	Georgetown	113 13
E. F. Rizer	“	113 07
H. W. Shuck	“	106 08
L. Hartley	“	111 07
S. H. Davis	“	111 05
J. L. Feidt	“	104 07
B. R. Summers	“	110 17
J. H. Garrish	“	111 05
J. W. Carder	“	114 00
American Boy	“	107 00
Ohio	“	110 14
W. H. Ash	“	117 14
12 boats	Total	<u>1,332 13</u>
American Company		

Andrew Main	Alexandria	111 12
Wm. Laird, jr.	"	100 09
Theo. L. Betts	"	117 00
R. H. Miller	"	109 10
A. H. Grant	"	107 16
R. Marshall	"	110 17
M. Sandford	"	110 16
Alex Ray	"	106 18
M. A. Myers	"	112 06
J. A. Alexander	"	116 16
10 boats	Total	<u>1,110 02</u>
Consolidation Company		
Black Hawk	Georgetown	112 17
T. J. Nimmo	"	111 04
C. Van Tassell	"	113 00
Wm. Hill	"	111 00
W. A. Stephens	"	119 07
S. S. Cunningham	Washington	112 14
J. & D. Nuse	"	111 17
A. B. Cunise	"	117 13
J. V. Norman	Williamsport	108 09
9 boats	Total	<u>1,010 12</u>
Borden Company		
Harry Borden	Georgetown	111 17
S. H. Sherman	"	113 16
Nathan Williams	"	113 18
J. T. James	"	111 08
F. L. Tilghman	"	113 19
Ida & Sallie	"	113 05
R. J. West	"	109 03
L. M. Holland	"	115 12
Susan Charles	"	114 00
9 boats	Total	<u>1,016 18</u>
Maryland Company		
Dr. F. C. Doyle	Georgetown	115 00
Willie & Annie	"	112 01
M. E. Spier	"	113 09
Wren	"	106 15
Wm. R. Snow	"	114 14
Maria McGraw	"	108 01
6 boats	Total	<u>660 00</u>
Blaen Avon Company		
C. N. Madore	Georgetown	114 17
Capt. J. Weir	"	121 13
C. Slack	"	114 00
3 boats	Total	<u>350 10</u>
Hampshire & Baltimore		
R. A. Goodwin	Alexandria	117 09
H. A. Garritt	"	115 03
J. H. Woodburn	"	117 11

3 boats	Total	<u>350 01</u>
George's Creek Company		
Thomas J. Boyer	Georgetown	115 00
Col. Spates	"	111 14
2 boats	Total	<u>226 14</u>
Individual		
D. M. Read	Georgetown	110 00
Ernst & Holland	"	110 00
James March	Shepherdstown	111 10
H. J. Kenah	Washington	110 00
4 boats	Total	<u>442 00</u>

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**Yesterday's** shipment of coal by canal was the largest ever made in a single day in the history of the trade, *fifty-eight* boats carrying 6,272 16 tons of coal having loaded and cleared this port. The largest shipment ever made previously was, we believe, in the season of 1872 when fifty-two boats were loaded. It is a good thing for the coal trade that the facilities for loading the boats are so good, otherwise with breaks constantly occurring the business would find itself in a deplorable condition.

H&TL, Wed. 9/17/73, p. 2. **The Canal Convention.** - A large number of very prominent citizens assembled in Cumberland on Wednesday last, for the purpose of taking into consideration the expediency of extending the Chesapeake and Ohio Canal, as was originally designed, to the Ohio river. The Hon. Montgomery Blair presided over the meeting. After a number of speeches were made a committee was appointed to memorialize Congress for aid, consisting of the following prominent and influential gentlemen:

Hon. Geo. A. Pearre, Hon. John Ritchie, Hon. Lloyd Lowndes, Hon. W. W. Hoffman, Hon. John W. Davis, Hon. A. P. Gorman, Col. B. S. Heath, Messrs. J. J. Hazlitt, James G. Blunt and This. Moore, Hon. Patrick Hammill, Messrs. M. Bannon, W. W. McKaig, Judge A. E. Wilson, Frank Cowan, Hon. Henry D. Cooke, Hon. A. R. Shepherd, Hon. James Harian, Captain N. J. Bigley, Charles A. Dravo, Hon. G. M. Watkins, E. S. Pechin, Esq., Messrs. Wm. J.

Murtagh, Jas. G. Bennett, Gillmor Meredith and Hon. Montgomery Blair.

The present project is intended to reach the Ohio river at Pittsburg, and the supposed cost is put at Twenty Millions of Dollars. This amount Congress is expected to furnish, but it is doubtful whether that body can ever be induced to do so, although the completion of such an enterprise would have a tendency to lower freights between the East and the West, provided to did not afterwards fall into the hands, or under the control of the Railroads.

ES, Wed. 9/17/73, p. 2. **Canal Suspension** – By reason of still more lock-gates being knocked out, business on the Chesapeake and Ohio Canal is again suspended.

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*Ibid*, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Medley has arrived with 850 bushels wheat and 430 bushels corn for Hartley & Bro., and 1,200 bushels wheat for H. M. Talbott. Mr. Talbott also received 200 bushels oats and 120 bushels wheat by the boat Zella.

AG, Wed. 9/17/73, p. 2. **CANAL COMMERCE – ARRIVALS** – Boats F. M. Lefever, R. L. Gross, Lillie & Nannie and R. S. McKaig to New Central Coal Co.; Scotia, M. Fannon and G. P. DeWitt to Hampshire & Baltimore Coal Co.; W. Irving and J. M. Forbes to Consolidation Coal Co.; James Hoy to American Coal Co.

**DEPARTURES** – Boats N. S. Lemen, R. H. Haydock, E. Stevenson, T. Patton, J. P. Moore, Hunter & Bruce, W. Irving, W. L. Shaw, Lilly & Nannie, James Hoy, R. S. McKaig and Iowa, for Cumberland.

DT, Thu. 9/18/73, p. 4. **Canal Trade** - 38 boats cleared this port yesterday, carrying 4,254 10 tons of coal as follows:

New Central Company  
*Boats Destination Tons cwt.*

G. S. Couter	Georgetown	110 13
C. W. Wilson	“	116 15
Dr. Duckett	“	110 17
M. Whitson	“	115 10
M. E. McMacon	“	111 03
Ida & Harry	“	110 10
Benj. Miller	“	114 11
G. W. Grove	“	109 04
8 boats	Total	897 03

American Company		
J. Vandervoort	Alexandria	111 02
C. DuBois	“	109 05
John S. Fox	“	106 00
Ed. Bayer	“	112 09
Charles Robb	“	113 09
J. J. Swift	“	115 10
J. H. Stickney	“	113 04
7 boats	Total	780 19

Consolidation Company		
J. McGraw	Georgetown	110 18
E. Corning	“	111 03
Magpie	“	109 16
C. W. Brengle	Washington	113 15
Dr. Delaplane	“	112 05
Maryland No. 2	“	118 12
T. J. Baker	“	110 09
7 boats	Total	785 18

Borden Company		
S. H. Taylor	Georgetown	114 15
R. I. Morris	“	115 05
Willie Snyder	“	107 06
H. C. Hicks	“	112 12
H. C. Winship	“	113 14
R. M. Sprigg	“	107 18
W. H. Boyd	“	109 10
7 boats	Total	781 00

Maryland Company		
Annie Bell	Georgetown	110 13
M. H. Russell	“	119 15
James E. Hughes	“	116 12
Clearspring	“	103 03
B. F. Charles	“	111 09
5 boats	Total	561 12

Hampshire & Baltimore		
Tony Rodier	Alexandria	115 05
Morning Sun	“	110 12
2 boats	Total	225 17

George’s Creek Company		
Silver Wave	Georgetown	111 12
Individual		

AG, Thu. 9/18/73, p. 2. CANAL  
 COMMERCE – ARRIVALS – Boats G. L.  
 Boothe, Kate, H. Delafield, H. Fisk and J. B.  
 Cazeaux to American Coal Co.; Lillie  
 Lemen to Hampshire & Baltimore Coal Co.;  
 S. H. West to Sinclair & Agnew; I. Crane to  
 Consolidation Coal Co.; Horace Resley to  
 Blaen Avon Coal Co.; G. H. Bradt to New  
 Central Coal Company.

DEPARTURES – Boats D. A.  
 Miller, Scotia, G. P. DeWitt, M. Fannon, J.  
 B. Cazeaux, G. H. Bradt, H. Delafield, Kate,  
 Lillie Lemen and G. L. Boothe, for  
 Cumberland.

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*Ibid*, p. 3. **Canal Navigation Again  
 Interrupted** – It was stated in the *Gazette*  
 several days ago that the assertion had been  
 made, that the lock gates on the Chesapeake  
 and Ohio Canal were allowed to remain  
 until they rotted out, and judging from what  
 has happened since there must have been  
 some truth in it. The *Washington Star* of  
 yesterday says: “By reason of still more  
 lock-gates being knocked out, business on  
 the Chesapeake and Ohio Canal is again  
 suspended.”

This morning news reached here that  
 two more gates had been washed out at  
 “Seven Locks” last night.

A few boats that were this side of the  
 break arrived this morning.

The *Cumberland News* of yesterday,  
 says: “Yesterday fifty-eight boats loaded  
 with coal cleared this port. This, we are  
 informed, is the heaviest day’s business in  
 the history of the canal. The toll collected at  
 the canal office from the boatmen who left  
 yesterday amounted to \$236.64; and the  
 freight on the coal (51 cents per ton) was  
 \$3,315. That sounds like business.” But of  
 what advantage is all this, if navigation is  
 continually interrupted and for weeks at a  
 time entirely suspended?

DT, Fri. 9/19/73, p. 4. **Canal Trade - 40**  
 boats cleared this port yesterday, carrying  
 4,595 11 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
A. Bain	Georgetown	119 15
O. S. Maus	“	107 14
J. C. Stubblefield	“	113 11
Little Joe	“	111 12
H. S. Miller	“	110 17
Dr. E. DeLacey	“	117 19
Wm. Young	“	114 01
City of Hamburg	“	111 05
8 boats	Total	900 14
American Company		
A. D. Brower	Alexandria	108 09
H. C. Flagg	“	117 01
Wm. J. Boothe, jr.	“	116 04
U. C. Hamilton	“	109 17
4 boats	Total	451 11
Consolidation Company		
Katskill	Georgetown	107 02
Communipaw	“	105 06
Jos. Murray	“	106 07
J. A. Millholland	“	113 07
Robin	“	113 07
Yonkers	Washington	112 12
J. K. Whitford	“	113 05
7 boats	Total	771 06
Borden Company		
Thos. Drennen	Georgetown	109 03
S. E. Hasset	“	111 02
James Reed	“	105 19
H. Kraus	“	110 05
Onward	“	111 03
Rudolph Herr	“	113 01
6 boats	Total	660 18
Maryland Company		
J. L. Motter	Georgetown	113 13
P. Fleckenstein	“	116 02
Dr. Grimes	“	117 03
Mattie	“	116 08
Excelsior	“	116 14
J. H. Kindle	“	116 17
G. J. Elliott	“	117 09
7 boats	Total	813 16
Hampshire & Baltimore		
M. S. Fernsner	Alexandria	109 11
Dr. J. P. Broderick	“	111 09
2 boats	Total	221 00

George's Creek Company		
J. N. Clary	Georgetown	113 17
Individual		
Jack Topper	Georgetown	114 00
G. W. Barnett	"	110 00
E. P. Steffey	Williamsport	110 18
3 boats	Total	334 18

ES, Fri. 9/19/73, p. 4. **GEORGETOWN – The Canal** – The lock gate at Seven Locks has been repaired, and a number of canal boats arrived yesterday evening and this morning.

**The Grain Trade** – Arrivals: Canal boat A. S. Trundle with 1,400 bushels wheat and 900 bushels corn to H. M. Talbott.

AG, Fri. 9/19/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats E. F. C. Young, S. Lloyd, A. J. Thomas, A. J. Clark, J. R. Anderson, Eagle, C. Clifton, W. P. Woolls, W. M. Price, Geo. Hutton and M. McNally to Hampshire & Baltimore Coal Co.; E. V. White to New Central Coal Co.; J. A. graham and Julia Taylor to Consolidation Coal Co.; A. Cropley and Shipley & Bush to George's Creek Coal Co.; Monongahela to J. P. Agnew Coal Co.

DEPARTURES – Boats H. Fisk, H. Resley, W. Irving, E. F. C. Young, C. Waltz, W. P. Woolls, A. J. Clark, S. Lloyd and E. V. White, for Cumberland.

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*Ibid*, p. 3. LOCAL BREVITIES – The repairs to the gates at "Seven Locks," on the C. & O. Canal, have been completed, and loaded boats from Cumberland were again arriving, slowly, today.

DT, Sat. 9/20/73, p. 4. **Canal Trade** - 44 boats cleared this port yesterday, carrying 4,943 14 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
F. P. White	Georgetown	104 11
J. F. Hitch	"	110 12
Wm. Doyle	"	111 15

A. Lincoln	"	110 16
A. M. Reid	"	108 03
Emma	"	117 11
F. A. Mertens	"	116 19
M. C. Merryman	"	111 13
8 boats	Total	892 03

American Company		
W. J. Shreve	Alexandria	109 14
G. P. Lloyd	"	113 14
Friendship	"	109 13
Samuel Henry	"	113 08
C. P. Manning	"	115 16
Michael Snow	"	109 16
G. Meredith	"	116 19
7 boats	Total	789 01

Consolidation Company		
C. H. Dalton	Georgetown	111 15
A. Rhinehart	"	103 06
Mohawk	"	117 18
J. B. Varnum	"	109 11
Gen. McClellan	"	102 00
W. C. Smith	"	111 04
Blue Bell	"	111 01
A. J. Center	Washington	110 07
8 boats	Total	877 02

Borden Company		
Martha Ann	Georgetown	110 01
Maggie B.	"	111 10
Creole	"	113 08
Morning Star	"	111 04
Amos Thomas	"	112 08
John B. Ray	"	115 04
Evening Star	"	110 14
John G. Lynn	"	117 04
J. R. Haines	"	114 02
9 boats	Total	1,016 05

Maryland Company		
J. C. Grove	Georgetown	112 07
A. K. Syester	"	117 00
C. W. Harper	"	110 17
J. B. Slattery	"	113 06
E. E. Spielman	"	113 11
5 boats	Total	567 01

Hampshire & Baltimore		
Alex Adams	Alexandria	115 11
Mrs. C. E. Charles	"	115 08
2 boats	Total	230 19

George's Creek Company		
John Spencer	Georgetown	114 15
Lucinda	"	119 18

R. B. Cropley	“	114 17
3 boats	Total	349 10
	Individual	
W. L. Reed	Georgetown	114 00
D. C. Bruce	“	107 13
2 boats	Total	221 18

AG, Sat. 9/20/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Wm. Moffett and Theo. Embrey to New Central Coal Co.; boats A. Sherman and C. Segerson to George’s Creek Coal Co.; Wm. Moorehead, Joel Charles, Park Agnew, H. M. Snyder and Grayson & Fannie to Hampshire & Baltimore Coal Co.; E. King to Sinclair & Agnew; D. Stewart, R. S. Grant, J. W. Morris, B. Williamson, J. Dayton, J. H. Platte, G. W. Wallis and Goldfinch to American Coal Co.

DEPARTURES – Boats W. Moorehead, D. Stewart, R. S. Grant, T. Embrey, J. W. Morris, P. Agnew, Ben Williamson, M. McNally, I. Crane, J. M. Forbes, C. Clifton, W. Moffett, G. Hutton, Monongahela, J. L. Reid, Eagle and J. R. Anderson, for Cumberland.

*Ibid*, p. 3. **Coal Trade** – The receipts of Cumberland coal at this port for the week ending today were as follows: by American Coal Co. 4,604 tons; by Hampshire & Baltimore Coal Company 2,942 tons; and by J. P. Agnew Co. 2,470 tons. The shipments during the same period were: by American Coal Co. 4,370 tons; by Hampshire & Baltimore Coal Company 2,750 tons; and by J. P. Agnew Co. 2,400 tons.

**Canal News** – Loaded boats continue to arrive slowly, and so long and so numerous have been the interruptions to navigation during the season now drawing to a close, that so far from any expectations of making up for lost time by an increase in the business of the canal, only hope now entertained is that the present limited

business will be kept up until the winter suspension. Boats that formerly, when the canal was in good hands, made the trip from Cumberland to this city in four days, now in consequence of the continual washing out of lock gates, the formation of sand bars, jams and other petty causes of delay, do well and satisfy their captains, owners and consignees if they make it in six or seven.

DT, Mon. 9/22/73, p. 1. **Canal Trade** - 48 boats cleared this port Saturday, carrying 5,287 07 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Elizabeth	Georgetown	112 04
C. W. Adams	“	115 02
D. Murphy	“	113 09
W. R. Shaw	“	110 08
Mary Mertens	“	107 09
Our Sister	“	110 10
Nora & Willie	“	114 01
J. H. Gatrell	“	107 13
F. R. Bowers	“	110 19
9 boats	Total	1,001 15
American Company		
J. H. Parrott, jr.	Alexandria	112 17
W. J. B. Lloyd	“	118 14
A. J. Akin	“	113 09
S. S. Howison	“	120 00
Thomas Hassett	“	116 13
Geo. Sherman	“	112 15
Maj. E. L. Moore	“	117 09
Wm. Darrow	“	113 10
8 boats	Total	925 16
Borden Company		
M. M. Jane	Georgetown	108 10
Sallie Ardinger	“	109 07
Capt. J. R. Masters	“	114 03
Alexander	“	111 12
J. E. West	“	113 08
Pattie Dunlop	“	115 19
J. C. Hassett	“	107 11
C. L. Brengle	“	110 13
J. H. Farrow	“	115 15
9 boats	Total	906 18
Maryland Company		
A. H. Bradt	Georgetown	112 03
Col. J. C. Lynn	“	110 13

Ida & Willie	“	113 03
Cherokee Tribe	“	113 10
Johnny & Tommy	“	116 19
Mary A. Brady	“	116 17
6 boats	Total	683 05
Consolidation Company		
J. S. Mackie	Georgetown	106 03
Dunderburg	“	107 19
D. Hoadley	“	110 07
P. J. Smith	“	110 13
D. A. Carl	Alexandria	113 02
T. E. Sheridan	“	105 05
Ironsides	Williamsport	111 03
Capt. J. Sheridan	Washington	109 02
8 boats	Total	874 15
Hampshire & Baltimore		
Loretto	Alexandria	106 10
P. L. Lemon	“	109 02
W. S. Shaw	“	110 09
Ben Bissell	“	110 16
4 boats	Total	436 07
George’s Creek Company		
D. L. Taylor	Georgetown	115 00
Five Brothers	“	118 06
2 boats	Total	233 06
Individual		
S. S. Lynn	Georgetown	115 00
J. Snively	“	110 00
2 boats	Total	225 00

ES, Mon. 9/22/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Bradfield Hartley arrived today with 3,600 bushels wheat for Hartley & Bro., and the boat B. Talbott with 1,000 bushels of corn for T. C. Wheeler, 1,200 bushels of wheat for H.M. Talbott, and 350 bushels corn for Hartley & Bro., also the canal boat Nettie Graham with 2,000 bushels of wheat for Joseph G. and John M. Waters.

AG, Mon. 9/22/73, p. 3. **CANAL COMMERCE – ARRIVALS – Boats** Rechabites, A. S. Winteringham, A. Main, D. Cromwell, J. P. Moore, M. Sandford and R. H. Miller to American Coal Co.; E. M. Bynon and D. M. Read to Sinclair & Agnew; M. O’Conner, Ed Mulvaney and R. A. Goodwin to Hampshire & Baltimore

Coal Co.; S. Charles and Ernest & Holland to Blaen Avon Coal Co.; T. J. Boyer and Col. A. Spates to George’s Creek Coal Co.; J. H. Garrish, B. R. Summers and John T. Scrivener to New Central Coal Co.; Wm. M. Hill, C. W. Brengle, A. B. Cunise and Maryland to Consolidation Coal Co.; James S. Welsh, Emma Rodgers and Noble Grand to individuals.

DEPARTURES – Boats J. H. Platte, Noble Grand, James Dayton, G. W. Wallis, Goldfinch, H. M. Snyder, J. A. Graham, Grayson & Fannie, C. Segerson, M. O’Conner, Rechabites, A. S. Winteringham and Andrew Main, for Cumberland.

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**Canal Business** – A large number of loaded canal boats arrived from Cumberland this morning – more being in the basin than on any other one morning for the last two months. From the boatmen it is learned that navigation is now entirely unobstructed throughout the whole length of the canal from here to Cumberland, but unfortunately they don’t expect it to remain in that condition for any length of time.

DT, Tue. 9/23/73, p. 4. **Canal Trade - 35** boats cleared this port yesterday, carrying 3,905 10 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
R. A. Wagley	Georgetown	103 16
J. P. Moore	“	114 09
J. B. Turton	“	107 18
Lillie & Nannie	“	111 09
R. S. McKaig	“	114 09
N. S. Lemen	“	116 15
6 boats	Total	668 19

American Company		
R. H. Haydock	Alexandria	110 07
David A. Lowe	“	116 10
W. W. Shepherd	“	112 10
E. Stevenson	“	106 15
Thomas Patton	“	116 14
Henry Kenny	“	107 04
6 boats	Total	670 00

Borden Company

Emerald	Georgetown	109 04
H. Freeland	“	110 14
F. J. Laing	“	110 05
Donna Tilghman	“	109 08
A. C. Greene	“	108 00
Julia Borden	“	107 12
Tilly B. Lynn	“	99 18
7 boats	Total	<u>757 01</u>
Maryland Company		
B. L. Slack	Georgetown	119 15
Hollander	“	113 03
H. Willison	“	120 10
A. L. Miller	“	116 12
W. T. Hassett	“	<u>110 01</u>
5 boats	Total	580 01
Consolidation Company		
Gen. Grant	Georgetown	113 08
D. A. Miller	“	116 15
W. Irving	“	119 00
Laura	“	114 02
A. Norrie	Washington	113 19
Lady of the Lake	Williamsport	<u>107 00</u>
6 boats	Total	684 04
Hampshire & Baltimore		
Scotia	Alexandria	113 03
M. Fannon	“	107 16
W. P. Woolls	“	<u>107 17</u>
3 boats	Total	328 16
George's Creek Company		
Chesapeake	Georgetown	107 02
Individual		
J. March	Georgetown	110 00

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**Wanted**, by the boatmen, somebody to make a “permanent improvement” at the entrance to the lock in this city.  
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The water in the Potomac has fallen so low that loaded boats grounded at the entrance to the lock. The Canal is consequently proportionally low, and boats leaving the Basin wharf occasionally stick in the mud. There is only about one foot of water in the river to draw upon, and if kind Providence does not furnish some “permanent improvements” in the shape of a rain, the poor boatman will have but a sorry chance to make up the time they have lost in paying off coupons this summer. Low water

at this time of the year is always to be looked for, but a high pressure Canal President is not to be desired, and never was anticipated.

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**In the Canal** – On Saturday, three loaded coal hoppers on the B. & O. R. R., jumped the track between Harper’s Ferry and Sandy Hook, and dropped over the bank into and among the “permanent improvements” of the canal where they lay until the water was drawn off the level when they were elevated to their own element and canal navigation after fifteen hours additional obstruction was resumed.

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 If our “permanent improvement” president of the prism could only move the water works below the dam to pump waste water up into the river, what a “permanent” prism it *might* prove.

AG, Tue. 9/23/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats Wm. Laird, J. H. Stickney, M. A. Myers, J. J. Swift, Ed Bayer, C. DuBois, C. Robb and H. C. Flagg to American Coal Co.; H. J. Kenah, W. Young, E. DeLacey and F. Davis to New Central Coal Co.; J. H. Woodburn to Hampshire & Baltimore Coal Co.; Theresa Long to Blaen Avon Coal Co.

DEPARTURES – Boats J. P. Moore, R. H. Miller, D. Cromwell, A. Cropley, Ed Mulvaney, B. R. Summers, M. Sandford, E. E. King, R. A. Goodwin, J. A. Alexander, W. Laird, J. T. Scrivener and T. J. Boyer, for Cumberland.

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**Railroad Train in a Canal** – As no lock gates in the Chesapeake and Ohio Canal would rot and drop out on Saturday last, and as navigation had been uninterrupted for two whole days, and there was a possibility of its remaining unimpeded for a few days longer, during which time a large quantity of coal would have been



received at tide water, and as such a condition of affairs did not suit the B. & O. R. R., in whose interest, it is said, the C. & O. Canal is now managed, a train of old freight cars was shunted into the bed of the canal at Harper's Ferry on the day mentioned, and navigation again effectually interrupted for a time at least. As boats were arriving this morning, however, it is supposed that the obstruction has been removed.

DT, Wed. 9/24/73, p. 1. **Canal Trade** - 45 boats cleared this port yesterday, carrying 4,882 06 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
T. A. Wood	Georgetown	107 17
M. Sinclair	"	109 00
R. L. Gross	"	113 12
J. Dick	"	104 14
Iowa	"	111 03
J. Hammond	"	110 05
Geo. H. Bradt	"	104 14
O. D. Robbins	"	106 14
T. H. West	"	107 15
A. J. Mills	"	113 14
10 boats	Total	1,089 08

American Company		
Jos. P. Haines	Alexandria	108 11
M. Lienan	"	101 18
Kate	"	110 00
John L. Reid	"	113 18
J. R. Anderson	"	110 06
E. F. C. Young	"	106 16
A. J. Clark	"	110 09
7 boats	Total	761 18

Borden Company		
Lizzie & Phillie	Georgetown	102 17
Henry Korns	"	108 01
Isaac Wilson	"	106 01
G. W. Thecker	"	108 18
Bertha M. Young	"	112 00
Wm. Borden	"	110 01
Okonoko	"	106 13
G. H. Colbert	"	107 19
8 boats	Total	857 16

Maryland Company		
W. T. Hassett	Georgetown	106 14

H. Lathers	"	110 07
J. C. Hoffman	"	103 15
H. B. Simonds	"	112 15
Mountain City	"	104 02
Col. J. D. Tice	"	107 05
6 boats	Total	644 18

Consolidation Company		
A. Campbell	Georgetown	114 18
J. M. Forbes	"	109 12
Hunter & Bruce	"	109 09
J. T. Davis	Washington	111 19
Hawk	"	109 00
J. V. Norman	Williamsport	111 07
6 boats	Total	666 05

Hampshire & Baltimore		
R. Emmett	Alexandria	101 10
G. P. DeWitt	"	102 14
Geo. Hutton	"	106 09
3 boats	Total	310 13

George's Creek Company		
Shipley & Bush	Georgetown	111 12
Knights of Pythias	"	111 12
2 boats	Total	223 04

Individual		
T. J. Baker	Williamsport	107 04
C. Waltz	Georgetown	110 00
F. M. LeFever	"	110 18
3 boats	Total	328 02

ES, Wed. 9/24/73, p. 4. **GEORGETOWN** – **The Chesapeake and Delaware Canal** – The repairs to the Chesapeake and Delaware canal have been completed, and the steamers of the new express line, plying between this city and Philadelphia, have resumed the regular trips.

AG, Wed. 9/24/73, p. 3. **CANAL** **COMMERCE** – ARRIVALS – Boats Uno and J. & D. Nuse to Consolidation Coal Co.; Silver Wave and R. B. Cropley to George's Creek Coal Co.; Morning Sun, M. S. Fernsner and A. Adams to Hampshire & Baltimore Coal Co.; H. B. Cromwell, Plover, T. L. Betts, Samuel Henry, W. J. Boothe, G. P. Lloyd and John L. Reid to American Coal Co.; G. W. Barnes and H. S. Miller to Sinclair & Agnew.

DEPARTURES – Boats Chas. Robb, Wm. Young, Morning Sun, Col. A. Spates, Dr. E. Eliason, J. H. Woodburn, C. DuBois, C. F. Waters, H. C. Flag, J. H. Stickney, Dr. DeLacey, M. S. Fernsner and T. Long, for Cumberland.

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**Local Brevities** – The railroad cars that were run in the canal on Saturday last at Harper’s Ferry having been gotten out, navigation is again open and loaded boats were again arriving this morning.

DT, Thu. 9/25/73, p. 1. **Canal Trade** - 46 boats cleared this port yesterday, carrying 6,041 06 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Col. E. V. White	Georgetown	104 04
M. A. West	“	107 18
W. Moffett	“	104 09
Dr. F. M. Davis	“	106 19
Theo. Embrey	“	111 03
Viola H. Weir	“	111 10
J. Spielman	“	110 04
7 boats	Total	755 17
American Company		
David Stewart	Alexandria	109 18
Ben Williamson	“	110 01
A. J. Thomas	“	110 03
J. Dayton	“	110 13
Eagle	“	106 17
R. S. Grant	“	109 12
J. W. Morris	“	113 06
Samuel Lloyd	“	116 08
8 boats	Total	886 18
Consolidation Company		
Dr. A. A. Biggs	Georgetown	111 18
Linnet	“	110 15
J. Malloy	“	113 07
J. A. Graham	“	112 03
I. M. Boyer	“	115 11
Lark	“	108 13
J. R. Cruzen	“	110 13
M. Topper	“	108 00
A. P. Gorman	“	110 15
Bynon & Goodwin	“	100 03
10 boats	Total	1,101 18
Borden Company		

C. A. Green	Georgetown	108 18
Harry Borden	“	104 17
Henry Boley	“	108 08
H. Resley	“	105 17
Little Nan	“	108 10
Joel Charles	“	107 01
Invincible	“	106 07
J. M. Hedding	“	110 00
8 boats	Total	859 18
Maryland Company		
Henry Roland	Georgetown	113 13
T. J. Mehaffey	“	107 08
A. E. McQuade	“	110 09
F. H. Irvin	“	113 18
Kate Brooks	“	113 01
J. Murray	“	108 10
6 boats	Total	676 19
Hampshire & Baltimore		
M. McNally	Alexandria	107 11
Wm. M. Price	“	108 03
2 boats	Total	215 14
George’s Creek Company		
F. R. Bowers	Georgetown	111 13
A. Sherman	“	108 06
2 boats	Total	219 19
Blaen Avon Company		
Monongahela	Georgetown	115 15
H. M. Snyder	“	110 18
2 boats	Total	226 13
Individual		
W. Moorehead	Georgetown	107 10

ES, Thu. 9/25/73, p. 4. **GEORGETOWN – The Canal** – The receipts of the canal company for the week ending the 20<sup>th</sup> of September were: - Cumberland \$14,990.36; Georgetown \$3,055.63; Williamsport \$206.48; Hancock not yet received; total \$18,252.47. Two hundred and sixty boats left Cumberland during last week, carrying 29,139 tons of coal. Forty-nine boats left Cumberland on Monday, carrying 5,605 tons of coal.

**Grain Trade** – The receipts of grain today were 1,000 bushels wheat per canal to H.M. Talbott, and a small lot to T.C. Wheeler.

AG, Thu. 9/25/73, p. 2. CANAL  
 COMMERCE – ARRIVALS – Boats J. P.  
 Broderick, C. E. Charles, P. L. Lemon,  
 Loretto and W. L. Shaw to Hampshire &  
 Baltimore Coal Co.; J. Spencer, Lucinda and  
 D. L. Taylor to George’s Creek Coal Co.; J.  
 N. Clary and W. L. Reed to Blaen Avon  
 Coal Co.; A. J. Center, J. K. Whitford and  
 Yonkers to Consolidation Coal Co.; J. H.  
 Gatrell, Nora & Willie and A. Lincoln to  
 New Central Coal Co.; G. Meredith, M.  
 Snow, W. J. Shreve, A. Adams and W. L.  
 Shaw to American Coal Co.; Minnie &  
 Cora, limestone to E. Francis.

DEPARTURES – Boats Michael  
 Snow, W. J. Shreve, W. L. Reed, C. E.  
 Charles, S. S. Lynn, Dr. Delaplane, H. S.  
 Miller, R. B. Copley, A. B. Cunise, G. P.  
 Lloyd, A. Adams, W. J. Boothe, S. Henry, J.  
 N. Clary, John Spencer, F. F. Davis,  
 Maryland, H. B. Cromwell, Plover and T. L.  
 Betts, for Cumberland.

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*Ibid*, p. 3. **Local Brevities** – Boats  
 continue to arrive from Cumberland slowly,  
 and the boatmen say that if any more breaks  
 occur they will not have enough to keep  
 them and their stock alive during the winter.

DT, Fri. 9/26/73, p. 1. **Canal Trade** - 35  
 boats cleared this port yesterday, carrying  
 3,877 07 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Johnny	Georgetown	111 17
L. M. Holland	“	111 02
Ida J. Kreps	“	114 19
J. M. Resley	“	107 17
S. H. Davis	“	107 15
5 boats	Total	<u>553 10</u>
American Company		
Goldfinch	Alexandria	111 12
Charles Clifton	“	113 15
J. B. Cazeaux	“	110 03
A. S. Winteringham	“	110 11
John H. Platte	“	113 16
G. L. Boothe	“	114 16
G. W. Wallis	“	102 17

7 boats	Total	<u>777 10</u>
Borden Company		
R. J. West	Georgetown	107 11
J. H. Percy	“	103 10
N. Williams	“	106 02
J. T. James	“	111 05
S. H. Sherman	“	<u>110 03</u>
5 boats	Total	539 11
Consolidation Company		
Dove	Georgetown	116 18
J. W. Turner	“	113 02
A. B. Turner	“	113 19
J. McGraw	“	114 13
M. Boyer	“	111 15
Owl	“	112 17
Ironsides	Williamsport	107 11
E. P. Steffey	“	<u>108 13</u>
8 boats	Total	<u>899 05</u>
Maryland Company		
B. Long	Georgetown	104 12
A. Spier	“	113 13
L. G. Stanhope	“	116 13
Willie & Annie	“	103 10
H. Gerdeman	“	110 11
Annie	“	113 13
Fannie & Estella	“	110 00
Sharpsburg	“	<u>106 17</u>
8 boats	Total	884 18
Hampshire & Baltimore		
P. Agnew	Alexandria	111 12
Individual		
Grayson & Fannie	Williamsport	111 01

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*Ibid*, p. 4. **Another** “permanent  
 improvement” in the shape of a rotten lock  
 gate, has stopped navigation on the prism for  
 a day or two. Rather early, we think, to  
 commence to defeat the October coupon.

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 The receipts of the Canal Company  
 for the week ending the 20<sup>th</sup> of September  
 were: Cumberland \$14,900.36; Georgetown  
 \$3,055.63; Williamsport \$206.48; Hancock  
 not yet received. Total \$18,252.47.

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**Messrs. John Cruzen and Casper  
 Kassin** returned home last evening on the  
 mail train from dam No. 6, where they have  
 been trying their luck for the past two days

at fishing. From the amount of fish they brought with them, we think dam No. 6 must be a good place for the business.

ES, Fri. 9/26/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Medley has arrived with 300 bushels wheat for T. C. Wheeler, 800 bushels wheat and 300 bushels corn for Hartley & Bro., and 1,000 bushels wheat and 500 bushels corn for H. M. Talbott; and the boats Wm. H. Billmyer with 3,800 bushels wheat and 100 barrels flour; John N. Thomas with 2,641 bushels wheat, 371 bushels corn, 76 bushels rye and 43 barrels flour; Andy Johnson with 180 barrels ear corn and the Round Top with 850 barrels cement, all for Joseph G. and John M. Waters.

Ag, Fri. 9/26/73, p. 3. **CANAL COMMERCE – ARRIVALS – Boats M.** Mertens and Our Sister to New Central Coal Co.; J. Snively to Sinclair & Agnew, Johnny & Tommy to Maryland Coal Co.; R. Marshall, Wm. Darrow, T. H. Faile, C. P. Manning, E. L. Moore, A. J. Akin, S. S. Howison, J. H. Parrott, jr., Friendship and J. Vandervoort to American Coal Co.

**DEPARTURES** – J. H. Gatrell, G. S. Couter, P. L. Lemon, A. Ray, Lucinda, Nora & Willie, G. Meredith, Loretto, D. L. Taylor, Minnie & Cora, A. Lincoln, W. L. Shaw, A. J. Center, Uno, J. P. Broderick and R. Marshall, for Cumberland.

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**Local Brevities** – Loaded boats from Cumberland continue to arrive, though still slowly, in consequence, it is said, of a return of the epizootic among the mules employed in towing.

DT, Sat. 9/27/73, p. 4. **Canal Trade** - 32 boats cleared this port yesterday, carrying 3,526 10 tons of coal as follows:

New Central Company		
Boats	Destination	Tons cwt.
Jacob Couter	Georgetown	114 02

John Gorman	“	114 13
E. J. Hammond	“	111 09
W. M. Ash	“	114 05
J. W. Carder	“	111 05
J. H. Garrish	“	107 19
B. R. Summers	“	111 06
7 boats	Total	781 19
American Company		
M. Sandford	Alexandria	110 04
W. Laird, Jr.	“	106 08
Rechabites	“	110 06
Andrew Main	“	119 13
R. H. Miller	“	113 12
M. A. Myers	“	110 13
6 boats	Total	660 16
Borden Company		
Sallie H. Taylor	Georgetown	111 16
Susan Charles	“	112 07
R. I. Morris	“	106 02
3 boats	Total	338 11
Maryland Company		
M. E. Spier	Georgetown	110 05
N. McGraw	“	106 16
L. G. Stanhope	“	113 16
R. M. Sprigg	“	109 19
H. W. Dellinger	“	107 02
Industry	“	103 05
W. R. Snow	“	103 00
7 boats	Total	754 03
Consolidation Company		
C. Slack	Georgetown	114 13
E. E. King	“	114 09
W. H. Boyd	“	112 10
J. R. Miller	Washington	112 12
4 boats	Total	454 04
Hampshire & Baltimore		
E. Mulvaney	Alexandria	110 05
Lillie Lemen	“	107 03
M. O’Conner	“	108 06
3 boats	Total	325 14
Blaen Avon Company		
Samuel Charles	Georgetown	100 16
Individual		
R. A. Goodwin	Shepherdstown	110 07

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**Boatmen** at present experience great difficulty in securing drivers and hands, many of the men having left to work on the B. & O. R. R. track improvement, on account of better wages than canal men can

afford to pay, in these days of breaks and other “permanent improvements.”

ES, Sat. 9/27/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been unusually brisk. The canal is now in good condition, and schooners plentiful. Receipts for the week were at Ray’s docks, 4,431 tons; New Central docks, 6,437 tons; Consolidation docks, 3,000 tons; Borden Mining docks, 5,280 – total receipts, 19,148 tons. The shipments were from Ray’s docks, 4,005 tons; New Central dock, 6,437 tons; Consolidation dock, 3,000 tons; Borden Mining docks, 5,280 tons. Total shipments, 18,722.

**Grain Trade** – The canal boat E. B. Hartley arrived today with 3,600 bushels of wheat for Hartley & Bro.

AG, Sat. 9/27/73, p. 2. **CANAL COMMERCE – ARRIVALS** – Boats Five Brothers, John Weir, C. N. Madore and Chesapeake to George’s Creek Coal Co.; C. W. Harper to Maryland Coal Co.; T. E. Sheridan and D. A. Carl to W. A. Smoot; Round Top, cement to Shinn & Co.; G. Sherman, J. S. Fox, D. A. Lowe, W. J. B. Lloyd, R. H. Haydock and A. H. Grant to American Coal Co.; Scotia, W. P. Woolls and Ben Bissell to Hampshire & Baltimore Coal Co.; James March, Amazon, Energy, E. Corning and J. T. Davis to Consolidation Coal Company.

**DEPARTURES** – Boats Wm. Darrow, Five Brothers, J. Weir, C. N. Madore, J. Vandervoort, T. E. Faile, M. Mertens, E. L. Moore, J. K. Whitford, C. P. Manning, A. J. Akin, A. Copley, Johnny & Tommy, J. H. Parrott, S. S. Howison, Ben Bissell, Friendship, Our Sister, G. Sherman, John S. Fox and C. W. Harper, for Cumberland.

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*Ibid*, p. 3. **Coal Trade** – The receipts of Cumberland coal at this port by

canal for the week ending today were as follows: by American Coal Co. 4,957 tons; by J. P. Agnew 2,950 tons; by Baltimore & Hampshire [*sic*] Coal Company 2,074 tons. The shipments during the same period were: by J. P. Agnew 2,750 tons; by American Coal Company 2,033 tons; and by Hampshire & Baltimore Coal Company 1,910 tons.

DT, Mon. 9/29/73, p. 4. **Canal Trade** - 45 boats cleared this port Saturday, carrying 5,044 07 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
American Boy	Georgetown	106 14
Dr. E. DeLacey	“	111 11
Benj. Miller	“	111 07
E. M. Bynon	“	111 04
Wm. Young	“	111 05
Noble Grand	“	111 12
W. H. Wilson	“	107 18
J. Noble	“	108 03
8 boats	Total	879 19
American Company		
J. A. Alexander	Alexandria	113 17
Mattie	“	115 18
H. C. Flagg	“	110 01
Charles Robb	“	113 08
4 boats	Total	453 04
Borden Company		
Sally E. Hassett	Georgetown	115 09
Rudolph Herr	“	109 09
Onward	“	113 14
R. E. Fugitt	“	111 16
Ida & Sallie	“	111 17
F. L. Tilghman	“	112 02
Thomas Drennen	“	108 14
Maggie B.	“	116 15
8 boats	Total	899 16
Consolidation Company		
Ino	Georgetown	112 14
Julia Taylor	“	115 05
D. M. Read	“	111 14
L. R. Fechtig	“	111 19
J. L. Motter	“	117 10
Energy	“	114 09
Maryland No. 2	“	111 08
Black Hawk	“	114 16

Mayfield & Hieston	“	116 14
I. Crane	Washington	110 07
Lady of the Lake	Williamsport	105 15
11 boats	Total	1,242 11
Maryland Company		
J. E. Hughes	Georgetown	117 09
G. J. Elliott	“	114 01
Dr. F. C. Doyle	“	113 16
Willie Snyder	“	106 12
Dr. Grimes	“	113 16
5 boats	Total	565 14
Hampshire & Baltimore		
M. Fernsner	Alexandria	111 05
H. A. Garritt	“	109 14
Morning Sun	“	111 19
J. H. Woodburn	“	109 15
4 boats	Total	442 13
Blaen Avon Company		
G. W. Grove	Georgetown	107 07
T. J. Baker	Williamsport	117 07
2 boats	Total	227 14
George's Creek Company		
Thomas J. Boyer	Georgetown	114 17
Silver Wave	“	109 12
Col. A. Spates	“	111 13
3 boats	Total	336 02

AG, Mon. 9/29/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats A. Norrie and John Sheridan to Consolidation Coal Co.; E. Stevenson, J. R. Anderson, H. Delafield, Thomas Patton, J. L. Reid, Kate, E. T. C. Young, A. J. Clark, U. C. Hamilton and D. Stewart to American Coal Co.; Geo. Hutton, G. P. DeWitt, M. Fannon, M. McNally to Hampshire & Baltimore Coal Co.; A. J. Mills, T. H. West and J. Dick to New Central Coal Co.; Knights of Pythias and Shipley & Bush to George's Creek Coal Co.

DEPARTURES – Boats D. A. Lowe, Scotia, Chesapeake, W. J. B. Lloyd, A. Norrie, J. & D. Nuse, W. P. Woolls, R. H. Haydock, E. Stevenson, A. H. Grant, Round Top Cement, H. Delafield and Geo. Hutton, for Cumberland.

AG, Tue. 9/30/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats W. M. Price and R. Emmett to Hampshire & Baltimore Coal Co.; Monongahela to Blaen Avon Coal Co.; C. Waltz to Sinclair & Agnew; Johnny to New Central Coal Co.; F. M. Bowers and A. Sherman to George's Creek Coal Co.; B. Williamson, James Dayton, A. D. Brower, J. W. Morris, W. W. Shepherd, A. S. Winteringham, H. Kenny, Goldfinch and M. Lienan to American Coal Co.

DEPARTURES – Boats J. R. Anderson, T. Patton, A. J. Mills, J. L. Reid, Johnny, M. McNally, E. T. Young, Kate, T. H. West, Shipley & Bush, F. R. Bowers, A. J. Clark, Knights of Pythias, G. P. DeWitt, T. E. Sheridan, D. A. Carl, Jerry Dick, D. Stewart, U. C. Hamilton and M. Fannon, for Cumberland.

AG, Wed. 10/1/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats C. Clifton, R. S. Grant, R. H. Miller, James Hoy and A. Main to American Coal Co.; H. M. Snyder, P. Agnew, Tony Rodier, and E. Mulvaney to Hampshire & Baltimore Coal Co.; W. H. Ash, B. R. Summers and J. H. Garrish to New Central Coal Co.

DEPARTURES – Boats James Dayton, B. Williamson, A. D. Brower, Wm. Price, A. S. Winteringham, W. W. Shepherd, J. W. Morris, A. Sherman, Monongahela, H. Kenny, M. Lienan and Goldfinch, for Cumberland.

ES, Thu. 10/2/73, p. 4. **GEORGETOWN – Grain Trade** – The receipts of grain today were: 2,000 bushels of corn per boat B. Talbott for Hartley & Bro., and 500 bushels corn for H. O. Sellman, 350 bushels wheat on same for H. M. Talbott, and 1,500 bushels wheat for H. O. Sellman, and 1,500 bushels wheat for H. M. Talbott, by boat Monocacy.

AG, Thu. 10/2/73, p. 4. **CANAL COMMERCE – Arrivals** – Boats M. Sandford, S. Lloyd, Ed. Bayer, W. Laird, M. A. Myers, H. C. Flagg, to American Coal Co.; Iowa and J. R. Couter, to New Central Coal Co.; J. H. Woodburn, H. A. Garritt and M. S. Fernsner, to Hampshire & Baltimore Coal Company.

**Departures** – Boats M. O’Conner, S. Charles, M. Sandford, J. Hoy, and M. A. Myers, for Cumberland.

AG, Fri. 10/3/73, p. 2. **CANAL COMMERCE – ARRIVALS** – Boats C. Robb, J. A. Alexander, Mattie, Eagle, W. J. Boothe, Rechabites and G. W. Wallis to American Coal Co.; T. J. Boyer and Col. A. Spates to George’s Creek Coal Co.

**DEPARTURES** – Boats Col. A. Spates, Eagle, Mattie, H. C. Flagg, H. A. Garritt, J. R. Couter, Wm. Laird, jr., J. H. Woodburn, Ed Bayer, Iowa, J. H. Platte, A. Main and E. J. Hammond, for Cumberland.

ES, Sat. 10/4/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been limited – schooners have not been as plentiful, and the canal boats were detained a short time by a broken lock gate ten miles above the six locks. This has been repaired now, and boats are arriving freely. The receipts at Ray’s docks for the week were 3,745 tons; at the New Central docks, 3,128 tons; at the Consolidation docks, 4,000 tons; and at the Borden Mining company docks, 4,140 tons; making the total receipts for the week, 15,014 tons. The shipments from Ray’s docks were 2,650 tons; from the New Central docks, 3,128 tons; from the Consolidation docks, 3,900 tons; and from the Borden Mining docks, 4,140 tons; making the total shipments for the week, 13,818 tons.

**Grain Trade** – The canal boat C. F. Walters arrived with 1,700 bushels wheat

and 100 barrels flour, for Jos. G. and Jno. M. Waters.

AG, Sat. 10/4/73, p. 2. **CANAL COMMERCE – ARRIVALS** – Boats Nora & Willie and Emma to Sinclair & Agnew; A. J. Thomas, S. Henry, T. L. Betts, G. P. Lloyd and W. J. Boothe to American Coal Co.; J. W. Rhind, M.E. McMacon and M. Whitson to New Central Co.; R. B. Cropley and J. & T. Coulehan to George’s Creek Coal Co.; Samuel Swain and P. L. Lemon to Hampshire & Baltimore Coal Co.; G. Meredith and S. K. Miller to Consolidation Coal Co.

**DEPARTURES** – Boats R. B. Cropley, S. Swain, J. W. Rhind, G. W. Wallis, G. L. Booth, American Boy, Rechabites, T. J. Boyer, Chas. Robb and J. A. Alexander, for Cumberland.

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*Ibid*, p. 3. **Local Brevities** – Navigation was suspended on the Chesapeake and Ohio Canal one day during the week just expiring by broken lock gates at Big Slackwater.

AG, Mon. 10/6/73, p. 2. **CANAL COMMERCE – ARRIVALS** – Boats E. F. Waters, Loretto, L. Lemen, C. E. Charles and J. P. Broderick to Hampshire & Baltimore Coal Co.; City of Hamburg, J. H. Gatrell and H. S. Miller to New Central Coal Co.; James S. Welch and W. L. Shaw to Blaen Avon Coal Co.; J. H. Stickney, M. Snow, A. J. Akin, D. A. Lowe and J. P. Moore to American Coal Co.

**DEPARTURES** – Boats S. Henry, T. L. Betts, M. E. McMacon, L. Lemen, W. J. Boothe, G. P. Lloyd, City of Hamburg, M. Whitson, Loretto, J. H. Gatrell, E. F. Waters and J. H. Stickney, for Cumberland.

ES, Tue. 10/7/73, p. 1. **GEORGETOWN – The Coal Trade** – The *Cumberland News* of Saturday says: - Yesterday was another

big day in the shipment of coal – 5,500 tons clearing from the port of Cumberland, being the second best day of the present season. The best day's business (September 16) was 58 boats and 6,500 tons. This week's shipments may be considered remarkably good when the low water in the canal is considered.

AG, Tue. 10/7/73, p. 2. CANAL COMMERCE – ARRIVALS - Boat G. W. Grove to New Central Coal Co.; E. L. Moore, J. J. Smith, W. J. Shreve, G. Sherman, J. R. Anderson and W. Darrow to American Coal Co.; W. P. Wools to Hampshire & Baltimore Coal Company.

DEPARTURES – Boats M. Snow, A. J. Akin, J. H. Stickney, Lillie Lemen, J. Spencer, D. A. Lowe, C. E. Charles, H. S. Miller, J. P. Moore, W. L. Shaw, F. Mertens and D. L. Taylor, for Cumberland.

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*Ibid*, p. 3. **Colored Desperado** – The colored steersman of the canal boat Major E. L. Moore, lying at the wharves of the American Coal Company, created considerable excitement there this morning. His conduct to some employees at the yard was so violent that the police were sent for to arrest him, but when Lieut. Smith approached he cut the lines of his boat loose and went adrift on her. A tug boat was immediately dispatched after the drift boat and succeeded in bringing her almost to the wharf when the desperado cut his lines again, and she drifted alongside of the steamer Utility, lying at the same wharf, and while there he defied the Lieutenant and everybody else. Getting adrift once more, the tug boat was dispatched after his boat a second time, and fearing that if he cut the lines again as he threatened she would be blown over on the Maryland flats, she was towed up to the canal locks, and as the policeman, reinforced, approached the place,

the bold defyer of the Alexandria police jumped ashore and made his escape.

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**Local Brevities** – The tide was exceedingly low today – so low that there was some difficulty in getting loaded boats out of the canal locks into the river.

ES, Wed. 10/8/73, p. 4. **Chesapeake and Ohio Canal** – The board of directors of the Chesapeake and Ohio canal held an adjourned meeting in Baltimore last night. It is understood that business of importance was transacted and will be made public in a few days. Mr. Gorman made his usual monthly report, which is not yet ready for publication. It was stated that the business of the canal during September was greater than it has ever been during the corresponding months of previous years. The damage done to the canal by the August freshets have been thoroughly repaired, excepting in one or two places.

AG, Wed. 10/8/73, p. 2. CANAL COMMERCE – ARRIVALS – Boat R. S. McKaig to Blaen Avon Coal Co.; D. L. Taylor, Lucinda, Silver Wave and W. H. Boyer to George's Creek Coal Co.; J. B. Delaplane and Alaska to Great Falls Ice Co.; C. W. Adams and T. A. Wood to New Central Coal Co.; D. Stewart, H. Delafield, J. H. Parrott and J. B. Cazeaux to American Coal Co.; Scotia, R. A. Goodwin and W. Irwin to Hampshire & Baltimore Coal Co.; Mackie to Consolidation Coal Co.; M. McNally and G. S. Couter to Sinclair & Agnew.

DEPARTURES – Boats R. McKaig, S. K. Miller, Lucinda, Silver Wave, E. L. Moore, J. P. Broderick, George Sherman, G. W. Grove, J. & T. Coulehan, J. J. Swift, W. Darrow and J. R. Anderson, for Cumberland.



*Ibid*, p. 3. **Local Brevities** – Owing to the prevailing northwest winds the tides in the Potomac continue remarkably low. Canal boats experience some difficulty in being locked out into the river.

AG, Thu. 10/9/73, p. 2. **CANAL COMMERCE – ARRIVALS – Boats B.** Williamson, T. Patton, S. S. Howison, A. J. Clark, R. H. Haydock, H. B. Cromwell and J. Dayton to American Coal Co.; W. Irving, J. A. Graham and J. Charles to Hampshire & Baltimore Coal Co.; Mackie and S. S. Cunningham to Consolidation Coal Co.; Five Brothers, Chesapeake and Shipley & Bush to George’s Creek Coal Co.; General Grant and J. W. Turner to Blaen Avon Coal Co.; A. M. Reid and R. L. Gross to New Central Coal Co.; Geo. Hutton for Washington.

**DEPARTURES – Boats Shipley & Bush, J. A. Graham, Wash. Irving, R. A. Goodwin, B. Williamson, T. A. Wood, Scotia, J. L. Reid, J. H. Parrott, R. L. Gross, H. Delafield and W. P. Woolls, for Cumberland.**

NR, Fri. 10/10/73, p. 4. **GENERAL CITY NEWS.** - Richard Penard, a young colored man employed on the canal boat Captain Geo. Reid, was drowned near the canal tunnel at Cumberland, Md., Monday night. He was a resident of Washington.

AG, Fri. 10/10/73, p. 3. **CANAL COMMERCE – ARRIVALS – Boats W. J. B. Lloyd, R. H. Miller, Kate, A. S. Winteringham, D. Cromwell and E. Stevenson to American Coal Co.; J. P. Agnew, Amazon and M. M. Jane to Consolidation Coal Co.; G. P. DeWitt and W. M. Price to Hampshire & Baltimore Coal Co.; M. Sinclair, Dr. Eliason, E. Hadra and Col. E. V. White to New Central Coal Co.; Monongahela and H. Resley to Blaen Avon**

**Coal Co.; Hunter & Bruce to W. A. Smoot; Minnie & Cora, limestone to E. Francis.**

**DEPARTURES – Boats J. B. Cazeaux, T. Patton, G. S. Couter, S. S. Howison, Gen’l Grant, A. J. Clark, I. Crane, Minnie & Cora, H. B. Cromwell, A. M. Reid, R. H. Haydock, James Dayton, Chesapeake, W. J. B. Lloyd, J. W. Turner, M. Sinclair, R. H. Miller, Dr. Eliason, E. Hadra and Kate, for Cumberland.**

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**Cumberland Coal Trade** – The shipments of Cumberland coal for the week ending October 4 amounted to 66,127 tons 15 cwt., and increase of 16,771 tons 6 cwt. over the corresponding week of last year. For the year to that date one million nine hundred and thirty-five thousand, six hundred and eighty-one tons [1,935,681] seventeen cwt. were shipped, showing an increase over the same period in 1872 of 219,372 tons; increase in railroad shipments 299,877 tons; decrease in canal shipments 80,495 tons. During the week ending last evening 274 boats cleared this port, carrying 29,840 tons 7 cwt. of coal, which is the best week’s shipment of the season, being nine boats and nearly a thousand tons greater than any previous week.

ES, Sat. 10/11/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been brisk. The receipts were up to the average, but the scarcity of vessels limited the shipments. The receipts at Ray’s docks were 3,040 tons; at the New Central docks 5,614 tons; at the Consolidation docks, 3,000 tons; and at the Boden Mining docks, 5,152 tons. Total receipts 16,806 tons. The shipments from Ray’s docks were 1,503 tons; from the New Central docks, 3,931 tons; from the Consolidation docks 2,500 tons; from the Borden Mining docks, 4,352 tons. Total shipments 12,286 tons.

**Grain Market** – The receipts of wheat by canal this week have been light,

but not unusually so for this season of the year, when farmers are engaged in seeding. We look for increased receipts shortly, which will probably continue until the end of the boating season.

AG, Sat. 10/11/73, p. 2. CANAL COMMERCE - ARRIVALS – Boats A. Ray, A. Main and W. W. Shepherd to American Coal Co.; M. Fannon, B. Bissell, J. Snively and E. Mulvaney to Hampshire & Baltimore Coal Co.; D. C. Bruce and Dove to Blaen Avon Coal Co.; A. Sherman to George's Creek Coal Co.; J. T. Scrivener, Hero, E. J. Hammond and W. H. Ash to New Central Coal Co.

DEPARTURES – Boats J. Charles, E. V. White, G. P. DeWitt, A. S. Winteringham, D. Cromwell, Monongahela, B. Bissell, E. Stevenson, D. C. Bruce, H. Resley, G. Hutton, A. Ray, W. M. Price, S. S. Cunningham, Hunter & Bruce, M. M. Jane, A. Sherman and A. Main, for Cumberland.

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*Ibid*, p. 3. **Coal Trade** – The receipts of Cumberland coal at this port by canal during the week ending today were as follows: by the American Coal Co. 3,837 tons; by J. P. Agnew 3,300 tons; by Hampshire & Baltimore Coal Co. 2,517 tons. The shipments during the same period were: by American Coal Company 4,218 tons; by Hampshire & Baltimore Coal Co. 2,119 tons; and by J. P. Agnew 1,400 tons. Notwithstanding the break, which occasioned the prolonged suspension of navigation during the busiest part of the season, and the unusual frequency of minor breaks that have occurred since the opening of navigation last spring, a very heavy coal business has been done on the canal this year, the receipts of coal being, it is estimated, fully one-third larger than those of the previous season, and that was considered a very good year.

AG, Mon. 10/13/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats W. Young, J. H. Garrish and B. R. Summers to New Central Coal Co.; H. M. Snyder, J. H. Woodburn, H. A. Garritt and S. Charles to Hampshire & Baltimore Coal Co.; J. Vandervoort, M. Sandford, M. A. Myers, Ed Bayer, T. A. Fail, C. Clifton, H. C. Flagg and R. S. Grant to American Coal Co.; James S. Welch, Maryland, M. Lane, D. A. Carl and M. S. Fernsner to Consolidation Coal Co.

DEPARTURES – Boats M. Fannon, Hero, J. W. Couter, W. W. Shepherd, E. J. Hammond, Dove, W. H. Ash, M. Sandford, E. Mulvaney, S. Charles, M. A. Myers, J. Vandervoort, M. S. Fernsner, Wm. Young and H. M. Snyder, for Cumberland.

AG, Tue. 10/14/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Samuel Henry, H. Kenny, W. Laird, jr., S. S. Fox, Goldfinch, G. L. Boothe, G. P. Lloyd, J. W. Morris, R. Marshall, E. F. C. Young, Wm. Walsh and T. L. Betts to American Coal Co.; B. Miller, Elizabeth and J. R. Couter to New Central Co.; James March and C. Waltz to Hampshire & Baltimore Coal Co.; T. J. Boyer to George's Creek Coal Co.; I. Knott, limestone.

DEPARTURES – Boats T. H. Faile, J. H. Garrish, C. Clifton, Ed Bayer, H. C. Flagg, R. S. Grant, Morning Sun, A. Spates, Chas. Robb, J. H. Woodburn, W. Laird, B. R. Summers, J. S. Fox, P. Agnew and Mackie, for Cumberland.

AG, Wed. 10/15/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats J. Spencer, F. R. M. Bowers, Lucinda and A. Cropley to George's creek Coal Co.; P. Agnew, C. E. Charles, P. L. Lemon, A. Adams, Loretto and S. Swain to Hampshire & Baltimore Coal Co.; City of Hamburg, J. M. Resley, Iowa and J. W. Rhind to New

Central Coal Co.; J. Hoy, J. H. Platte, Samuel Lloyd, J. H. Stickney, Plover, Rechabites and J. R. Anderson to American Coal Co.

DEPARTURES – Boats Elizabeth, S. Henry, T. J. Boyer, James March, B. Miller, G. L. Lloyd, J. Spencer, A. Cropley, F. R. Bowers, J. R. Couter, Amazon, C. Waltz, W. Walsh, J. W. Morris, R. Marshall, Lucinda, City of Hamburg, T. L. Betts and P. L. Lemon, for Cumberland.

ES, Thu. 10/16/73, p. 4. **GEORGETOWN – Canal Receipts** – The following are the receipts of the canal for the week ending October 11: From Cumberland \$29,541.02; Georgetown \$1,850; Hancock \$70.96; Williamsport \$211.21; total \$22,673.21. The number of boats leaving Cumberland during the week, 249, carrying 27,160 tons of coal. Accrued revenue at Cumberland for the week, \$14,613.80.

**Grain Trade** – The canal boat B. Talbott has arrived with 1,000 bushels corn and 1,000 bushels wheat for Hartley & Bro., and 600 bushels wheat for T. C. Wheeler. The canal boat Nettie Graham has arrived with 375 bbls. flour and 1,600 bushels wheat for Joseph G. & John M. Waters.

AG, Thu. 10/16/73, p. 2. **CANAL COMMERCE – ARRIVALS** – Boats E. M. Bynon, Nora & Willie, Emma and H. L. Miller to New Central Coal Co.; J. Spencer and R. B. Cropley to George's Creek Co.; A. Campbell to Consolidation Coal Co.; W. L. Shaw to Blaen Avon Coal Co.; J. J. Swift, D. A. Lowe and A. J. Akin to American Coal Co.

DEPARTURES – Boats R. M. Resley, D. A. Carl, T. E. Sheridan, J. H. Platte, Alex Adams, J. Hoy, Iowa, J. H. Stickney, J. Spencer, S. Lloyd, S. Swain, J. W. Rhind, J. P. Agnew, Plover and Rechabites, for Cumberland.

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*Ibid*, p. 3. **Local brevities** – The canal boat C. E. Charles knocked out the four gates of the outlet lock of the Alexandria canal about noon today. Navigation will, in consequence, be temporarily suspended.

AG, Fri. 10/17/73, p. 3. **Shooting Affair** – A disturbance occurred at the canal basin yesterday afternoon between James Nokes and John C. Stoutenburg, canal boatmen from the Point of Rocks, and a colored canal boatman named Henry Taylor, during which the latter was shot but not badly hurt. All the parties engaged were arrested, brought to police headquarters, and examined by the Mayor and Justice May, as will be seen by reference to the police report elsewhere in today's *Gazette*. From the evidence elicited at the examination it appears that one of the white men while drunk got aboard the boat on which the colored man was employed, and upon being cursed and driven off by the latter went aboard his own boat to get a club, when the colored man produced a gun, but had hardly done so before the other white man snatched up a gun likewise, and blazing away, sent some scattering shot into Taylor's face, which drew blood but inflicted no serious injury.

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**The Alexandria Canal** – The damage to the outlet lock of the Alexandria canal, reported yesterday was exaggerated. But one gate instead of four, as stated, was knocked out. It will be replaced by tonight, and navigation will be resumed tomorrow morning.

ES, Sat. 10/18/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been brisk. Schooners have been more plentiful and the canal in good condition. The receipts at Ray's docks were 4,370 tons; at the New Central docks 5,870 tons; at the Consolidation docks 3,000 tons;

and at the Borden Mining docks 5,060 tons. Total receipts for the week, 18,300 tons. The shipments were, from Ray's docks 4,195 tons; New Central docks 5,120 tons; Consolidation docks 2,500 tons; and from the Borden Mining docks 5,060 tons. Total shipments for the week 16,875 tons.

**Grain Trade** – The receipts of grain today were 1,800 bushels corn and 1,800 bushels wheat by the canal boat E. B. Hartley, consigned to Hartley & Bro.

AG, Sat. 10/18/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats D. Stewart, M. Lienan, A. J. Thomas, M. Show, H. Delafield and G. Sherman to American Coal Co.; J. Reeves and Huntingdon to New Central Coal Co.; Five Brothers to George's Creek Coal Co.; Scotia and M. McNally to Hampshire & Baltimore Coal Co.; F. M. Lefever to Blaen Avon Coal Co.; C. H. Dalton and J. H. Graham to Consolidation Coal Co.

DEPARTURES – Boat D. Stewart, for Cumberland.

AG, Mon. 10/20/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats R. L. Gross to New Central Co.; Chesapeake and W. H. Boyer to George's Creek Coal Co.; J. A. Alexander, C. Dubois and H. Fisk to American Coal Co.; R. Emmett to Hampshire & Baltimore Co.; J. T. Davis to Sinclair & Agnew.

DEPARTURES – Boats Scotia, A. Campbell, A. J. Thomas, M. Lienan, J. Reeves, M. Snow, H. Delafield, F. M. Lefever, Five Brothers, M. McNally, Huntingdon, Chesapeake, Geo. Sherman, J. P. Moore and A. B. Cunise, for Cumberland.

AG, Tue. 10/21/73, p. 3. **Local Brevities** – A mitre post was knocked out of one of the gates of the canal locks, yesterday, and navigation was temporarily suspended in consequence. The necessary repairs were,

however, completed by this morning, and boats are again arriving and departing freely.

A colored man named Ned Anderson had several toes cut off on Saturday last by the falling of a coal bucket on Mr. Agnew's wharves. Dr. Johnson, after washing off the ends of the severed members, sewed them together again, and they may possibly reunite.

AG, Wed. 10/22/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Wm. Darrow, B. H. Miller, T. Patton, A. S. Winteringham, R. H. Haydock, A. J. Clark and Eagle to American Coal Co.; Ben Bissell and Ed Mulvaney to Hampshire & Baltimore Coal Co.; I. Crane, T. Embrey, C. P. Manning and J. W. Cowden to New Central Coal Co.

DEPARTURES – Boats B. Bissell, W. Price, F. J. Davis, W. J. Shreve, A. J. Graham and D. L. Taylor, for Cumberland.

AG, Thu. 10/23/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Kate, M. Sandford, A. Main, S. S. Howison, H. C. Flagg, E. L. Moore, W. J. B. Lloyd and Ed Bayer to American Coal Co.; Monongahela, J. H. Woodburn, M. S. Fernsner, Morning Sun, M. Fannon and Tony Rodier to Hampshire & Baltimore Coal Co.; C. W. Brengle to Consolidation Co.; Viola H. Weir and W. Young to New Central Coal Co.; A. Sherman and A. Spates to George's Creek Coal Co.; City of Hamburg to Sinclair & Agnew.

DEPARTURES – Boats H. Resley, A. J. Mills, R. H. Miller, W. Darrow, H. C. Hicks, M. S. Fernsner, Morning Sun. A. S. Winteringham, Thomas Patton, R. H. Haydock, Silver Wave, Theo. Embrey, A. Sherman, A. J. Clark, E. Mulvaney, Eagle, J. R. Couter, Kate and H. C. Flagg, for Cumberland.

AG, Fri. 10/24/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats J. Bradburn, E. Stevenson, Chas. Robb, T. H. Faile, B. Williamson, T. L. Betts, H. B. Cromwell, C. Clifton, G. P. Lloyd, A. Ray and U. C. Hamilton to American Coal Co.; P. L. Lemon, H. M. Snyder, Lillie Lemen and Geo. Hutton to Hampshire & Baltimore Coal Co.; E. Hadra, Dr. E. Eliason and F. F. Davis to New Central Coal Co.; Minnie & Cora, limestone to E. Francis.

DEPARTURES – Boats V. H. Weir, M. Sandford, A. Main, A. S. Winteringham, J. H. Woodburn, Tony Rodier, Wm. Young, E. L. Moore, W. J. B. Lloyd, Monongahela, E. Bayer, Minnie & Cora, J. Bradburn, J. Crane, M. Fannon, T. H. Faile, E. Hadra, Dr. E. Eliason and B. Williamson, for Cumberland.

ES, Sat. 10/25/73, p. 4. **GEORGETOWN – Canal Receipts** – The cash receipts of the Chesapeake and Ohio canal company for the week ended 18<sup>th</sup> October, aggregated to \$12,834.76 and were divided thus: From Cumberland \$10,248.25; Georgetown \$2,250; Williamsport \$305.31; and Hancock \$31.20. The accrued revenue for the week amounted to \$14,084.20, and during that period two hundred and forty-two boats were cleared passed through the canal, carrying 26,430 tons of wood and coal.

**Coal Trade** – The coal trade for the week past has been brisk. The canal boats have arrived freely, but the receipts were larger than the shipments, owing to the scarcity of vessels. The receipts at Ray's docks were 3,190 tons; at the New Central docks 6,206 tons; at the Consolidation docks 3,700 tons; at the Borden Mining docks 4,180 tons; total receipts for the week 17,276 tons. The shipments from Ray's docks were 2,405 tons; from the New Central docks 6,206 tons; from the Consolidation docks 3,500 tons; from the

Borden docks 3,800 tons. Total shipments for the week 15,911 tons.

**Grain Trade** – The receipts of wheat for the week have been light, but show an increase over the receipts of last week. The receipts of grain today were by the boat Seneca, 400 bushels wheat, 400 bushels corn, 250 bushels oats, and 200 barrels flour, for T. C. Wheeler; and 300 bushels wheat and 100 bushels corn, for Hartley & Bro.; and 250 bushels wheat, 300 bushels corn and 100 bushels oats, for H. M. Talbott; and by the boat Medley 1,100 bushels wheat, 100 bushels corn for T. C. Wheeler; and 900 bushels wheat for Hartley & Bro.

AG, Sat. 10/25/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Park Agnew, Conrad Waltz, Alex Adams and S. Swain to Hampshire & Baltimore Coal Co.; Lucinda, R. B. Cropley and John Spencer to George's Creek Coal Co.; William Doyle to New Central Coal Co.; E. M. Bynon to Sinclair & Agnew; J. B. Cazeaux, A. H. Grant, J. R. Anderson, Wm. Laird, jr., J. H. Parrott, jr., Wm. Walsh, J. H. Platte, S. Henry and J. W. Morris to American Coal Co.

DEPARTURES – Boats H. C. Cromwell, T. L. Betts, H. M. Snyder, Chas. Clifton, F. F. Davis, U. C. Hamilton, C. P. Manning, A. Ray, P. L. Lemon, G. P. Lloyd, Lillie Lemen, Joel Charles, P. Agnew, John Spencer, Samuel Swain, Lucinda, R. B. Cropley, J. B. Cazeaux and A. H. Grant, for Cumberland.

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*Ibid*, p. 3. **Local Brevities** – A fight occurred near the outlet lock of the canal yesterday afternoon between two canal boatmen, who, after using their fists upon each other until they were tired; stripped to the waist and resolved to repair to an adjoining shed and settle the difficulty with bowie knives. The bystanders, however,

prevented this resolution from being carried into effect, and thereby spoiled a sensational item.

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Vessels are now scarce and are wanted at this port. Since the resumption of navigation, after the prolonged suspension of last summer, a large quantity of coal has accumulated at the depots of the several agencies located here and quick dispatch and good freights may be expected by all vessels that will come to this city.

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**Coal Trade** – The receipts of Cumberland coal at this port for the week ending today were as follows: by the American Coal Company 4,538 tons; by the Hampshire & Baltimore Coal Company 2,218 tons; by J. P. Agnew 2,500 tons.

The shipments during the same period were: by the American Coal Company 3,377 tons; by J. P. Agnew 2,300 tons; by the Hampshire & Baltimore Coal Company 1,650 tons.

AG, Mon. 10/27/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats J. W. Rhind and Willie A. Snyder to New Central Co.; J. W. Morris, M. A. Myers, W. W. Shepherd and D. A. Lowe to American Coal Co.; Loretto, C. E. Charles, M. McNally and W. P. Woolls to Hampshire & Baltimore Coal Co.; W. M. Hill and P. J. Smith to Consolidation Coal Co.; H. A. Garritt to Sinclair & Agnew; C. Segerson to George's Creek Coal Co.; Round Top Cement, cement to G. R. Sainn & Co.

DEPARTURES – A. H. Grant, W. Laird, jr., C. Waltz, J. R. Anderson, J. H. Parrott, R. S. Grant, A. Adams, W. Walsh, G. Hutton, J. H. Platte and Samuel Henry, for Cumberland.

ES, Wed. 10/29/73, p. 4. **GEORGETOWN** – **A New Schooner** – A new three-masted schooner is lying at the docks of the

Consolidation Coal company, named after their accomplished agent, Mr. H. C. Winship. She is out on her first trip from Bath, Maine, where she was built, with ice for the great Falls ice company, and will return as soon as loaded with 730 tons coal. She makes a very handsome appearance, and her cabins are fitted up very nicely. She is commanded by Capt. Doane, a genial gentleman and good commander.

**Grain Trade** – The canal boat Nettie Graham has arrived with 1,200 bushels wheat, 12 tons mill feed and 181 barrels flour for Joseph G. and John M. Waters. Also, the canal boats Round Top and S. H. Davis with 1,600 barrels cement for the same firm. And the boat Monocacy with 2,000 bushels wheat and 1,000 bushels corn for H. M. Talbott.

AG, Wed. 10/29/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats R. S. McKaig, J. A. Millholland, J. J. Swift, Goldfinch, Geo. Sherman, W. L. Shaw, G. H. Bradt and James Dayton to American Coal Co.; John Hammond and John Reives to New Central Coal Co.; S. K. Miller and Five Brothers to George's Creek Coal Co.

DEPARTURES – Boats Samuel Lloyd, H. Delafield, M. Mertens, H. A. Garritt, James Hoy, J. M. Forbes, H. C. Merryman, Five Brothers, W. F. Allen, J. W. Turner, John Gorman, Michael Snow, M. O'Conner, C. Segerson, James A. Millholland and J. Swift, for Cumberland.

ES, Thu. 10/30/73, p. 4. **GEORGETOWN** – **Grain Trade** – The canal boat B. Talbott with 2,500 bushels corn for Hartley & Bro., which sold to arrive. The boat Medley also arrived with 2,300 bushels wheat for Hartley & Bro., and 900 bushels of wheat and 75 barrels of apples for H. M. Talbott. 1,500 bushels of wheat was also received by H. O. Sellman by the canal boat Monocacy, and Jos. G. & Jno. M. Waters received 400

bushels of wheat by the canal boat Irene Nott.

**The receipts** of the Chesapeake and Ohio Canal company for the week ended October 25<sup>th</sup> were: at Cumberland \$7,132.60; Georgetown \$2,200.00; Williamsport \$335.22; Hancock \$123.36; accrued revenue \$13,350.51, boats cleared, carrying 24,916 tons of coal.

AG, Thu. 10/30/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats F. M. Lefever, W. M. Price, J. P. Broderick and R.A. Goodwin to Hampshire & Baltimore Coal Co.; J. Vandervoort, J. P. Moore, Rechabites, J. S. Fox, T. Malloy, John L. Reid, Iowa and R. H. Miller to American Coal Co.; J. T. James, F. R. M. Bowers and Chesapeake to George’s Creek Coal Co.; Elizabeth, Dr. Duckett and C. W. Wilson to New Central Co.; Hunter & Bruce and M. Boyer to Sinclair & Agnew.

DEPARTURES – Boats Chesapeake, C. W. Wilson, Dr. Duckett, J. P. Moore, F. R. Bowers, J. P. Broderick, James March, A. K. Miller, J. Dayton, W. R. Shaw, J. Reeves, Shipley & Bush, Goldfinch, Geo. Sherman, J. Hammond and R. S. McKaig, for Cumberland.

NR, Fri. 10/31/73, p. 4. **A Manifest Thief.** - Yesterday morning a man of rather rough exterior, but with a ruddy, honest face, appeared at police headquarters, and giving his name as Jeremiah Dick, stated that he was the captain of a canal boat, and that his manifest had been stolen from among other papers on the boat, taken to Alexandria, Va., his name forged, and the money obtained that the manifest called for. He suspected that a man named James Kady had perpetrated the deed, but at present had no clue to his whereabouts. The case was entrusted to Detective McElfresh, who, after a brief search, found the man in that delectable locality known as the "Division,"

evidently enjoying himself in spending the ill-gotten money. He was taken into custody and turned over to the Virginia authorities for trial.

ES, Fri. 10/31/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat A. S. Trundle has arrived with 400 bushels corn and 600 bushels wheat for H. M. Talbott, and 900 bushels oats for Hartley & Bro., and the boat W. H. Billmyer with 3,700 bushels wheat and 56 bbls. flour for Joseph G. and John M. Waters.

AG, Fri. 10/31/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats C. F. Waters and Scotia to Hampshire & Baltimore Coal Co.; W. J. Boothe, Thos. Hassett, A. S. Winteringham, D. Cromwell, G. L. Boothe, A. J. Thomas and James A. Alexander to American Coal Co.; Amazon to Consolidation Coal Co.; J. Weir to George’s Creek Coal Co.; M. E. McMacon and H. S. Miller to New Central Coal Co.

DEPARTURES – Boats F. M. Lefever, Rechabites, J. Vandervoort, Thos. Malloy, Elizabeth, W. M. Price, J. T. James, J. L. Reid, R. A. Goodwin, R. H. Miller, Iowa, A. S. Winteringham, C. F. Waters, Thos. Hassett, John Weir and W. J. Boothe, for Cumberland.

DT, Sat. 11/1/73, p. 4. **Canal Trade** - 31 boats cleared this port yesterday, carrying 3,498 10 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
J. Spielman	Georgetown	117 17
Friendship	“	107 00
O. S. Maus	“	107 09
3 boats	Total	<hr/> 332 06
American Company		
Eagle	Alexandria	108 07
M. Lienan	“	109 19
R. S. Grant	“	107 05
J. W. Morris	“	113 16
American Flag	“	114 15

D. A. Lowe	“	110 12
J. H. Parrot, jr.	“	113 03
E. L. Moore	“	116 12
W. W. Shepherd	“	118 03
9 boats	Total	1,001 06
Borden Company		
C. L. Brengle	Georgetown	114 18
R. E. Fugitt	“	116 10
Amos Thomas	“	120 06
Donna Tilghman	“	123 12
4 boats	Total	464 18
Consolidation Company		
C. Slack	Georgetown	118 18
A. J. Center	“	111 01
G. Meredith	“	113 08
Julia Manning	“	110 10
Lady of the Lake	Williamsport	101 08
E. P. Steffey	“	107 18
I. Crane	Washington	117 00
J. B. Varnum	Georgetown	111 11
8 boats	Total	899 18
Hampshire & Baltimore		
M. S. Fernsner	Alexandria	119 13
Robert Emmett	“	108 19
N. S. Lemen	“	113 13
3 boats	Total	342 05
Blaen Avon Company		
T. A. Wood	Harper's Ferry	114 19
Sam. H. Davis	Hancock	111 11
A. E. McQuade	Georgetown	111 05
3 boats	Total	337 15
Individual		
Alex Adam	Georgetown	117 00

ES, Sat. 11/1/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has not been so active. Schooners have been more scarce, and the canal boats have not arrived so freely. The receipts at Ray's docks were 2,670 tons; New Central docks, 5,481 tons; Consolidation docks 3,750 tons; Borden Mining docks 3,584 tons. Total receipts for the week 15,485 tons. The shipments from Ray's were 3,101 tons; from the New Central 5,481 tons; from the Consolidation company 3,600 tons; and from the Borden Mining company 1,800 tons. Total shipments for the week 13,982 tons.

AG, Sat. 11/1/73, p. 2. **CANAL COMMERCE – ARRIVALS** – Boats City of Hamburg to Sinclair & Agnew; Plover, A. D. Brower, James Murray, F. H. Irwin, G. W. Wallis, Kate and W. J. Shreve to American Coal Co.; D. A. Carl and T. E. Sheridan to W. A. Smoot; Ed Mulvaney and J. H. Woodburn to Hampshire & Baltimore Coal Co.

**DEPARTURES – Boats D.**  
Cromwell, Scotia, G. L. Boothe, A. J. Thomas, J. A. Alexander, Plover, M. E. McMacon and J. Murray, for Cumberland.

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*Ibid*, p. 3. **Coal Trade** – The receipts of Cumberland coal at this port during the week ending today were as follows: by the American Coal Co. 4,886 tons; by J. P. Agnew 2,910 tons; by Hampshire & Baltimore Coal Co. 1,840 tons. The shipments during the same period were: by American Coal Co. 2,671 tons; by J. P. Agnew 2,700 tons; and by Hampshire & Baltimore Coal Co. 1,160 tons.

DT, Mon. 11/3/73, p. 1. **Canal Trade** - 45 boats cleared this port Saturday, carrying 5,138 10 tons of coal as follows:

New Central Company		
Boats	Destination	Tons cwt.
C. W. Adams	Georgetown	111 05
A. M. Reid	“	105 18
M. A. West	“	114 14
Dr. E. DeLacey	“	114 04
Johnny	“	114 11
Benj. Miller	“	117 07
J. R. Couter	“	114 09
7 boats	Total	792 08
Maryland Company		
Cherokee Tribe	Georgetown	120 13
Kate Brooks	“	120 07
J. H. Kindle	“	120 15
Annie Bell	“	114 05
Dr. F. C. Doyle	“	121 06
5 boats	Total	597 06
Consolidation Company		
J. N. Clary	Georgetown	114 06



M. Topper	“	113 01
Wm. Hill	“	113 03
S. S. Cunningham	“	113 15
P. J. Smith	“	105 00
J. W. Turner	“	114 12
Mayfield & Hieston	“	113 19
Ironsides	Williamsport	106 08
8 boats	Total	<u>904 04</u>
George's Creek Company		
Shipley & Bush	Georgetown	118 08
Excelsior	“	71 08
Five Brothers	“	121 13
3 boats	Total	<u>311 09</u>
Hampshire & Baltimore		
Conrad Waltz	Alexandria	117 16
Samuel Swain	“	119 19
H. M. Snyder	“	123 13
3 boats	Total	<u>361 08</u>
American Company		
A. J. Akin	Alexandria	117 09
Henry Delafield	“	113 07
David Stewart	“	118 08
Sam Lloyd	“	116 19
A. H. Grant	“	113 14
J. H. Stickney	“	109 17
J. W. Carder	“	109 16
U. C. Hamilton	“	106 19
8 boats	Total	<u>897 15</u>
Borden Company		
G. W. Thecker	Georgetown	118 11
Pattie Dunlop	“	112 18
Tilly B. Lynn	“	111 19
Harry Borden	“	123 09
Bertha M. Young	“	111 05
F. J. Laing	“	118 16
6 boats	Total	<u>696 07</u>
Blaen Avon Company		
J. B. Slattery	Georgetown	113 05
Loretto	Williamsport	114 12
B. L. Slack	Georgetown	121 04
3 boats	Total	<u>348 01</u>
Individual		
Mrs. C. E. Charles	Georgetown	117 00
J. H. Garrish	“	110 00
2 boats	Total	<u>227 00</u>

AG, Mon. 11/3/73, p. 2. CANAL  
 COMMERCE – ARRIVALS – Boats  
 Morning Sun and Ben Bissel to Hampshire  
 & Baltimore Coal Co.; James S. Welsh and

Johnny & Tommy to Sinclair & Agnew; E.  
 J. Hammond and A. Spates to J. P. Agnew;  
 A. Main, T. Patton, Wm. Darrow, M.  
 Sandford, Ed Bayer, S. S. Howison, J. R.  
 Anderson, W. J. B. Lloyd, Ben Williamson,  
 T. L. Betts, Chas. Robb and H. C. Flagg to  
 American Coal Co.

DEPARTURES – Boats Ed

Mulvaney, F. H. Irwin, G. W. Wallis, J. H.  
 Woodburn, Kate, Hunter & Bruce, H. S.  
 Miller, W. J. Shreve, T. E. Sheridan, D. A.  
 Carl, Ben Bissell, A. Main and T. Patton, for  
 Cumberland.

DT, Tue. 11/4/73, p. 1. **Canal Trade - 27**  
 boats cleared this port yesterday, carrying  
 3,200 07 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
J. Topper	Georgetown	114 08
J. Dick	“	110 19
Dr. F. M. Davis	“	111 03
J. H. Gatrell	“	109 03
4 boats	Total	<u>444 13</u>
American Company		
John P. Moore	Alexandria	116 15
Michael Snow	“	117 01
W. Laird, Jr.	“	109 17
James Dayton	“	114 12
M. A. Myers	“	116 18
George Sherman	“	117 17
6 boats	Total	<u>693 00</u>
Borden Company		
Joseph H. Farrow	Georgetown	119 14
S. H. Sherman	“	118 12
2 boats	Total	<u>238 06</u>
Consolidation Company		
W. Moorehead	Georgetown	114 04
A. P. Gorman	“	118 01
2 boats	Total	<u>232 05</u>
Maryland Company		
J. M. Hedding	Georgetown	113 00
Col. J. C. Lynn	“	114 00
J. L. Motter	“	116 14
Willie & Annie	“	113 13
Annie	“	112 00
Sharpsburg	“	111 02
6 boats	Total	<u>686 19</u>
George's Creek Company		

C. Segerson	Georgetown	118 08
F. R. Bowers	“	115 01
A. Cropley	“	111 15
Chesapeake	“	111 15
4 boats	Total	<u>456 19</u>
Hampshire & Baltimore		
Park Agnew	Alexandria	121 12
Individual		
Minnesota	Four Locks	104 04
H. A. Garritt	Georgetown	116 00
2 boats	Total	<u>220 04</u>
Blaen Avon Company		
T. J. Baker	Williamsport	112 00

AG, Tue. 11/4/73, p. 2. **CANAL COMMERCE – ARRIVALS – Boats** J. W. Carder and H. W. Shuck to New Central Coal Co.; A. J. Clark, G. P. Lloyd, Samuel Henry, J. H. Platte, R. H. Haydock, T. H. Faile and W. Walsh to American Coal Co.; M. S. Fernsner to Hampshire & Baltimore Coal Co.

**DEPARTURES – Boats E. J.**

Hammond, Col. A. Spates, W. Darrow, Ed Bayer, Morning Sun, M. Sandford, A. J. Clark, S. S. Howison, W. J. B. Lloyd, B. Williamson, T. L. Betts, H.C. Flagg, J. W. Carder and C. Robb, for Cumberland.

DT, Wed. 11/5/73, p. 1. **Canal Trade – 28 boats** cleared this port yesterday, carrying 3,207 04 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Wm. Doyle	Georgetown	117 17
Dr. Eliason	“	114 08
E. Hadra	“	111 05
L. Hartley	“	108 02
4 boats	Total	<u>451 13</u>
American Company		
J. Vandervoort	Alexandria	110 06
W. J. Boothe	“	116 16
Goldfinch	“	107 18
John L. Reid	“	117 11
J. J. Swift	“	116 07
James Hoy	“	109 01
6 boats	Total	<u>678 08</u>
Borden Company		
Knights of Pythias	Georgetown	117 05

Charles A. Green	“	117 09
F. Ensminger	“	115 00
A. S. Winteringham	“	113 09
J. H. Percy	“	109 15
5 boats	Total	<u>572 18</u>
Consolidation Company		
Black Hawk	Georgetown	110 18
W. L. Reed	“	114 12
2 boats	Total	<u>225 10</u>
Maryland Company		
M. H. Russell	Georgetown	117 08
C. W. Harper	“	117 02
L. G. Stanhope	“	112 18
Ida & Willie	“	113 08
Wm. Weber	“	117 14
Ida & Harry	Williamsport	116 08
6 boats	Total	<u>694 19</u>
George’s Creek Company		
T. J. Boyer	Georgetown	118 09
Hampshire & Baltimore		
Tony Rodier	Alexandria	116 00
M. Fannon	“	116 13
2 boats	Total	<u>233 02</u>
Individual		
Onward	Georgetown	114 00
Blaen Avon Company		
Mary Mertens	Alexandria	109 01

ES, Wed. 11/5/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Seneca has arrived, with 1,500 bushels wheat, 165 barrels flour and 500 bushels mill-feed for T. C. Wheeler, and 200 bushels wheat for H. M. Talbott.

AG, Wed. 11/5/73, p. 2. **CANAL COMMERCE – ARRIVALS – Boats** American Flag, J. W. Morris, R. Marshall, E. L. Moore and D. A. Lowe to American Coal Co.; H. W. Shuck to New Central Coal Co.; Lucinda to George’s Creek Coal Co.; M. S. Fernsner and P. L. Lemon to Hampshire & Baltimore Coal Co.; Alex Adams to Sinclair & Agnew.

**DEPARTURES – Boats** Lucinda, J. R. Anderson, S. Henry, G. P. Lloyd, J. H. Platte, H. W. Shuck, T. H. Faile, R. H. Haydock, W. Walsh, Johnny & Tommy,

American Flag and M. S. Fernsner, for Cumberland.

AG, Thu. 11/6/73, p. 3. CANAL COMMERCE – ARRIVALS – Boat Gen. Grant to Consolidation Coal Co.; Samuel Swain to Hampshire & Baltimore Coal Co.; J. H. Garrish and C. E. Charles to Sinclair & Agnew; R. S. Grant, H. B. Cromwell, W. W. Shepherd, C. Clifton, J. H. Stickney, H. Delafield and S. Long to American Coal Co.; A. J. Mills and Theo. Embrey to New Central Coal Co.; D. L. Taylor and Silver Wave to George’s Creek Coal Co.

DEPARTURES – Boats Morning Sun, J. W. Morris, R. Marshall, P. L. Lemon, E. L. Moore, D. A. Lowe, S. Swain, R. S. Grant, H. B. Cromwell, D. L. Taylor and Silver Wave, for Cumberland.

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**Local Brevities** – A gate at lock No. 45 just below dam No. 6 in the Chesapeake and Ohio Canal was washed out on Sunday last and a twenty-four hour suspension in navigation was the consequence.

ES, Fri. 11/7/73, p. 4. **GEORGETOWN – Canal Receipts** – The receipts of the canal company for the week ending Saturday, November 1<sup>st</sup>, 1873, were: Cumberland \$18,278.99; Georgetown \$3,846.71; Hancock \$55.41; Williamsport \$310.13; total \$19,471.84. Two hundred and six boats, carrying 23,236 tons of coal, cleared from Cumberland during the week. Accrued revenue at Cumberland for the same time, \$12,336.69.

**Grain Trade** – The canal boat J. N. Thomas has arrived with 3,100 bushels wheat and 350 bushels corn for Jos. G. and John M. Waters; also, the canal boat Nettie Graham, with 95 barrels flour, 143 barrels ear corn and 900 bushels shelled corn; and the boat Round Top with 800 barrels cement, both for J. G. and J. M. Waters.

The canal boat A. S. Trundle arrived to Hartley & Bro., with 105 bales hay.

AG, Fri. 11/7/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats Five Brothers and Chesapeake to George’s Creek Coal Co.; A. J. Akin, John Bradburn, E. Stevenson, D. Stewart and Alex Ray to American Coal Co.; Minnie & Cora, limestone to E. Francis; J. B. Slattery to individuals.

DEPARTURES – Boats Gen. Grant, J. H. Garrish, Minnie & Cora, A. J. Akin, Samuel Lloyd, H. M. Snyder, W. W. Shepherd, J. H. Stickney, A. J. Mills, Five Brothers, H. Delafield and Theo. Embrey, for Cumberland.

DT, Sat. 11/8/73, p. 1. **Canal Trade** - 32 boats cleared this port yesterday, carrying 3,608 14 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
F. Davis	Georgetown	112 06
F. A. Mertens	“	104 04
John Gorman	“	111 06
M. C. Merryman	“	111 01
4 boats	Total	437 17
American Company		
Thomas Patton	Alexandria	118 00
A. J. Clark	“	120 01
Plover	“	107 15
J. R. Anderson	“	116 15
G. W. Wallis	“	106 15
5 boats	Total	555 06
Borden Company		
Sallie H. Taylor	Georgetown	111 11
R. I. Morris	“	121 05
Sallie E. Hassett	“	116 04
3 boats	Total	349 00
Consolidation Company		
Blue Bell	Georgetown	110 10
W. Irving	“	120 12
J. S. Mackie	“	109 01
A. Rhinehart	“	105 03
J. M. Forbes	Washington	115 08
5 boats	Total	581 04
Maryland Company		
S. S. Lynn	Georgetown	117 05

A. L. Miller	“	119 13
A. K. Syester	“	116 19
J. C. Grove	“	114 04
Hollander	“	113 06
Henry Lathers	“	120 05
Thomas Hassett	“	110 08
7 boats	Total	898 01
Hampshire & Baltimore		
Dr. J. P. Broderick	Alexandria	117 18
Wm. M. Price	“	115 06
2 boats	Total	233 04
George’s Creek Company		
Col. Spates	Georgetown	118 09
Alexander	“	111 12
2 boats	Total	230 01
Blaen Avon Company		
James March	Georgetown	119 08
Steamer Alaska	Washington	91 18
2 boats	Total	211 06
Individual		
Benj. Long	Williamsport	108 15
Scotia	Georgetown	113 00
2 boats	Total	221 15

ES, Sat. 11/8/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been limited by the detention of canal boats, caused by a sunken boat and broken lock gates, and also by the scarcity of orders from the north and east. The receipts at Ray’s docks during the week were 1,496 tons; at the New Central docks 3,076 tons, at the Consolidation docks 2,500 tons; and at the Borden Mining docks 3,100 tons. Total receipts for the week, 10,172 tons. The shipments from Ray’s docks were 4,481 tons; from the Consolidation docks 2,000 tons; from the New Central docks 5,111 tons; and from the Borden Mining company’s docks 5,000 tons. Total shipments for the week 16,592 tons.

**Grain Trade** – The canal boat Irene Knott has arrived with 500 bushels wheat for Joseph G. and John M. Waters, and the boat A. S. Trundle, with 35 barrels ear corn for H. M. Talbott.

AG, Sat. 11/8/73, p. 3. **CANAL COMMERCE – ARRIVALS** – Boats F. R. M. Bowers to George’s Creek Coal Co.; R. Emmett and Park Agnew to Hampshire & Baltimore Coal Co.; A. M. Reid, J. R. Couter and Huntington to New Central Coal Co.; M. A. Myers, M. Lienan, R. H. Miller, J. Dayton, J. P. Moore and M. Snow to American Coal Co.

**DEPARTURES** – Boats F. R. M. Bowers, D. Stewart, E. Stevenson, M. A. Myers and M. Lienan, for Cumberland.

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**Coal Trade** – The receipts of Cumberland coal at this port for the week ending today, were as follows: by American Coal Company 4,991 tons; by J. P. Agnew 1,620 tons; by Hampshire & Baltimore Coal Company 1,120 tons. During the same time there were shipped: by the American Coal Company 6,012 tons; by J. P. Agnew 3,554 tons; and by the Hampshire & Baltimore Coal Company 1,510 tons.

DT, Mon. 11/10/73, p. 4. **Canal Trade** - 39 boats cleared this port Saturday, carrying 4,453 07 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Nora & Willie	Georgetown	114 13
G. W. Grove	“	107 19
W. T. Allen	“	114 10
Hero	“	105 18
J. Noble	“	106 07
5 boats	Total	548 17
Consolidation Company		
Ernst & Holland	Georgetown	107 07
Dr. Delaplane	“	115 16
J. McGraw	“	114 15
Laura	“	111 05
J. R. Ray	“	118 13
J. P. Agnew		107 11
E. P. Steffey	Williamsport	116 12
Ironsides	“	111 00
8 boats	Total	902 13
American Company		
Wm. Smith	Alexandria	113 14
T. L. Betts	“	117 08

H. C. Flagg	“	117 15
Charles Robb	“	120 07
Ed Bayer	“	116 15
5 boats	Total	<u>584 19</u>
Borden Company		
Maggie B.	Georgetown	115 11
J. T. James	“	113 03
Nathan Williams	“	117 13
M. S. Haines	“	117 01
4 boats	Total	<u>468 00</u>
Maryland Company		
J. C. Hoffman	Georgetown	108 12
H. B. Simonds	“	120 01
Plover	“	110 05
R. M. Sprigg	“	114 10
P. Fleckenstein	“	117 11
T. J. Mehaffey	“	114 17
Henry Roland	“	115 06
Thomas Wheeler	“	91 06
8 boats	Total	<u>922 07</u>
George’s Creek Company		
Capt. Weir	Georgetown	116 12
R. B. Cropley	“	115 02
Lucinda	“	110 00
3 boats	Total	<u>349 14</u>
Hampshire & Baltimore		
J. H. Woodburn	Alexandria	117 02
E. Mulvaney	“	115 16
2 boats	Total	<u>232 18</u>
Blaen Avon Company		
T. J. Baker	Williamsport	115 06
Clara	Washington	118 17
2 boats	Total	<u>234 03</u>
Individual		
Benj. Long	Williamsport	112 04
City of Hamburg	Georgetown	100 00
2 boats	Total	<u>212 04</u>

ES, Mon. 11/10/73, p. 4. **GEORGETOWN** – **Chesapeake and Ohio canal** – President Gorman and the board of directors of the Chesapeake and Ohio canal were here today inspecting the Georgetown division of the canal, and will proceed tomorrow to inspect the entire line from this city to Cumberland.

DT, Tue. 11/11/73, p. 4. **Canal Trade** - 35 boats cleared this port yesterday, carrying 3,766 02 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
J. F. Hitch	Georgetown	108 13
W. H. Wilson	“	108 06
Geo. H. Bradt	“	118 01
J. M. Resley	“	114 06
L. H. Holland	“	114 10
W. R. Shaw	“	114 16
6 boats	Total	<u>678 12</u>
American Company		
Wm. Darrow	Alexandria	113 04
Samuel Henry	“	113 13
G. P. Lloyd	“	116 11
D. Cromwell	“	110 09
J. H. Platte	“	120 09
W. J. B. Lloyd	“	116 00
6 boats	Total	<u>690 08</u>
Borden Company		
Henry Boley	Georgetown	117 07
J. R. Masters	“	127 16
Martha Ann	“	124 11
3 boats	Total	<u>369 17</u>
Consolidation Company		
Owl	Georgetown	114 10
Brown & Goodwin	“	99 10
A. Campbell	“	113 07
E. Corning	“	108 19
L. R. Fechtig	“	116 17
W. A. Stephens	“	110 21
Magpie	“	113 01
7 boats	Total	<u>776 07</u>
Maryland Company		
Excelsior	Georgetown	120 19
Mountain City	“	110 09
M. A. Brady	“	114 17
Willie	“	107 15
J. K. Whitson	“	120 06
A. E. McQuade	“	112 03
Johnny & Tommy	“	120 00
7 boats	Total	<u>808 09</u>
George’s Creek Company		
John Spencer	Georgetown	116 10
A. Sherman	“	115 03
2 boats	Total	<u>231 13</u>
Blaen Avon Company		
H. Resley	Alexandria	119 00
T. J. Baker	Georgetown	122 09
2 boats	Total	<u>241 09</u>
Individual		
Grayson & Fannie	Williamsport	111 15

T. A. Wood	Georgetown	110 00
2 boats	Total	221 15
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M. S. Fernsner	Hampshire & Baltimore Washington	117 09

Some of the coal companies have notified their boatmen not to return for another load, as shipments are expected to close in about two weeks. The Borden Mining Company, not willing to have a stock on the wharves at Georgetown at the close of the season is dismissing its boats as they are loaded. It will, however, continue to ship in light quantities daily for some weeks. The heaviest contracts which this Company has yet to fill are those which it has always filled by rail. All this tells the story of the money panic in stronger language than any words of ours possibly can.

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A lock gate was knocked out by a descending boat on Friday last at the Two Locks below Williamsport, which occasioned an interruption to navigation for a day and a half. This is the same old lock gate which was put in some months ago in lieu of a new one which was greatly needed. – A new lock gate – a thing which should always be kept on hand – will cost – perhaps fifty dollars. Any man with the slightest idea of financial management will see that it would never do to spend fifty dollars for a new gate when an old one only costs one day and a half of suspension of operations along the whole line.

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**The Basin** and river are both filled with boats awaiting their turn to load. The companies are generally shipping slowly – all owing to the stringency of the money market.

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The people of Williamsport, Maryland, have made arrangements to properly celebrate the formal opening of the Western Maryland Railroad to that place.

The event is expected to take place this week.

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**Paymaster Gambrill** will leave Georgetown today and pay the employees of the canal company as he passes up the line to this place.

Those “jolly sea-dogs,” the Directors of the Canal Company, will also sail at the same time on a voyage of discovery up the line. If they encounter no bad weather, and can keep their bearings they may be expected to sail gallantly into the port of Cumberland, Saturday morning.

AG, Tue. 11/11/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats T. J. Boyer, F. R. M. Bowers and C. Segerson to George’s Creek Coal Co.; Eagle, C. DuBois, W. J. Boothe, Geo. Sherman, Ben Williamson, Kate and A. S. Winteringham to American Coal Co.; W. P. Wools, M. Fannon, C. E. Charles and M. McNally to Hampshire & Baltimore Coal Co.; I. Crane, G. Hutton and J. S. Welsh for Washington; M. Mertens to Blaen Avon Coal Co.; Dr. F. M. Davis to New Central Coal Co.

DEPARTURES – Boats Chesapeake, T. J. Boyer, Eagle, C. DuBois, Dr. F. M. Davis, M. Mertens, M. Fannon and Geo. Sherman, for Cumberland.

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*Ibid*, p. 3. **Local Brevities** – The tide in the Potomac was so low yesterday, in consequence of the northwesterly wind that has been prevailing, that loaded boats could not be locked out of the canal into the river.

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A gate was washed out at Seven Locks on the C. & O. Canal last Sunday which caused a suspension of navigation for twenty-four hours.

DT, Wed. 11/12/73, p. 4. **Canal Trade** - 32 boats cleared this port yesterday, carrying 3,604 01 tons of coal as follows:

New Central Company

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Ed Rizer	Georgetown	109 02
J. B. Turton	"	111 19
G. Blackburn	"	111 07
J. P. Moore	"	114 04
Elizabeth	"	117 15
5 boats	Total	<u>564 07</u>
American Company		
T. H. West	Alexandria	113 00
R. H. Haydock	"	107 08
American Flag	"	117 02
Wm. Walsh	"	120 01
J. W. Morris	"	116 07
E. L. Moore	"	115 05
6 boats	Total	<u>670 13</u>
Borden Company		
Thomas Drennen	Georgetown	111 17
Henry Freeland	"	115 06
Susan Charles	"	119 08
3 boats	Total	<u>346 06</u>
Consolidation Company		
Ino	Georgetown	111 17
Linnet	"	114 16
Anna Bruce	"	110 10
D. M. Read	"	115 02
J. K. Whitford	"	111 10
F. H. Delano	"	113 16
J. V. Norman	Williamsport	114 16
7 boats	Total	<u>791 18</u>
Maryland Company		
J. E. Hughes	Georgetown	113 18
Col. J. D. Tice	"	112 09
F. H. Irvin	"	116 15
Joseph Murray	"	116 18
D. A. Carl	"	113 16
Maria McGraw	"	106 19
Kate Brooks	"	117 02
7 boats	Total	<u>797 17</u>
George's Creek Company		
Wm. Borden	Georgetown	121 14
Blaen Avon Company		
S. H. Davis	Sir John's Run	113 11
Hampshire & Baltimore		
Morning Sun	Alexandria	113 16
Individual		
J. H. Garrish	Georgetown	105 00

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The boat Conrad Waltz sunk in the "prism" at the head of the nine-mile level on Friday last, and made as beautiful a

"permanent improvement" as ever bothered the head of Gorman with a P. Time lost twenty-four hours, which is so much off the November coupon.

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The receipts of the Canal Company for the week ending Saturday, November 1, 1873, were: Cumberland, \$18,278; Georgetown, \$3,843; Hancock, \$55; Williamsport, \$310 – Total \$22,488. Two hundred and six boats, carrying 23,236 tons of coal, cleared from Cumberland during the week.

AG, Wed. 11/12/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats J. B. Cazeaux, J. A. Alexander, G. L. Boothe, Andrew Main, John J. Swift, James Hoy, Goldfinch and Wm. Laird to American Coal Co.; W. L. Shaw to Blaen Avon Coal Co.; W. Weber, V. H. Weir, J. M. Forbes and N. S. Lemen to Sinclair & Agnew; M. O'Conner and R. A. Goodwin to Hampshire & Baltimore Coal Co.

DEPARTURES – Boats Ben Williamson, C. E. Charles, Wm. J. Boothe, W. L. Shreve, W. P. Woolls, Kate, A. H. Grant, M. McNally, A. S. Winteringham, U. C. Hamilton, J. B. Cazeaux, W. L. Shaw, J. A. Alexander, Samuel Charles and G. L. Boothe, for Cumberland.

Thu. 11/13/73, p. 4. **Canal Trade** - 35 boats cleared this port yesterday, carrying 4,082 13 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
J. Hammond	Georgetown	114 19
J. T. Scrivener	"	117 15
Lillie & Nannie	"	118 04
Iowa	"	114 13
4 boats	Total	<u>465 11</u>
American Company		
M. Sanford	Alexandria	113 11
S. S. Howison	"	121 13
R. S. Grant	"	112 17

D. A. Lowe	“	117 01
Charles Clifton	“	113 08
Henry Delafield	“	114 00
J. H. Stickney	“	116 10
7 boats	Total	<u>809 02</u>
Borden Company		
Ida & Sally	Georgetown	123 05
Evening Star	“	119 09
J. R. Hamill	“	116 18
3 boats	Total	<u>359 12</u>
Consolidation Company		
M. Boyer	Georgetown	121 15
Katskill	“	107 01
W. H. Boyd	“	122 15
Maryland No. 2	“	117 00
Energy	“	120 03
Mayfield & Hieston	“	112 15
H. C. Hicks	“	125 06
Lady of the Lake	Williamsport	111 11
8 boats	Total	<u>939 05</u>
Maryland Company		
Sharpsburg	Georgetown	110 09
H. W. Dellinger	“	112 00
Fannie & Estella	“	117 13
E. E. King	“	114 01
B. L. Slack	“	116 01
J. L. Motter	“	123 00
Col. J. C. Lynn	“	110 05
7 boats	Total	<u>805 17</u>
Hampshire & Baltimore		
Ben Bissell	Alexandria	122 05
P. L. Lemon	“	117 08
Alex. Adams	“	122 18
3 boats	Total	<u>362 11</u>
Individual		
B. R. Summers	Georgetown	116 00
George's Creek Company		
Five Brothers	Georgetown	121 15
Blaen Avon Company		
Willie & Annie	Shepherdstown	112 06

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The following boats left Alexandria for Cumberland on the 10<sup>th</sup> instant: W. H. Boyer, W. L. Reed, Tony Rodier, Chesapeake, T. J. Boyer, C. DuBois, F. M. Davis.  
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Sometime during Tuesday night last, the flooring of the stable of the boat Julia

Manning, Capt. Mills, now lying in the Basin at this place, gave way and precipitated three fine mules to the bottom of the boat. In the general wreck of timber and fright of the animals, a very valuable one was killed, which is exceedingly hard luck especially at this dull period of the season.

AG, Thu. 11/13/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats J. R. Anderson, T. L. Betts, Thomas Patton and Wm. Smith to American Coal Co.; James March to J. P. Agnew; J. H. Woodburn and E. Mulvaney to Hampshire & Baltimore Coal Co.; J. A. Millholland to Consolidation Coal Co.; City of Hamburg to Sinclair & Agnew.

DEPARTURES – Boats J. R. Anderson, R. A. Goodwin, John J. Swift, Geo. Hutton and I. Crane, for Cumberland.

DT, Fri. 11/14/73, p. 4. **Canal Trade** - 39 boats cleared this port yesterday, carrying 4,500 14 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
J. Reeves	Georgetown	111 05
D. Murphy	“	111 00
M. Sinclair	“	110 09
A. Bain	“	118 04
R. L. Gross	“	114 10
5 boats	Total	<u>565 08</u>
American Company		
Samuel Lloyd	Alexandria	116 18
A. J. Akin	“	117 07
W. W. Shepherd	“	110 04
David Stewart	“	112 19
James Dayton	“	116 06
R. H. Miller	“	116 18
John P. Moore	“	115 16
7 boats	Total	<u>806 07</u>
Borden Company		
F. L. Tilghman	Georgetown	117 03
A. C. Greene	“	124 06
Morning Star	“	115 01
3 boats	Total	<u>356 10</u>
Consolidation Company		



Creole	Georgetown	120 13
Julia Taylor	"	121 01
Clara Brengle	"	120 00
J. T. Davis	"	118 19
A. B. Cunise	"	121 16
Ironsides	Williamsport	110 01
Dove	"	123 17
T. E. Sheridan	Alexandria	112 18
8 boats	Total	<u>949 05</u>
Maryland Company		
J. H. Kindle	Georgetown	120 11
J. B. Slattery	"	110 03
Dr. Grimes	"	116 03
Mattie	"	119 07
G. J. Elliott	"	120 06
Julia Manning	"	103 15
Conrad Waltz	"	118 06
7 boats	Total	<u>808 09</u>
Hampshire & Baltimore		
Samuel Swain	Alexandria	115 07
H. M. Snyder	"	113 00
2 boats	Total	<u>228 07</u>
George's Creek Company		
C. W. Adams	Georgetown	120 01
Wm. H. Boyer	"	121 18
C. Van Tassell	"	111 08
Chesapeake	"	108 03
4 boats	Total	<u>461 10</u>
Blaen Avon Company		
T. J. Baker	Williamsport	112 08
Individual		
M. M. Jane	Georgetown	114 10
J. Snively	"	110 00
2 boats	Total	<u>224 10</u>

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Late yesterday afternoon as the boat Minnesota was receiving her cargo of coal at the Potomac wharf, and after about forty tons had been dropped into her hull, it was discovered that she was leaking to such an extent as to make it necessary for her to seek shallow water as soon as possible. She was hastily drawn to the lock where a force of hands was at once put to work removing the coal by which means an obstruction to navigation in the shape of another sunken boat was avoided.

AG, Fri. 11/14/73, p. 3. CANAL  
COMMERCE – ARRIVALS – Boats J.  
Vandervoort, A. J. Thomas, Rechabites and  
H. C. Flagg to American Coal Co.; S. K.  
Miller and Shipley & Bush to George's  
Creek Coal Co.; J. P. Broderick to  
Hampshire & Baltimore Coal Co.

DEPARTURES – Boats W. Smith, J.  
M. Forbes, T. L. Betts, Ed Mulvaney, S. K.  
Miller and Shipley & Bush, for Cumberland.

DT, Sat. 11/15/73, p. 4. **Canal Trade** - 32  
boats cleared this port yesterday, carrying  
3,609 03 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
C. W. Wilson	Georgetown	117 14
Dr. Duckett	"	114 16
Our Sister	"	118 00
W. Moffett	"	115 01
A. Lincoln	"	110 17
5 boats	Total	<u>576 08</u>
American Company		
M. A. Myers	Alexandria	113 12
J. Bradburn	"	117 13
Michael Snow	"	118 03
Robert Marshall	"	109 09
John L. Reid	"	118 06
H. B. Cromwell	"	109 12
6 boats	Total	<u>683 08</u>
Borden Company		
Julia Borden	Georgetown	118 19
Consolidation Company		
Joel Charles	Georgetown	110 13
Lark	"	110 17
Yonkers	"	121 01
H. C. Winship	"	116 12
Communipaw	Williamsport	114 04
G. W. Thecker	Alexandria	118 10
6 boats	Total	<u>700 17</u>
Maryland Company		
Annie	Georgetown	116 16
Dr. F. C. Doyle	"	117 02
L. G. Stanhope	"	117 07
Annie Belle	"	118 18
W. H. Ash	"	116 14
A. J. Mills	"	120 06
6 boats	Total	<u>702 06</u>
Hampshire & Baltimore		

Park Agnew	Alexandria	116 14
Tony Rodier	“	110 06
2 boats	Total	227 00
George’s Creek Company		
J. & T. Coulehan	Georgetown	115 02
D. L. Taylor	“	128 07
Silver Wave	“	118 07
3 boats	Total	361 16
Blaen Avon Company		
Mary Mertens	Georgetown	120 08
Individual		
Knights of Pythias	Georgetown	118 10
Minnesota	Four Locks	115 10
2 boats	Total	224 00

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The boat D. L. Taylor, Captain Andrew Mills, left this port yesterday carrying one hundred and twenty-eight tons seven hundred-weight of coal, being the heaviest load shipped this season.

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The boat Minnesota, which came so near reaching the bottom of the Potomac on Thursday last, was patched up yesterday, reloaded and sent on her way redeemed, regenerated, disenthralled and otherwise ready for business.

AG, Sat. 11/15/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Ed Bayer, S. Henry, A. J. Clark, G. P. Lloyd and G. Wallis to Hampshire & Baltimore Coal Co.; Lillie Lemen, M. S. Fernsner and T. A. Wood to Sinclair & Agnew; Minnie & Cora to E. Francis.

DEPARTURES – Boats James Vandervoort, A. J. Thomas, Rechabites, M. S. Fernsner, Ed Bayer, S. Henry, A. J. Clark, H. C. Flagg, J. P. Broderick, G. P. Lloyd, C. A. Spates and G. W. Wallis for Cumberland.

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*Ibid*, p. 3. **Coal Trade** – The receipts of Cumberland coal at this port for the week ending today were as follows: by American Coal Company 3,741 tons; by J. P. Agnew 1,600 tons; by Hampshire & Baltimore Coal Company 2,436 tons. The

shipments from this port during the same period were: by the American Coal Company 5,466 tons; by J. P. Agnew 3,100 tons; and by Hampshire & Baltimore Coal Company 1,834 tons.

DT, Mon. 11/17/73, p. 4. **Canal Trade** - 33 boats cleared this port Saturday, carrying 3,809 08 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Wm. Young	Georgetown	121 07
Little Joe	“	113 10
J. W. Carder	“	110 13
H. S. Miller	“	107 17
4 boats	Total	453 07
American Company		
Ben Williamson	Alexandria	120 08
J. H. Parrott, Jr.	“	113 00
Michael Lienan	“	107 02
Wm. J. Boothe, Jr.	“	114 18
Geo. Sherman	“	113 00
5 boats	Total	568 08
Borden Company		
John G. Lynn	Georgetown	121 19
Okonoko	“	117 01
Sallie Ardinger	“	118 13
Theo Dean	“	127 11
4 boats	Total	485 04
Consolidation Company		
H. J. Kenah	Georgetown	112 16
C. P. Manning	“	125 09
G. Meredith	“	116 07
C. Slack	“	119 12
Gen. Grant	Washington	112 06
J. V. Norman	Williamsport	118 10
D. Hoadley	“	110 08
7 boats	Total	808 11
Maryland Company		
Wm. Doyle	Georgetown	110 05
J. H. Gatrell	“	110 14
Ida & Willie	“	110 17
A. H. Bradt	“	114 05
Willie Snyder	“	107 00
H. Gerdeman	“	114 00
E. Hadra	“	117 08
7 boats	Total	786 09
Hampshire & Baltimore		
Robert Emmett	Alexandria	114 04
Mrs. C. E. Charles	“	124 04

W. P. Woolls	“	112 14
3 boats	Total	362 02
George’s Creek Company		
F. R. Bowers	Georgetown	116 06
Blaen Avon Company		
M. A. Adams	Georgetown	112 11
Individual		
W. Moorehead	Georgetown	115 08

The extraordinary high winds of Saturday night last made sad havoc with boat awnings and hatches, and was the occasion of several accidents. The hatches of the boat E. E. Spielman were lifted from their places by the storm and thrown overboard, carrying with them Mr. W. Taylor, the captain of the boat, who was struck sharply in the face by one of them and badly bruised, besides being made to take an involuntary bath, which is not so particularly agreeable at this season of the year.

AG, Mon. 11/17/73, p. 3. CANAL COMMERCE – ARRIVALS – Boats Morning Sun, W. M. Price, P. L. Lemon and A. Adams to Hampshire & Baltimore Coal Co.; J. H. Platte, Chas. Robb, D. A. Lowe, R. H. Haydock, W. Walsh, E. L. Moore, Plover, T. H. Faile, Wm. Darrow and American Flag to American Coal Co.; J. S. Welsh and Ed Rizer to New Central Coal Co.; D. M. Reid and Col. A. Spates to George’s Creek Coal Co.; B. R. Summers and J. H. Garrish to Sinclair & Agnew.

DEPARTURES – Boats American Flag, J. A. Millholland, E. F. Wheeler, J. H. Platte, C. Robb and Morning Sun.

DT, Tue. 11/18/73, p. 1. **Canal Trade** - 33 boats cleared this port yesterday, carrying 3,801 00 tons of coal as follows:

New Central Company		
Boats	Destination	Tons cwt.
E. J. Hammond	Georgetown	110 18
T. H. West	“	120 00
M. E. McMacon	“	108 12
Ida J. Kreps	“	114 13

4 boats	Total	454 03
American Company		
J. R. Anderson	Alexandria	121 12
A. S. Winteringham	“	116 10
Andrew Main	“	118 02
Thomas L. Betts	“	118 00
Wm. Smith	“	113 02
Kate	“	113 10
Eagle	“	106 11
7 boats	Total	807 17

Borden Company		
Donna Tilghman	Georgetown	114 18
John E. Hassett	“	111 07
John & Daniel	“	117 03
Invincible	“	113 14
Joseph E. West	“	123 00
5 boats	Total	580 02

Consolidation Company		
J. W. Turner	Georgetown	115 18
Robin	“	120 17
D. C. Bruce	“	118 00
P. J. Smith	Washington	118 03
Monongahela	Williamsport	97 14
5 boats	Total	580 02

Maryland Company		
Sprigg S. Lynn	Georgetown	120 08
A. K. Syester	“	117 13
A. Sothers	“	121 18
E. E. Spielman	“	109 13
Thomas Hassett	“	110 07
J. M. Hedding	“	113 17
6 boats	Total	693 15

George’s Creek Company		
A. Cropley	Georgetown	114 19
T. J. Boyle	“	121 16
2 boats	Total	236 15

Blaen Avon Company		
Lizzie & Phillie	Georgetown	115 13
W. S. Shaw	“	113 12
2 boats	Total	229 05

Individual		
Emma	Georgetown	117 05
C. H. Dalton	Williamsport	121 11
2 boats	Total	238 16

AG, Tue. 11/18/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats J. K. Whitford, Amazon and J. B. Delaplaine to Consolidation Coal Co.; Alaska to Great Falls Ice Co.; J. W. Morris and R. S. Grant

to American Coal Co.; C. Segerson, A. Cropley, R. S. McKaig, Alexander, Lucinda, R. B. Cropley to George's Creek Coal Co.

DEPARTURES – Boats R. H.

Haydock, W. Walsh, W. M. Price, E. L. Moore, Amazon, J. B. Delaplane, A. Cropley, C. Segerson, R. S. McKaig, Alexander, Lucinda and R. B. Cropley.

DT, Wed. 11/19/73, p. 4. **Canal Trade - 34** boats cleared this port yesterday, carrying 3,794 06 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Col. E. V. White	Georgetown	111 19
H. W. Shuck	“	110 18
Dr. E. DeLacey	“	114 17
Johnny	“	114 15
B. Miller	“	114 02
5 boats	Total	566 11
American Company		
Rechabites	Alexandria	116 00
Wm. Laird, Jr.	“	106 10
Edward Bayer	“	112 11
Thomas Patton	“	116 18
W. J. Shreve	“	109 15
Samuel Henry	“	113 09
James A. Alexander	“	109 14
7 boats	Total	784 17
Borden Company		
Harry Borden	Georgetown	117 17
C. L. Brengle	“	117 01
H. Kraus	“	120 18
F. J. Laing	“	115 15
4 boats	Total	471 11
Consolidation Company		
W. M. Hill	Georgetown	119 05
M. Topper	“	113 05
E. P. Steffey	Williamsport	115 11
Lady of the Lake	“	110 02
J. M. Forbes	Washington	112 15
5 boats	Total	570 18
Maryland Company		
Wm. T. Hassett	Georgetown	113 15
R. M. Sprigg	“	114 19
H. Willison	“	124 00
Hollander	“	114 00
M. H. Russell	“	117 00
T. J. Mehaffey	“	117 11

6 boats	Total	701 05
George's Creek Company		
Robert B. Cropley	Georgetown	115 03
John Spencer	“	112 19
2 boats	Total	228 02
Hampshire & Baltimore		
M. McNally	Alexandria	118 05
Blaen Avon Company		
City of Hamburg	Georgetown	113 13
Alexander	“	117 18
2 boats	Total	231 11
Individual		
Naomi	Mercerville	10 00
G. S. Couter	Georgetown	110 15
2 boats	Total	120 15

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**Boatmen** are busily fixing ice fenders to their crafts and otherwise preparing for Jack Frost.

AG, Wed. 11/19/73, p. 2. **CANAL COMMERCE – ARRIVALS – Boats H.** Resley and W. R. Smith to Blaen Avon Coal Co.; S. S. Howison, C. Clifton, H. Delafield, J. H. Stickney, James Dayton, S. Lloyd, A. J. Akin and R. H. Miller to American Coal Co.; S. Swain, H. M. Snyder and T. Rodier to Hamp. & Balt. Coal Co.

DEPARTURES – Boats T. H. Faile, Ed Rizer, Alex Adams, Plover, D. A. Lowe, Alaska, P. L. Lemon, R. S. Grant, Wm. Darrow, H. M. Snyder, S. Swain and C. Clifton.

DT, Thu. 11/20/73, p. 4. **Canal Trade - 37** boats cleared this port yesterday, carrying 4,379 02 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Theo. Embrey	Georgetown	121 13
A. M. Reid	“	109 11
Friendship	“	106 15
Scotia	“	111 15
Jacob Couter	“	117 17
5 boats	Total	567 11
American Company		
J. B. Cazeaux	Alexandria	109 17
U. C. Hamilton	“	106 19

A. H. Grant	“	106 04
John J. Swift	“	117 07
American Flag	“	120 12
H. C. Flagg	“	116 11
W. J. B. Lloyd	“	116 08
Gardner Boothe	“	117 01
E. Stevenson	“	105 16
9 boats	Total	<u>1,015 18</u>
Borden Company		
S. H. Sherman	Georgetown	118 12
Amos Thomas	“	123 08
J. H. Farrow	“	123 18
J. H. Percy	“	107 09
4 boats	Total	<u>471 17</u>
Consolidation Company		
W. L. Reed	Georgetown	122 11
J. N. Clary	“	119 13
A. Morrison	“	115 05
Pattie Dunlop	“	117 03
R. H. Castleman	“	97 19
A. J. Center	“	113 03
S. S. Cunningham	“	118 15
W. Irving	Williamsport	121 16
8 boats	Total	<u>928 00</u>
Maryland Company		
J. C. Grove	Georgetown	120 12
H. Roland	“	117 01
P. Fleckenstein	“	117 06
Excelsior	“	126 11
C. W. Harper	“	117 03
Mountain City	“	107 00
M. A. Brady	“	113 16
7 boats	Total	<u>813 09</u>
George’s Creek Company		
C. Segerson	Georgetown	115 01
Lucinda	“	121 14
2 boats	Total	<u>236 15</u>
Blaen Avon Company		
T. J. Baker	Georgetown	113 10
Individual		
Grayson & Fannie	Williamsport	114 00
E. Mulvaney	Georgetown	117 00
2 boats	Total	<u>231 00</u>

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 And now the boats are stopped at South Branch Lock. We did not learn the cause of the interruption, but suppose it’s on account of some “permanent improvement” or other.

ES, Thu. 11/20/73, p. 4. **GEORGETOWN** – **The receipts** of the canal company for the week ending November 16 were: - From Cumberland \$9,084.14; Georgetown \$1,600; Williamsport \$328.11; Hancock \$133.16; total \$11,145.41. Accrued revenue at Cumberland for the week was \$12,774.93; 208 boats, carrying 24,024 tons of coal, cleared from Cumberland during the same time. Thirty-three boats cleared from Cumberland on Monday, carrying 3,796 tons of coal.

**Grain and Cement Trade** – The receipts of grain today were by the barks Medley and Talbott, 2,600 bushels wheat for Hartley & Bro.; also, by the Medley 500 bushels wheat and 500 bushels corn for H. O. Sellman, and 900 bushels wheat and 900 bushels corn for H. M. Talbott. By the boat Nettie Graham, 600 bushels yellow corn, 600 bushels white corn, 140 barrels ear corn, 10 tons mill feed and 165 barrels flour, all for Joseph G. and John M. Waters; also, the canal boat Round Top arrived with 850 barrels cement for the same firm.

AG, Thu. 11/20/73, p. 2. **CANAL COMMERCE** – **ARFRIVALS** – Boat W. P. Woolls to Hampshire & Baltimore Coal Co.; H. C. Winship and Gen Grant to W. A. Smoot; D. Stewart, J. P. Moore, J. Bradburn, J. L. Reid, M. Sandford, M. A. Myers, M. Snow, W. W. Shepherd and D. Cromwell to American Coal Co.

**DEPARTURES** – Boats J. W. Morris, Clara, J. H. Stickney, H. Delafield, J. Dayton, S. Lloyd, D. M. Reid, S. S. Howison, H. Resley, H. C. Winship, A. J. Akin, J. P. Moore and H. K. Whitford, for Cumberland.

DT, Fri. 11/21/73, p. 4. **Canal Trade** - 29 boats cleared this port yesterday, carrying 3,319 10 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
M. A. West	Georgetown	109 16

J. Dick	“	107 15
Noble Grand	“	117 13
F. A. Mertens	“	110 19
J. C. Stubblefield	“	114 11
James March	“	116 00
6 boats	Total	<u>676 01</u>
American Company		
G. H. Colbert	Alexandria	116 09
James Hoy	“	109 14
R. A. Goodwin	“	116 10
Dr. R. S. McKaig	“	119 02
John Gorman	“	114 09
M. S. Fernsner	“	119 09
6 boats	Total	<u>695 11</u>
Borden Company		
Isaac Wilson	Georgetown	114 01
Consolidation Company		
Dr. A. A. Biggs	Georgetown	121 04
Little Man	“	119 13
J. R. Cruzen	“	115 02
Black Hawk	“	111 02
I. M. Boyer	“	118 11
Ironsides	Williamsport	118 00
6 boats	Total	<u>696 14</u>
Maryland Company		
Grayson & Fannie	Georgetown	120 00
Annie & Roland	“	113 16
Ida & Harry	“	93 18
Moses Whitson	“	117 02
Viola H. Weir	“	116 19
A. Spier	“	118 07
B. F. Charles	“	106 19
7 boats	Total	<u>787 01</u>
Individual		
Dr. F. M. Davis	Shepherdstown	114 00
W. T. Allen	“	120 03
J. H. Woodburn	Georgetown	119 15
3 boats	Total	<u>360 02</u>

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**Painful Accident** – Yesterday a young man by the name of Robert Sellers, a steersman on the canal boat James Hoy, had his jawbone broken by being kicked by a mule. He was taken to the office of Dr. P. A. Healey, where his wound was properly dressed. He is a native of Weverton, Md.  
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The receipts of the canal company for the week ending November 16<sup>th</sup> were:

from Cumberland, \$9,084.14; Georgetown, \$1,600; Williamsport, \$328.11; Hancock, \$133.16; total, \$11,145.41. Accrued revenue at Cumberland for the week was \$12,774.98; 208 boats, carrying 24,024 tons of coal, cleared from Cumberland during the same time.

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 A few days like yesterday and the water in the canal will be too thick for mule power.

NR, Fri. 11/21/73, p. 4. **The Port of Georgetown.** - The following were the receipts of grain yesterday: By the barks Medley and Talbott, 2,600 bushels wheat for Hartley & Bro.; also, by the Medley, 550 bushels wheat and 500 bushels corn for F. O. Sellmon, and 900 bushels wheat and 900 bushels corn for H. M. Talbott. By the boat Nettie Graham, 600 bushels yellow corn, 600 bushels white corn, 140 barrels ear corn, 10 tons mill feed and 165 barrels flour, all for Joseph G. and John M. Waters; also the canal boat Round Top arrived with 850 barrels cement for the same firm.

AG, Fri. 11/21/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats W. J. B. Lloyd and B. Williamson to American Coal Co.; A. Sherman to George’s Creek Coal Co.; P. Agnew, C. E. Charles and B. Bissell to Hampshire & Baltimore Coal Co.; J. T. Scrivener to New Central Coal Co.

DEPARTURES – Boats J. Bradburn, D. Stewart, A. Sherman, W. W. Shepherd, R. H. Miller, W. P. Woolls, J. L. Reid, M. Sandford, D. Cromwell, M. A. Myers, Park Agnew and Benj. Bissell.

DT, Sat. 11/22/73, p. 4. **Canal Trade** - 22 boats cleared this port yesterday, carrying 2,538 04 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
L. Hartley	Georgetown	107 15
E. M. Bynon	“	107 15

Wm. Mertens	“	119 09
M. C. Merryman	“	112 07
4 boats	Total	<u>451 06</u>
American Company		
Cornelius DuBois	Alexandria	109 08
Nora & Willie	“	109 14
2 boats	Total	<u>226 04</u>
Borden Company		
Chas. A. Green	Georgetown	119 02
Tilly B. Lynn	“	111 15
R. E. Fugitt	“	118 16
Bertha M. Young	“	123 10
Capt. J. R. Masters	“	121 05
5 boats	Total	<u>594 08</u>
Consolidation Company		
J. A. Graham	Georgetown	120 15
J. McGraw	“	113 01
D. A. Miller	“	124 06
Dr. Delaplane	“	117 04
J. A. Millholland	Williamsport	119 08
5 boats	Total	<u>594 16</u>
Maryland Company		
Clearspring	Georgetown	102 16
Maria McGraw	“	113 16
2 boats	Total	<u>216 12</u>
Hampshire & Baltimore		
M. Fannon	Alexandria	106 19
Individual		
Benj. Long	Williamsport	107 13
H. A. Garritt	Georgetown	116 15
G. P. DeWitt	Shepherdstown	118 13
3 boats	Total	<u>343 01</u>

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**Boat Sunk** – The boat W. T. Allen, Capt. Hardy Hammond, was cut through by the ice yesterday morning, a few miles below this place, and sunk below the aqueduct. In consequence, the level was drawn down a few feet in order to properly repair damages, and thus navigation was suspended until some time today, when it is believed boats will be able to pass.

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**Large** quantities of coal have accumulated at Williamsport, awaiting the formal opening of the Western Maryland Railroad from Baltimore to that place, which event is expected to transpire next Tuesday.  
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What might have been a most distressing accident occurred at the Lock at this place yesterday evening. As the boat J. S. Mackie was in the act of passing up through the lock, two little children of Mr. Enoch J. Neal, the lock-tender, attempted to go up the steps from the lock wall to the bridge, and as they reached the platform they were caught by the tow-line of the boat and pushed against the heavy railing, and finally thrown over it to the ground below, a distance of perhaps eight or ten feet. One of the little fellows was considerably bruised and chafed by the rope which caught under his chin and pressed his neck against the railing, and the other was bruised and scratched by the fall, but fortunately, and perhaps providentially, neither were seriously injured.

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 Ten new boats are on the stocks of the different yards in various stages of completion.

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 The basin was closed over tightly yesterday morning, and the ice was almost strong enough for skating. The weather moderated, however, after daylight, the ice was broken and the loading of boats continued.

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 Quite a little sensation was created at the wharf of the Consolidation Coal Co., yesterday evening, by the hay house of a boat taking fire on the inside. The flames were promptly extinguished without the sounding of an alarm, but the cause of the fire was not ascertained. The damage was slight.

ES, Sat. 11/22/73, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been brisk, and will probably continue so until the close of navigation. The receipts were: At Ray’s docks 3,850 tons; at the New Central docks 3,584 tons; at

the Consolidation docks 4,080 tons; and at the Borden Mining docks 1,900 tons. Total receipts for the week, 13,414 tons. The shipments were: From Ray's docks 3,900 tons; from the New central docks 5,746 tons; from the Consolidation docks 1,910 tons; from the Borden Mining docks 2,600 tons. Total shipments for the week 14,156 tons.

AG, Sat. 11/22/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats Emma and Knights of Pythias to Sinclair & Agnew; John P. Moore to New Central Coal Co.; J. H. Parrott, J. R. Anderson, A. Main, T. L. Betts and G. Sherman to American Coal Co.

DEPARTURES – Boats M. Snow, W. J. B. Lloyd, B. Williamson, C. E. Charles, J. R. Anderson and J. H. Parrott.

*Ibid*, p. 3. **Coal Trade** – The receipts of Cumberland coal at this port for the week ending today were as follows: by American Coal Company 4,021 tons; by J. P. Agnew 1,624 tons; by Hampshire & Baltimore Coal Company 1,487 tons. The shipments during the same period have been as follows: by American Coal Company 2,533 tons; by J. P. Agnew 2,700 tons; by Hampshire & Baltimore Coal Company 1,006 tons.

DT, Mon. 11/24/73, p. 4. **Canal Trade** - 42 boats cleared this port Saturday, carrying 4,786 18 tons of coal as follows:

New Central Company		
Boats	Destination	Tons cwt.
Morning Star	Georgetown	112 10
F. M. Lefever	“	118 12
J. W. Rhind	“	110 14
Loretto	“	115 17
Ohio	“	107 13
N. S. Lemen	“	111 14
Huntingdon	“	104 11
7 boats	Total	781 11
American Company		
Wm. Walsh	Alexandria	116 09
John H. Platte	“	116 19
A. J. Clarke	“	112 19

Goldfinch	“	109 14
R. H. Haydock	“	106 09
Charles Robb	“	116 06
Thomas H. Faile	“	116 03
7 boats	Total	795 06

Borden Company		
Sallie E. Hassett	Georgetown	118 16
New Boat	“	123 18
L. Lovell	“	119 08
Henry Freeland	“	118 06
Maggie B.	“	116 07
R. I. Morris	“	115 11
F. Ensminger	“	118 06
Rudolph Herr	“	110 18
R. J. West	“	114 13
9 boats	Total	1,056 03

Consolidation Company		
Dove	Georgetown	120 17
M. Boyer	“	116 06
S. K. Miller	“	116 14
J. M. Resley	“	116 00
Alex. Ray	Williamsport	121 05
J. V. Norman	“	111 00
6 boats	Total	702 08

Maryland Company		
Col. J. C. Lynn	Georgetown	111 08
A. L. Miller	“	120 08
A. E. McQuade	“	117 04
Cherokee Tribe	“	110 14
L. G. Stanhope	“	117 04
B. L. Slack	“	117 09
Wm. R. Snow	“	107 04
Thomas Wheeler	“	101 04
8 boats	Total	900 15

George's Creek Company		
F. R. Shipley	Georgetown	118 11
Individual		
J. S. Mackie	Williamsport	101 10
Alex. Adams	Georgetown	115 10
Geo. Hutton	Washington	115 12
Geo. H. Bradt	Hancock	100 07
4 boats	Total	432 09

The sunk boat, noticed in Saturday's paper, was promptly raised, and the fleet of detained boats got on their way early Saturday morning.

A considerable amount of ice yet remains in the river, basin and creek.



ES, Mon. 11/24/73, p. 4. **GEORGETOWN**  
 – **Grain Trade** – The canal boat J. N.  
 Thomas with 2,500 bushels corn and 1,800  
 bushels wheat for Joseph G. & John M.  
 Waters.

AG, Mon. 11/24/73, p. 2. CANAL  
 COMMERCE – ARRIVALS – Boat Minnie  
 & Cora, limestone to E. Francis; R. Emmett  
 and M. McNally to Hampshire & Baltimore  
 Coal Co.; T. J. Boyer to George’s Creek  
 Coal Co.; T. E. Sheridan to W. A. Smoot;  
 Wm. Moorehead, Jacob Snively and G. S.  
 Couter to Sinclair & Agnew; City of  
 Hamburg, Alexander and M. A. Adams to  
 Blaen Avon Coal Co.; G. Boothe, Wm.  
 Smith, Ed Bayer and S. Henry to American  
 Coal Co.

DEPARTURES – Boats J. T.  
 Scrivener, G. Sherman, A. Main, T. L. Betts  
 and Minnie & Cora.

DT, Tue. 11/25/73, p. 4. **Canal Trade** - 49  
 boats cleared this port yesterday, carrying  
 3,461 03 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
Geo. Hughes	Georgetown	115 17
American Company		
James Dayton	Alexandria	116 16
Charles Clifton	“	113 15
H. Delafield	“	106 14
G. W. Wallis	“	106 02
Wm. Darrow	“	113 02
John L. Reid	“	117 04
A. J. Akin	“	116 14
J. H. Stickney	“	111 07
8 boats	Total	905 13
Borden Company		
Morning Star	Georgetown	114 03
Emerald	“	114 05
Evening Star	“	117 12
Julia Borden	“	115 02
Okonoko	“	116 12
Martha Ann	“	116 12
6 boats	Total	693 17
Consolidation Company		

A. B. Turner	Georgetown	120 08
C. H. Dalton	“	119 18
Lillie Lemen	Williamsport	117 08
Mohawk	“	119 00
E. P. Steffey	“	110 08
Ino	“	127 16
6 boats	Total	714 15
Maryland Company		
J. B. Slattery	Georgetown	110 12
Dr. Grimes	“	121 01
Mattie	“	110 10
A. H. Bradt	“	113 13
4 boats	Total	463 16
George’s Creek Company		
Five Brothers	Georgetown	116 09
Chesapeake	“	116 06
Wm. H. Boyer	“	115 10
3 boats	Total	348 05
Blaen Avon Company		
T. J. Baker	Williamsport	110 00
Individual		
J. H. Garrish	Georgetown	110 00

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 The boats J. T. Davis and Hunter &  
 Bruce reached this port yesterday from  
 Georgetown, with full loads of corn and salt  
 consigned to Mr. Jacob Brengle.

AG, Tue. 11/25/73, p. 2. CANAL  
 COMMERCE – ARRIVALS – Boats J. J.  
 Swift, A. S. Winteringham, H. B. Cromwell,  
 American Flag, T. Patton, Rechabites, W. J.  
 Boothe and G. P. Lloyd to American Coal  
 Co.; D. L. Taylor and Silver Wave to  
 George’s Creek Coal Co.; Ed Mulvaney to  
 Sinclair & Agnew.

DEPARTURES – Boats J. T. Boyer,  
 G. Boothe, M. A. Adams, Wm. Smith, A. S.  
 Winteringham, City of Hamburg, S. Henry,  
 Ed Bayer and J. J. Swift.

DT, Wed. 11/26/73, p. 1. **Canal Trade** - 24  
 boats cleared this port yesterday, carrying  
 2,558 19 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
J. Spielman	Georgetown	113 12
American Company		

S. S. Howison	Alexandria	116 06
R. S. Grant	"	119 14
James Vandervoort	"	106 09
David Stewart	"	117 00
Maj. E. L. Moore	"	115 01
M. A. Myers	"	116 18
6 boats	Total	<u>692 18</u>
Borden Company		
Nathan Williams	Georgetown	115 04
Wm. Borden	"	120 00
Donna Tilghman	"	115 12
F. L. Tilghman	"	115 00
4 boats	Total	<u>465 15</u>
Maryland Company		
H. Gerdeman	Georgetown	117 09
William Snyder	"	110 09
D. A. Carl	"	113 02
3 boats	Total	<u>342 00</u>
Consolidation Company		
J. T. Davis	Georgetown	116 16
C. W. Brengle	"	115 06
Mayfield & Hieston	"	113 17
P. L. Lemon	Williamsport	120 07
S. M. Haines	"	125 16
O. D. Robbins	"	111 07
6 boats	Total	<u>702 08</u>
George's Creek Company		
F. R. Bowers	Georgetown	115 00
Individual		
B. R. Summers	Georgetown	116 15
Henry Boley	Oldtown	10 00
2 boats	Total	<u>126 15</u>

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*Ibid*, p. 4. From boatmen just arrived we learn that the canal is still free from obstructing ice throughout its entire length.

AG, Wed. 11/26/73, p. 4. **CANAL COMMERCE – Arrivals** – Boats M. S. Fernsner, M. Lienan, R. A. Goodwin, Kate and H. C. Flagg, to American Coal Co.; J. H. Woodburn, to Sinclair & Agnew; G. W. Thecker, to W. A. Smoot; W. C. Smith and C. Van Tassell to individuals. Capt. J. Weir, Five Brothers, W. Borden, Chesapeake, J. & T. Coulehan, F. R. Bowers, C. W. Adams and A. Cropley, to George's Creek Coal Co.

**Departures** – Boats C. W. Adams, A. Cropley, M. S. Fernsner, F. R. Bowers,

C. Van Tassell, J. & T. Coulehan, Chesapeake, Wm. Borden, Five Brothers, J. Weir, G. P. Lloyd, M. McNally, Rechabites, W. J. Boothe, D. L. Taylor, Silver Wave, T. Patton, American Flag, H. B. Cromwell, Alexander, G. W. Thecker, T. E. Sheridan, R. Emmett, Kate and R. A. Goodwin.

DT, Thu. 11/27/73, p. 1. **Canal Trade** - 26 boats cleared this port yesterday, carrying 3,009 08 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
M. Sinclair	Georgetown	113 00
R. L. Gross	"	116 03
Elizabeth	"	114 09
E. Rizer	"	113 03
Mrs. C. E. Charles	"	122 15
W. H. Ash	"	117 17
Tony Rodier	"	112 06
7 boats	Total	<u>809 12</u>
American Company		
D. A. Lowe	Alexandria	117 09
R. H. Miller	"	116 06
M. Snow	"	111 03
W. J. B. Lloyd	"	115 16
Samuel Lloyd	"	120 04
J. W. Morris	"	116 16
6 boats	Total	<u>697 17</u>
Borden Company		
Col. A. Spates	Georgetown	115 00
Maryland Company		
J. H. Kindle	Georgetown	117 04
Ida & Willie	"	114 15
Thomas Hassett	"	110 12
James Young	"	114 03
F. H. Irvin	"	117 05
J. H. Gatrell	"	110 10
6 boats	Total	<u>342 00</u>
Consolidation Company		
Blue Bell	Georgetown	116 16
J. P. Agnew	"	117 15
Amazon	"	116 10
A. Rhinehart	Williamsport	109 16
Consolidation	"	131 04
5 boats	Total	<u>592 00</u>
Individual		
W. R. Shaw	Georgetown	110 00

AG, Thu. 11/27/73, p. 3. CANAL  
 COMMERCE – ARRIVALS – Boats J.  
 Alexander and W. J. Shreve to American  
 Coal Co.; Dr. A. Biggs and Lark to  
 Consolidation Coal Co.; G. Hutton to W.  
 Guinand.

DEPARTURES – Boats James A.  
 Alexander and W. J. Shreve.

AG, Fri. 11/28/73, p. 3. CANAL  
 COMMERCE – ARRIVALS – Boats H. A.  
 Garritt to Sinclair & Agnew; Eagle, A. J.  
 Clark, J. H. Platte, W. Walsh and T. H. Faile  
 to American Coal Co.; Morning Sun to John  
 P. Agnew.

DEPARTURES – Boats A. J. Clark  
 and Lark, for Cumberland.

DT, Sat. 11/29/73, p. 1. **Canal Trade** - 37  
 boats cleared this port Thursday and Friday,  
 carrying 4,286 05 tons of coal as follows:

New Central Company		
<i>Boats</i>	<i>Destination</i>	<i>Tons cwt.</i>
J. W. Carder	Georgetown	114 14
A. Lincoln	“	112 12
J. Reeves	“	111 02
D. Murphy	“	115 00
Our Sister	“	113 00
Dr. E. DeLacey	“	111 01
Johnny	“	111 03
W. T. Allen	“	111 00
J. H. Hammond	“	112 00
Wm. Young	“	115 02
J. B. Turton	“	112 09
Iowa	“	114 12
G. W. Grove	“	105 14
Clara	“	126 00
14 boats	Total	1,587 18
American Company		
J. R. Anderson	Alexandria	116 16
A. Main	“	118 04
Geo. Sherman	“	117 02
3 boats	Total	351 08
Borden Company		
S. H. Taylor	Georgetown	117 09
Maryland Company		
Fannie & Estelle	Georgetown	113 04
H. Willison	“	120 19
T. J. Mehaffey	“	121 05

W. T. Hassett	“	120 13
R. M. Sprigg	“	118 10
A. K. Syester	“	117 06
S. S. Lynn	“	120 13
7 boats	Total	838 04
Consolidation Company		
Owl	Williamsport	114 13
J. D. Tice	“	112 16
Ironsides	“	115 01
J. A. Millholland	“	127 14
W. Irving	“	124 08
M. Sandford	“	118 04
Grayson & Fannie	“	106 13
J. Bradburn	“	113 09
8 boats	Total	940 02
Blaen Avon Company		
J. Noble	Hancock	112 12
Individual		
J. P. Agnew	Georgetown	117 04
E. E. King	Shepherdstown	114 11
2 boats	Total	231 15
George's Creek Company		
J. & T. Coulehan	Georgetown	108 12

**Transcriber's Note:** *Daily Times* editions  
 from 11/30/73 thru 12/31/73 were missing  
 on microfilm.

ES, Sat. 11/29/73, p. 4. **GEORGETOWN**  
 – **Coal Trade** – The coal trade for the week  
 past has been very dull. As the canal  
 company intend to keep the canal open until  
 it is closed by ice, most of the coal  
 companies are still loading. The receipts for  
 the week were: At Ray's docks 3,960 tons;  
 at the New Central 3,990 tons; at the  
 Consolidation Company's docks 3,600 tons;  
 and at the Borden Mining company's docks  
 2,185 tons. Total receipts for the week,  
 13,135 tons. The shipments from Ray's  
 docks were 2,718 tons; from the New  
 Central docks 3,990 tons; from the  
 Consolidation company's docks 1,400 tons;  
 and from the Borden Mining company's  
 docks 2,185 tons. Total shipments for the  
 week 10,293 tons.

**The Cumberland Coal Trade** –  
 Two hundred boats, carrying 22,738 tons of

coal, passed through the Chesapeake and Ohio canal during the week ending Saturday, 22<sup>nd</sup> inst. The revenue received in cost during the same period at Cumberland amounted to \$11,787.35; at Georgetown \$1,250; at Hancock \$110.78; and at Williamsport \$390.64. The accrued revenue was \$11,938.41.

AG, Sat. 11/29/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats E. M. Bynon and Jerry Dick to New Central Co.; R. Marshall, J. Dayton, Chas. Robb, R. S. McKaig, G. H. Colbert, J. B. Cazeaux and U. C. Hamilton to American Coal Co.; A. Adams to Sinclair & Agnew.

DEPARTURES – Boats J. H. Platte, W. Walsh, Morning Sun, T. H. Faile, J. Dayton, Jerry Dick, G. H. Colbert, Chas. Robb, R. S. McKaig and E. M. Bynon.

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*Ibid*, p. 3. **Coal Trade** – The receipts of Cumberland at this port for the week ending today were as follows: by the American Coal Company 3,944 tons; by J. P. Agnew 1,541 tons; by the Hampshire & Baltimore Coal Company 1,455 tons. The shipments during the same period were: by American Coal Company 1,208 tons; by J. P. Agnew 970 tons; and by the Hampshire & Baltimore Coal Company 804 tons.

AG, Mon. 12/1/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats H. Delafield, Chas. Clifton, W. Laird, jr., J. H. Stickney, J. L. Reid, A. H. Grant, E. Stevenson, R. H. Haydock, W. Darrow, S. S. Howison, R. S. Grant and E. L. Moore to American Coal Co.; Dove to Consolidation Coal Co.; B. R. Summers and J. H. Garrish to Sinclair & Agnew.

DEPARTURES – Boats C. Clifton, M. Fannon, H. Delafield, Geo. Hutton, M. Lienan, J. H. Stickney and J. Gorman.

AG, Tue. 12/2/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats D. Stewart, R. H. Miller, W. J. B. Lloyd, M. Snow, M. A. Myers, C. DuBois, J. F. Hitch, J. Vandervoort, Goldfinch, S. Lloyd, J. R. Anderson, A. J. Akin and A. Main to American Coal Co.; Dove to Consolidation Coal Co.; W. R. Shaw to Sinclair & Agnew.  
DEPARTURES – Boats W. Laird, S. S. Howison, R. S. Grant, Maj. E. L. Moore, R. H. Miller, W. J. B. Lloyd and D. Stewart.

ES, Wed. 12/3/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat C. F. Wheeler with 4,000 bushels wheat; the Nellie Graham with 140 barrels flour, 800 bushels wheat, 500 barrels ear corn, and 10 tons mill feed, have arrived for Joseph G. and John M. Waters.

NR, Thu. 12/4/73, p. 4. **Capture of Agge, Who Shot Mrs. Kelley.** - It will be remembered by the readers of the *Republican* that Sam Agge, the murderous assailant of Mrs. Fannie Kelley, after perpetrating the deed succeeded in effecting his escape, and the entire detective corps was placed to work to apprehend him, but for a time it seemed as if detection was impossible. Detectives were searching in all directions, and McDevitt and McElfresh were, perhaps, the most indefatigable in their efforts. They believed - and time proved that they were correct - that the boy had sought escape by means of the Ohio and Chesapeake canal. Accordingly, these two officers traced the towpath and searched the canal boats bound to Cumberland, and left naught escape their vigilant eye.

In their ardent ambition to capture this murderer in heart, they traveled seventeen miles on the tow-path between Point of Rocks and this city, hoping and believing they would find their man on some of the many passing boats. It is needless to say they were disappointed. Still the boy

was moving directly over the ground which they searched, but lucky for him, (only for a term, however,) he escaped detection. About 11:30 o'clock on Tuesday night a dispatch was received from Mr. John Howard, a store-keeper at Harper's Ferry, stating that he had just employed a boy answering the description of the one that did the shooting. Detective Coomes reported the fact to Chief Clarvoe, and he was ordered to proceed on the early morning train to that point and bring the boy, if he thought him the right one, to this city. This order was duly obeyed, and the detective and prisoner arrived here about 5:30 last evening. Agge says that he did not know that the pistol was loaded; that it was without a trigger, and he should not have attempted to fire it if Mrs. Kelley had not made a movement towards striking him over the head with a poker, which she held in his hand. His case will be taken before Judge Snell this morning.

AG, Thu. 12/4/73, p. 2. CANAL COMMERCE – ARRIVALS – Boats J. Hammond, Our Sister, Clara, John B. Turton and Huntington to New Central Co.

DEPARTURES – Boat John Hammond.

NR, Fri. 12/5/73, p. 4. **The Canal Trade.** - The receipts of the Chesapeake and Ohio Canal Company for the week ending November 29 were: From Cumberland, \$10,941.02; Georgetown, \$3,280.74; Hancock, \$184.80; Williamsport, \$478.73. Total, \$14,885.20. Revenue accruing at Cumberland for the week, \$7,392.99. One hundred and thirty boats, carrying 14,910 tons of coal, left Cumberland during the same time.

ES, Fri. 12/5/73, p. 1. **The Chesapeake and Ohio Canal** – *Meeting of the Board of Directors* – At the regular monthly meeting

of the canal directors at Annapolis yesterday, President Gorman submitted his report for the months of October and November, showing receipts, for the two months, \$118,609.52; which shows an increase in gross receipts as compared with corresponding periods of past years, \$24,026.26. Increase in the number of boats over 1872 was 443, in the number of tons of coal, 44,241. The balance in the various banks on the 1<sup>st</sup> of December, to the credit of the treasury, was \$87,274.11. The various superintendents were instructed to have all the ice breakers in readiness for use, and to keep navigation open as long as it was possible to do so. Up to this time little or no interruption has occurred from ice, and today the entire line is in good navigable condition. But nearly all the coal companies have stopped shipping for the season. A considerable quantity of coal will, however, be shipped on the individual account, in addition to which considerable grain and other products will be shipped. During the past two months the steam dredge has been in constant use, and for the first time in many years Rock creek basin is in condition to pass the heaviest loaded boats which can navigate the canal. After the completion of Rock creek, the dredge was transferred to the Georgetown level, which will be thoroughly cleaned out by the opening of navigation next spring. In addition to the usual repairs to be made during the suspension of navigation, the stone, cement and other material for the thorough repair of Seneca and Tonoloway aqueducts have been purchased and delivered at the proper points, and the repairs will be commenced as soon as the water is drawn off the canal. The board transacted large amount of routine business, and adjourned to meet in Baltimore on the 30<sup>th</sup> of December. The matter of closing the canal was left with the president, who will be governed in this

matter entirely by the weather, cold alone stopping navigation.

AG, Fri. 12/5/73, p. 3. CANAL  
COMMERCE – ARRIVALS – Boats L.  
Hartley, A. Lincoln and G. Hughes to New  
Central Coal Co.; J. & T. Coulehan to  
George’s Creek Coal Co.; P. Agnew to  
Hampshire & Baltimore Coal Co.

DEPARTURES – Boats J.  
Hammond, J. W. Morris, E. F. Wheeler, D.  
A. Lowe, Huntington and Our Sister.

AG, Sat. 12/6/73, p. 2. CANAL  
COMMERCE – ARRIVALS – Boats  
Emma, Capt. J. R. Masters, Joe. E. West and  
A. Thomas.

DEPARTURES – Boats Huntington  
and J. B. Turton.

ES, Mon. 12/8/73, p. 4. **GEORGETOWN**  
– **Grain trade** – The canal boat E.B. Hartley  
has arrived with 1,600 bushels wheat and  
1,800 bushels corn, for Hartley & Bro., and  
the canal boat B. Talbott with 1,400 bushels  
wheat and 700 bushels corn for H. M.  
Talbott.

AG, Mon. 12/8/73, p. 2. CANAL  
COMMERCE – ARRIVALS – Boat Geo.  
Hutton to Sinclair & Agnew; Capt. J. Weir,  
limestone; J. Spielman to New Central Coal  
Co.; A. Copley to Hampshire & Baltimore  
Coal Co.; Moses Whitson to Maryland Coal  
Co.

DEPARTURES – Boats Geo.  
Hughes, L. Hartley, A. Thomas, P. Agnew,  
Capt. John R. Masters and Jos. E. West.

ES, Thu. 12/11/73, p. 4. **GEORGETOWN**  
– **The Receipts** of the canal company for the  
week ending December 6 were: From  
Cumberland \$2,802.78; Georgetown \$2,350;  
Hancock \$95.37; Williamsport \$1,049.42;  
total \$6,297.57. Accrued revenue for the  
week at Cumberland, \$2,148.71. Forty-one

boats, carrying 4,695 tons of coal, left  
Cumberland during the same period. Only  
two boats carrying coal left Cumberland on  
Monday, but it is understood that some of  
the coal companies will begin to ship again,  
and thus revive the coal trade, which lately  
has been very dull.

**Grain Trade** – The canal boat E. V.  
White arrived yesterday afternoon, with  
1,500 barrels ear corn for H. M. Talbott.

ES, Sat. 12/13/73, p. 8. **GEORGETOWN**  
– **Coal Trade** – The coal trade for the week  
past has very much decreased and may be  
considered at the end of the season. The  
receipts will soon entirely cease, but as there  
is a surplus on the wharves the shipments  
will continue as long as vessels can be  
procured to load. The receipts at Ray’s were  
1,907 tons; at the New Central wharf 330  
tons; making the total receipts for the week  
only 2,297 tons, the other two companies  
having ceased to load. The shipments were:  
from Ray’s wharf 2,587 tons; from the New  
Central 1,200 tons; from the Consolidation  
docks 1,000 tons; and from the Borden  
Mining company 590 tons. Total shipments  
5,377 tons.

**Grain Trade** – The canal boat C. F.  
Walters with 4,200 bushels wheat for J. G.  
& J. M. Waters.

AG, Sat. 12/13/73, p. 3. **The Coal Trade** –  
The receipts and shipments of Cumberland  
coal at this port have about closed for the  
season. During the week ending today the  
Hampshire & Baltimore Coal Company  
received 231 tons and shipped 350; the  
American Company shipped 730 tons; and J.  
P. Agnew 950 tons.

AG, Mon. 12/15/73, p. 2. CANAL  
COMMERCE – ARRIVALS – Boat A.  
Sherman to George’s Creek Coal Co.; J. F.  
Hitch to New Central Co.

DEPARTURES – Boats A. Sherman and J. F. Hitch.

ES, Wed. 12/17/73, p. 4. **GEORGETOWN – Grain Trade** – The canal boat E. B. Hartley with 2,800 bushels wheat for Hartley & Bro.; also, the canal boat J. N. Thomas with 600 bushels of wheat for Hartley & Bro., and 2,800 bushels of wheat, 350 bushels of corn, 73 bushels of rye, and 34 bbls. flour for Joseph G. & John M. Waters.

ES, Thu. 2/18/73, p. 4. **The Cumberland (Md.) Canal Trade of 1873** – The *Cumberland News* of yesterday says that the shipments of coal by canal closed on Tuesday for the season of 1873, and the total shipments of Cumberland coal by canal during the season just ended was 779,868 tons 11 cwt. This is a decrease, compared with the shipment of 1872, of 36,286 tons 12 cwt. The increase of railroad shipments this year over those of 1872 will be over 400,000 tons, leaving a gain therefore in favor of 1873 of perhaps 275,000 tons.

**Grain Trade** – The canal boat Nettie Graham has arrived with 152 bbls. flour, 100 bbls. ear corn, 980 bushels wheat, and 10 tons mill feed.

ES, Tue. 12/23/73, p. 4. **The Suit of W. W. Corcoran Against the C. and O. Canal** – Yesterday, in the Equity Court, Judge Wylie, the case of W. W. Corcoran et. al. vs. Chesapeake and Ohio Canal company, was argued by Messrs. Bryant and McPherson and J. P. Poe and B. Carter for the canal company. This case involves the question whether the coupons on the preferred bonds of the Chesapeake and Ohio canal company bear interest from their maturity, as against the mortgages held by the state of Maryland on the property and returns of the canal. The bill was dismissed without prejudice to the interest due on coupons if delivery

thereof shall be made or suit therefor. Judge W. held that though the coupons might bear interest against the canal company, yet they do not as against the state of Maryland, as the state had waived its lien to the extent only of the principal of said bonds and simple interest. An appeal was taken to the general term, from whence the case will go to the Supreme Court of the United States.

AG, Fri. 12/19/73, p. 3. **The Chesapeake and Ohio Canal** – The Maryland Coal Company having, as stated yesterday, stopped shipping coal, all the rest of the companies having previously stopped, the necessity for a continuance of navigation has ceased, and it is to be hoped that the water may be let off at once and the many needed repairs along the whole line, including the rebuilding of two aqueducts, be commenced immediately and so thoroughly accomplished as to render a repetition of last season's disastrous interruptions impossible.

AG, Sat. 12/20/73, p. 2. **The Canal Coal Trade** for the year 1873, up to the 6<sup>th</sup> inst., when all the coal companies, save one, closed their canal shipments, may be learned from the following statement of the amount of coal mined and transported to Cumberland by each company for shipment to tidewater along the Chesapeake and Ohio Canal. The first four are companies which discharge their boats in Georgetown; the second four chiefly at Alexandria:

	Tons	Cwt.
Borden Company	110,649	13
Consolidation Co.	142,417	00
Maryland Co.	147,057	17
New Central Co.	123,350	01
Total	523,474	11
American Company	129,393	07
Blaen Avon Co.	12,954	02
George's Creek Co.	40,532	11
Hamp. & Balt. Co.	59,663	03
Total	242,543	03

Between the 6<sup>th</sup> and 15<sup>th</sup> instant, when the Maryland Company closed its canal shipments for the year, it forwarded between 4,000 and 5,000 tons additional to the foregoing.

The total shipments by canal for the year amount to 779,868 tons, being 36,286 tons less than the total for 1872. – *Georgetown Courier*.

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*Ibid*, p. 3. **Coal Trade** – The Cumberland coal trade for the season may be said to have closed with this week, though one or two vessels are still on their way here for cargoes. During the week 110 tons were received by J. P. Agnew, and 600 tons shipped by him; and 377 tons were shipped by the American Coal Company; and 325 tons by the Hampshire & Baltimore Co.

AG, Tue. 12/23/73, p. 2. **Corcoran vs. C. & O. Canal Co.** – The case of W. W. Corcoran et. al. vs. Chesapeake and Ohio Canal Company, which involves the question whether the coupons on the preferred bonds of the Chesapeake and Ohio Canal Company bear interest from their maturity, as against the mortgages held by the State of Maryland on the property and returns of the canal, was argued yesterday in Washington, in the special term before Mr. Justice Wylie by McPherson and Bryant for Mr. Corcoran and the other complainants, and by J. P. Poe and Bernard Carter for the canal company. The bill was dismissed without prejudice to the interest due on coupons if delivery thereof shall be made or suit therefor. The justice held that though the coupons might bear interest against the canal company, yet they did not as against the State of Maryland as the State had waived its lien to the extent only of the principal of said bonds and simple interest. The suit involved over a half million dollars. An appeal was taken to the general term,

from whence the case will go to the Supreme Court of the United States.

ES, Mon. 12/29/73, p. 4. **Grain Trade** - The canal boat B. Talbott, which arrived Saturday, had 900 bushels of wheat, 300 bushels of corn, and small lots of oats, rye, straw and hay for Hartley & Bros., and 200 bushels wheat for T. C. Wheeler.