

COMPILATION OF
CANAL TRADE ARTICLES FROM THE
CUMBERLAND ALLEGANIAN
and
CUMBERLAND DAILY TIMES
1/1/ - 3/31/1874
5/25/ - 12/30/1874
A Cumberland, Md. newspaper
and
THE EVENING STAR
and
NATIONAL REPUBLICAN
Two Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
An Alexandria, Va. newspaper
1874

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Revised JULY 2016

A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. The *Cumberland Alleganian* and *Cumberland Daily Times* newspapers were found on microfilm at Frostburg State University, Frostburg, MD. The *Evening Star*, *National Republican* and the *Alexandria Gazette* newspapers were found on-line. In 1874, *The Alleganian* was published weekly, on Wednesdays, and the *Daily Times* was published daily, except Sunday, and so to keep the two newspapers distinguished, I have preceded the articles from *The Alleganian* with CA, those from the *Daily Times* are preceded by DT, those from the *Evening Star* are preceded by ES, those from the *National Republican* are preceded by NR and those from the *Alexandria Gazette* are preceded by AG.

This report also includes articles about the Trans-Allegheny Canal, which was to be an extension of the C. & O. Canal to Pittsburgh. Then there was also interest in the Maryland Canal Company, which was to construct a lateral canal from the District of Columbia to near Baltimore. Readers not interested in either project are encouraged to just skip over that text.

There was a gap in the newspaper coverage for June and July, then another one for September. It was hoped this compilation would confirm the data in "Register of Canal Boats Passing Lock 75, 1874." This newspaper on microfilm was checked at both Frostburg State University and Allegany College of Maryland libraries, with the same results. So we transcribe what could be found.

The departing boats were listed in a separate spread sheet to identify inconsistencies in spelling. Now Parrott always has two "ts," Fernsner always has two "ns," Embrey always has two "es," and Dunnigan always has three "ns." In some cases, the boat listing only had one name, e.g. "Shupp" in which case the spread sheet was searched to obtain the entire name, e.g. "M. A. Shupp." Thus this compilation is considered an edited version which should be of help to subsequent researchers.

This revision includes articles from the *National Republican*, a Washington, D. C. Newspaper of the era. Who knew a diving bell was used to repair the outlet lock? Or that the steamer Thomas Moore freighted 105 tons of coal to Georgetown? Usually steamers were limited to 95 - 98 tons of coal because of the lost cargo volume for the steam machinery.

This revision includes articles particularly mentioning the grain trade. Not all the boats arriving at Georgetown contained coal. Notice that in a few cases, on the same date, different newspapers reported the arrival of different grain boats. No explanation has been found.

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

William Bauman
Revised July 2016
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Canal Trade 1874

ES, Sat. 1/3/74, p. 8. GEORGETOWN – The water has now been drawn from the Chesapeake and Ohio canal, and the extensive repairs contemplated have been commenced.

CA, Wed. 1/7/74, p. 3. The water has been drawn off the canal over its entire length except the Cumberland basin as far down as the stop lock, which is allowed to remain for the accommodation of boat builders. This has been done preparatory to making the extensive repairs contemplated during the winter season. If the weather continues as mild as hitherto the repairs necessary to put the canal in a more effective working condition will scarcely suffer any interruption.

CA, Wed. 1/14/74, p. 3. **The Cumberland Coal Trade.** - The annual compilation of the statistics of the Cumberland coal trade, running from the year 1842 to January, 1874, has just been completed by C. Slack, Esq., of Mt. Savage.

The aggregate produce of the region for 1873 is 2,674,101 tons - an excess of 318,630 tons over the production of 1872. The increase from 1,708 tons in 1842 to 2,674,101 in 1873 will give some idea of the mighty strides which this great enterprise has taken since its commencement. The shipments of each Company, and the channels through which they were forwarded, are given in the following:

Name of Company	To B.O.R.R. Tons	To Canal Tons	Local Tons
Consolidation Coal Co.	274,058	142,414	32,567
Maryland Coal Co.	153,058	151,066	
George's Creek C & I Co.	261,343	40,533	388
New Central Coal Co.	162,136	122,975	35
American Coal Co.	135,422	129,383	
Hamp & Balt (Midland)	20,221	41,330	72
Hamp & Balt (National)	4,159	28,242	23
Hamp & Balt (Va. Mines)	103,710		83
Borden Mining Co.	53,328	110,540	277
Atlantic & G Creek C.C.	113,838		1,233
Franklin Coal Co.	110,982		
Potomac Coal Co.	79,845		305

Virginia Coal & Iron Co.	77,540		42
George's Creek Mining Co.	72,151		
Piedmont Coal & Iron Co.	67,829		
Swanton Mining Co.	54,239		254
Blaen Avon Coal Co.	233	12,319	
New Reading Coal Co.	1,337		
	<hr/>	<hr/>	<hr/>
	1,745,429	778,802	35,281

ES, Sat. 1/24/74, p. 4. If the strictures of the *Cumberland Times* are correct President Gorman, of the Chesapeake and Ohio Canal, is neglecting to take such thorough measures as will prevent a repetition of last summer's disastrous interruptions of navigation.

The *Times* says: "It is with no disposition to indulge in factious objection to the present management of the Chesapeake and Ohio Canal that we again call public attention to the fact that the promised work of repair and renovation of this great artery of trade – so absolutely necessary to a successful season – is not being pushed with any degree of vigor whatever. As we understand Mr. Gorman's last report the greater part of the sum of \$70,000 was set apart for the express purpose of placing the canal in a thorough condition of repair during the present winter. Half of the season of inaction has already passed away and we are unable to hear that anything more than the usual slight scraping of the bottom of the canal – a sort of tinkering to keep up appearances – has been done."

CA, Wed. 1/28/74, p. 3. **The Trans-Allegany Canal.** - The engineers appointed to survey the proposed routes for the extension of the Chesapeake and Ohio Canal to the waters west of the Alleghenies, have completed their labors, and are now preparing a report to Congress on the same. The route recommended as having the most advantages is that by way of the Potomac river to a point near Bloomington, where it receives the Savage river, thence up that stream, thence through Meadow mountain by way of a tunnel six miles in length, thence a short distance to Casselman river,

and from that point to Pittsburgh the water connection is complete and presents no difficulties. One of the most manifest advantages of this route is that it will be conterminous to the Allegany County coal fields, and pass directly through the Salisbury coal region, which will make a reduction of 80 cents per ton in the present cost of handling. The distance by this route to Connellsville would be about 120 miles.

The Will's Creek route was also surveyed but presents it is held insuperable difficulties. One of the greatest is the fact that for 15 or 20 miles from Cumberland the land to be passed over is possessed by the tracks of the Cumberland and Pennsylvania, and the Pittsburgh and Connellsville roads. This would necessitate the canal following the bed of the creek for that distance - an almost insurmountable obstacle in a rocky country. Though the Will's Creek route would be eighteen miles shorter than the one proposed; yet there are drawbacks connected with it that make it less desirable than the route by way of Savage river.

DT, Tue. 2/10/74, p. 4. The coal wharves, creek, river and canal all wear a desolate and winterish aspect unrelieved by any sign of motion, save in the neighboring boat yards.

CA, Wed. 2/11/74, p. 3. **Drowned in the Canal Basin.** - On Friday morning the discovery of a hat floating in the canal basin, just below the Maryland Wharf, where ice had been recently cut, induced a search of the waters near by, and in a short time Mr. William Coleman, an ice gatherer, recovered the body of a young unmarried man, about 25 years of age, named James Conlan, who had been employed on the boat of Mr. George Jones during the past summer. After the season closed he had done light work for Mr. Jones for his board, until he took employment at the rolling mill some weeks since as a "helper." He was engaged in this

work at the time of his death, making his home with Mr. Jones on the boat lying in the Basin. It is supposed that on Thursday night, not knowing that the ice had been cut, he attempted to cross over from the boat to the shore and fell into the water. The body when found was removed to a neighboring house, where a verdict of "accidental drowning" was rendered by a coroner's jury. The home of the deceased was in Troy, New York.

Wed. 2/11/74, p. 1. **Chesapeake and Ohio Canal.** - The engineers who surveyed the proposed routes for the extension of the Chesapeake and Ohio canal from Cumberland, Maryland, to the waters west of the Alleghenies have completed their labors, and are now engaged in preparing a report, which will be transmitted during the present session of Congress to that body through the chief of engineers of the army. The Washington Republican says:

In accordance with a resolution of Congress directing the survey to be made, Colonel Merrill, of the engineer corps, detailed a well known civil engineer in his employ to direct the matter. The first survey of this line was made in 1824 and 1826, under a resolution of Congress, and commission of engineers who made the surveys filed maps, plans, and estimates for two routes - one from Cumberland by way of Wills creek, and through a tunnel on the summit level four miles long at an elevation of about 1,900 feet above tide, and the other, known as the Deep creek route, along the present line of the Baltimore and Ohio railroad, crossing the summit 2,299 feet above tide through two tunnels aggregating a length of three and a half miles. Each of these routes was reported to be practicable and possessing a sufficient water supply at these elevations to furnish the amount needed for lockage and evaporation. The water supply, as is determined by the recent

as well as the former surveys, must be had from the Youghiogheny river, which flows northward along the west side of the Alleghenies to the Monongahela.

The survey of last season presents a route different in many points from previous surveys. Leading along the Potomac to Savage run, up which it leads to a point selected for the summit level, which requires a tunnel six miles in length to connect on the west side with the Castleman river, a feeder of the Youghiogheny. This tunnel would be but one hundred and twenty-five feet higher elevation than the Wills creek line, and three hundred and twenty-five feet lower than that of Deep creek. It is eighteen miles longer than the Wills creek line, and is estimated roughly to cost two millions more only than the amount estimated for the latter fifty years ago. The advantages claimed for the new line are, first, the fact that it leads from Cumberland, Md., directly through the Cumberland coal basin, thirty miles west from the present point of coal shipments by water, and should thus make a reduction per ton of some eighty cents in cost of handling; and second, it would open up for operation and use the great coal basin on the west slope of the Alleghany mountain crossing known as the Salisbury coal fields, and which are not now extensively worked, because of lack of facilities for transportation to a market.

The Wills creek route, for fifteen miles from Cumberland, has all the ground available occupied by the Baltimore and Ohio, the Connellsville and Pittsburg, and the Cumberland and Pennsylvania railroad tracks, and the great national turnpike. This occupancy would necessitate building the canal directly through the bed of the creek, and that fact has been found to be almost impracticable in a mountainous country. The estimated cost of the Savage and Castleman river line, including tunnel, is twenty millions, and would extend the canal

from its present terminus at Cumberland to Connellsville, on the Youghiogheny, a distance of one hundred and twenty miles, from which point there is slack water and river navigation to Pittsburg.

The water supply is sufficient to fill the proposed reservoirs thirteen times each season, and each time the reservoirs are filled the supply would be amply sufficient to furnish water, allowing for every waste, for one hundred and seventy boats per day, for one hundred and ten working days, or a capacity of six millions of tonnage each season of ten months' navigation.¹

CA, Wed. 2/18/74, p. 3. **Repairs to Canal.** The Washington *Star* says that the repairs to the Chesapeake and Ohio Canal are nearly completed from Cumberland to the head of the Georgetown level five miles above the city, and that water will be drawn from that level on Thursday next and remain out for four days only, by which time it is expected the entire line will be ready for navigation, certainly by the 1st of March.

DT, Thu. 2/19/74, p. 4. Twelve new boats have been launched from the yards of F. Mertens, Esq., since the close of navigation, and as many more will be finished by the opening of the business season.

The Blaen Avon Coal Company will change its point of shipment in the Spring from the Potomac wharf, up the river, to the Maryland wharf, Shriver's Basin. M. Sinclair, Esq., the energetic agent of this company, informs us that he expects to make heavy shipments the coming season.

ES, Fri. 2/20/74, p. 4. **Chesapeake and Ohio Canal** – "The repairs to the Chesapeake and Ohio canal are nearly completed from Cumberland to the head of the Georgetown level five miles above the

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

city, and the water will be drawn from this level on Thursday next and remain out for four days only, by which time it is expected the entire line will be ready for navigation, certainly by the 1st of March.”

The above is from the Georgetown column of the *Washington Star*. We are glad to learn that somebody really does believe that Mr. President A. P. Gorman is making repairs on the canal. It is refreshing to learn that “the repairs on the Chesapeake and Ohio canal are nearly completed from Cumberland to the head of the Georgetown level.” We are glad to learn of this. We have watched with anxiety for the commencement of the necessary work; we have not yet been able to discover anything in that line up to the present moment; now, however, our mind is at ease, as the work is completed. The early completion of these repairs convinces us that navigation will be suspended during the approaching summer, and that Mr. Gorman is a model president – for the ring.

-The shameful neglect of the canal during all this winter – an admirable one for repairs – if a good demonstration of the wisdom of taking a “ring” president from a remote county, instead of an honestly interested practical man from a canal county.

-1874- There is a prospect for a heavy coal trade in 1874, but the canal will hardly be in first-class order for its share of trade, as the “ring” doesn’t seem disposed to spend much for repairs. – *Cumberland (Md.) Civilian*.

CA, Wed. 2/25/74, p. 3. **The Trans-Allegany Canal.** - An adjourned meeting of the Trans-Allegany Canal Convention, which was held in this city on the 10th of last September, will meet at Lafayette Hall, in Pittsburgh, on Thursday, March 19, 1874. Hon. Montgomery Blair, President of the Cumberland Convention, will preside.

The repairs on the Cumberland division of the canal, Mr. Mulvaney superintendent, have been completed. The water will be turned into the Cumberland division on March 5th, and along the whole line of the canal by March 10th.

DT, Wed. 2/25/74, p. 4. The new canal steamer now in progress of construction at the yard of Messrs. Weld & Sheridan for Alexander McDonald, Esq., will be ready for her machinery by the time navigation is resumed. This machinery, which is to revolutionize canal navigation, is being manufactured in Baltimore, under the immediate supervision of Mr. McDonald.

An effort was made last Wednesday to let off the water on this end of the Cumberland level of canal in order to make repairs. The effort was a failure, however, on account of the leaky condition of the lock and feeder, the water running in about as fast as it could be made to run out. In consequence, the work of cleaning out proceeds rather slowly, rubber suits and a sort of diving apparatus having been brought into requisition to remove the coal and sediment from under the different wharves. Of course there are excellent reasons why this cleaning out was not commenced sooner, or the leaky condition of the feeder discovered before. It is not expected that Mr. Gorman can attend to too many things at once, and making appointments for Allegany county (in which he met with but indifferent success) had to take precedence of his own official business. His responsibilities are great and it cannot be expected that all of his valuable time will be devoted to the duties of the office of canal president at only \$4,000 per year, and ten per cent on the cash paid in liquidation of old bonds.

NR, Thu. 2/26/74, p. 4. TRANS-ALLEGHENY CANAL. - In pursuance of a resolution passed at the adjournment of the convention held in Cumberland, Maryland, September 10, 1873, of the friends of the National Trans-Allegheny canal via Youghiogheny river, said convention will convene in Pittsburg, Pa., March 19, 1874. Hon. Montgomery Blair, president of the Cumberland convention, will preside, and able and efficient speakers from different parts of the country will address the meeting. It is expected that the convention will be largely attended by those interested in the proposed extension of the Chesapeake and Ohio canal, and already numerous business men of Washington and Georgetown have signified their intention of being present. At this convention the committee appointed to memorialize Congress for assistance will make their report.

DT, Fri. 2/27/74, p. 4. The water will be let into the canal throughout its entire length on Saturday - so we understand. It is not, however, certain that shipments of coal from this place will commence before about the fifteenth of March.

The McKeesport Times mentions a meeting of the friends of the Trans-Allegany Canal held in Pittsburg on the 18th of February last. At this meeting an extensive committee, or rather a series of committees on representation in the convention to be held on the 10th of March next, were appointed. We give place to those from this county and vicinity:

- For Meyers' Mills - Joseph O. Myer
- For Keystone Junction - J. J. Hoblitzell
- For Philson's - Wesley Guffey
- For Mt. Savage - J. A. Millholland and C. Slack.
- For Cumberland - Geo. A. Pearre, W. W. McKaig, A. P. Gorman, John Ritchie,

Patrick Hamill, M. Bannon and Lloyd Lowndes, Jr.

DT, Sat. 2/28/74, p. 4. The American Coal Company, one of the heaviest shippers by canal from this port, has built seventeen new boats during the present winter, making thirty-six in all added to its line since the commencement of last season. The American is a live company, and pushes things with a vim while the season lasts, under the energetic management of its business-like agent, Mr. Charles Robb.

ES, Mon. 3/2/74, p. 4. **GEORGETOWN – Chesapeake and Ohio Canal** – The water has been put on the Georgetown level of the canal, and business has a more lively appearance. It is expected that within ten or fifteen days the Seneca aqueduct will be completed, when the coal trade will be fully resumed.

Grain Trade – Canal boat Okonoko, the first grain boat for the season by canal, arrived today, consigned to H. M. Talbott, containing 2,400 bushels corn, which sold at 70¢.

ES, Fri. 3/6/74, p. 4. **The Several Coal Companies** located here are making the necessary repairs preparatory to the resumption of the coal trade.

DT, Wed. 3/11/74, p. 4. **New** mile posts are to be erected all along the line of canal in order that boatmen may better keep their reckoning.

It is rumored that several of the coal companies will commence shipping coal by canal on Monday - if the ditch doesn't freeze up in the mean time.

The water was let in on the Hancock division of the canal on Saturday, and by this time the entire canal is ready for

navigation. Some few light boats are arriving from below.

DT, Thu. 3/12/74, p. 4. **Work** in the boat yards is particularly active just now.

The Blaen Avon and Hampshire & Baltimore coal companies will ship from the wharf of the Consolidation Company during the present season.

ES, Thu. 3/12/74, p. 4. **GEORGETOWN – Grain Trade** - The receipts of grain yesterday were 1,500 bushels corn by boat Wheeler & Barron; 1,500 bushels corn by boat Medley; and 3,000 bushels wheat by boat E. B. Hartley, all for Hartley & Bro.; and 200 barrels flour and 1,000 bushels corn for T. C. Wheeler by boat Seneca, and 1,000 bushels wheat by Medley and 500 bushels corn by Wheeler & Barron for H. M. Talbott, and 2,500 bushels corn, 1,200 bushels wheat and 125 barrels flour by boat J. N. Thomas for J. G. & J. M. Waters.

DT, Mon. 3/16/74, p. 4. The Blaen Avon Coal Company, of which Malcolm Sinclair, Esq., is President, has secured the services of Mr. John Love as master miner.

The First Boat. - The boat Mary Mack, Capt. Jos. Bradley, will leave this morning with the first load of coal of the season. The cargo is consigned to Mr. John McArthur, Harper's Ferry.

ES, Wed. 3/18/74, p. 1. **Chesapeake and Ohio Canal Company** – A special telegram to the Baltimore Gazette from Annapolis, March 17, says: President Gorman today made his usual monthly report to the board of directors of the Chesapeake and Ohio canal company at their office. More extensive repairs have been made than for three years past. Seneca aqueduct has been entirely rebuilt. The balance in bank to the

credit of the company on general account is \$61,880.28. From this is to be deducted the current expenses of February, \$23,029.48, leaving a balance of \$38,850.80 to the credit of the company now, in addition to which the amount in the hands of the financial agents of the company heretofore appropriated to pay the overdue coupons on the preferred construction bonds is \$6,860.62; \$112,548.39 having already been paid on that account since January.

DT, Thu. 3/19/74, p. 4. **Superintendent Mulvaney** has the mud machine at work in the river widening and deepening the channel at the entrance to the canal lock.

ES, Thu. 3/19/74, p. 5. **GEORGETOWN – Coal Trade** – The opening of the coal trade has been retarded by the dullness in the eastern markets, and it is not expected to be fully resumed until the 1st of April.

Grain Trade – The canal boat Wheeler & Barron arrived today with 2,400 bushels corn for Hartley & Bro., and 1,200 bushels corn for H. N. Talbott, and the boat Byron with 15 tons hay and 35 barrels ear corn for H. M. Talbott.

ES, Fri. 3/20/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat J. N. Thomas arrived today with 2,300 bushels of wheat, 1,300 bushels corn and 100 barrels of flour, and the boat J. A. Spielman with 1,070 barrels of flour, and the boat Nettie Graham with 150 barrels of flour and 265 barrels ear corn, all consigned to J. G. & J. M. Waters.

ES, Mon. 3/23/74, p. 5. **GEORGETOWN – Grain trade** – The only receipts of grain today were 3,100 bushels wheat, 250 bushels corn and 90 barrels flour by boat, W. H. Billmyer for J. G. & J. M. Waters.

DT, Tue. 3/24/74, p. 4. The canal boat, John A. Spielman, Capt. Jos. Poffenberger, left

this port on Tuesday last with a cargo of one thousand and eighty barrels of flour, for Georgetown, D. C., and the boat Loretto, Capt. John Shafer, with a load of coal from Embrey & Cushwa for Shepherdstown, W. Va. Also the canal boat, Peter J. Smith, Captain David Anderson, left this port on Thursday with a full load of corn and oats for Cumberland. – *Williamsport Pilot*.

ES, Tue. 3/24/74, p. 1. **The Chesapeake and Ohio Canal** – Water has been let on the entire length of the Chesapeake and Ohio canal, and navigation is now open from Georgetown to Cumberland. The Alexandria canal having been put in thorough order, is now also ready for the reception of water, and arrangements for filling in have been completed.

Ibid, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Seneca with 300 bushels corn for H. M. Talbott, and 900 bushels corn, 200 barrels flour and a lot of mill-feed for T. C. Wheeler.

CA, Wed. 3/25/74, p. 3. **The Trans-Allegany Canal Convention.** - The adjourned meeting of the Trans-Allegany Canal Convention, which met in this city last Fall, convened in Lafayette Hall in Pittsburgh on last Thursday. Among the visitors from this city there were present Hon. H. W. Hoffman, Hon. J. H. Gordon, Messrs. F. Minke and A. Beall McKaig; the press was also represented by Col. H. J. Johnson, of the *Daily News*, Col. Wm. H. Lowdermilk, of the *Civilian*, and Mr. T. F. McCardle, of the *Times*. The Chesapeake and Ohio Canal was represented by President A. P. Gorman, Hon. P. Hamill, Director, and Col. Sedgwick, Engineer. In the absence of the President of the Convention, Hon. Montgomery Blair, on motion Hon. J. Ritchie was called to the chair. Upon taking his seat, he made a brief

address, presenting in a forcible manner the claims of the Trans-Allegany Canal project to favorable consideration.

At the conclusion of Mr. Richie's remarks an address of welcome, on behalf of the city, was delivered by W. D. Moore, Esq., which was responded to by Hon. H. W. Hoffman. After the appointment of the following committees on resolutions, the Convention adjourned to meet at 7 o'clock in the evening:

Hon. E. C. Pechin, Chairman; J. H. Gordon, Hon. A. P. Gorman, Hon. Patrick Hamill, Hon. H. W. Hoffman, John D. Roddy, N. J. Bigley, C. A. Dravo and G. H. Thurston.

At the evening session Col. Sedgwick, Engineer, submitted a verbal report of his survey of the Savage river route. The distance to be traveled from Cumberland to a suitable point on the Monongahela would approximate about 100 miles. The expense of constructing such a canal would be about \$20,000,000. The length of the tunnel would depend on the elevation; if at 1,700 feet above tide water it would be about 4 miles. Upon questioning by Mr. Gordon, Col. Sedgwick stated that the route by way of Savage river would be about 20 miles longer than the Will's Creek route and about 200 feet higher. He declined, however, to give any comparative judgment as to the feasibility of the different routes as he had surveyed only that by way of the Savage river. The preamble and resolutions prepared by the Committee were then adopted, as follows:

Whereas, The establishment of additional cheap water transportation lines from the West to the East, is one of the imperative demands of the day, and it is now apparent from the growth of the country, that such lines must be constructed, and

Whereas, The Ohio river is with the Mississippi a water route already provided by the hand of nature from the East to the West,

with the exception of 324 miles to be artificially constructed, and

Whereas, Of this 324 miles, the Chesapeake and Ohio Canal is now in operation 184 miles, leaving but 140 miles to be made, and

Whereas, The Youghiogheny river for a distance of 50 miles being a part of this water line, there is left but 90 miles of canal to be built to complete the route so much needed by the agricultural, mining and other industrial interests of the whole country, and

Whereas, In the pressing demand of the nation for cheap transportation every day that the conferring of that blessing can be hastened is as an important consideration as the cost, to the end that the saving of freight may repay the expense; therefore,

Resolved, That the construction of this 90 miles of canal, shown by late government surveys and reports to be entirely practicable, is a matter of so short a period of time, and so small a cost in comparison with any other proposed route as to demand of Congress such immediate action as will ensure the speedy completion of this great national water line.

Resolved, That as the early establishment of this route will cheapen to every consumer the price of his food, to every manufacturer the cost of his material, and increase to every farmer the profits of his labor, that we appeal to the people of the East and West to help us in urging upon Congress the completion of this great central link between the seaboard and the West.

Resolved, That the President is hereby requested promptly to convene the Committee on Representation heretofore appointed for the presentation by them of this subject to Congress, and the President *pro tem* do appoint an additional committee of nine to prepare an address to be presented to Congress in this behalf, and to cooperate with the first named committee in furthering the objects of this Convention.

Resolved, That when this Convention adjourns it adjourns to meet in the city of Washington on the 23rd day of April, 1874.

The following named gentlemen were appointed as the Committee to memorialize Congress:

Messrs. G. H. Thurston, E. C. Pechin, John D. Roddy, N. J. Bigley, J. H. Gordon, A. P. Gorman, H. W. Hoffman, P. Hamill, Frank Cowan.

The Convention then adjourned.

Chesapeake and Ohio Canal.

At a meeting of the President and Board of Directors of the Chesapeake and Ohio Canal, held at Annapolis last week, President Gorman made his usual monthly report.

More extensive repairs have been made than for three years past. Seneca aqueduct has been entirely rebuilt. The balance in bank to the credit of the Company on general account is \$61,880.28. From this is to be deducted the current expenses of February, \$33,029.48, leaving a balance of \$38,850.80 to the credit of the Company now, in addition to which the amount in the hands of the financial agents of the Company heretofore appropriated to pay the overdue coupons on the preferred construction bonds is \$6,860.48 -- \$112,548.30 having already been paid on that account since January 1. The case of W. W. Corcoran versus the Company has been decided in favor of the Company by the Supreme Court of the District of Columbia, and an appeal taken. After transacting considerable routine business, the Board adjourned until April 15.

Ibid, p. 4. **Back.** A. Beall McKaig, Esq., Secretary of the Trans-Allegany Canal Convention at Pittsburg, having, with the assistance of Frank Cowan, concluded his labors returned to this place yesterday, seemingly in his usual good health.

DT, Wed. 3/25/74, p. 4. The resumption of canal navigation hung fire too long for the old boat *Communi-paw*, which started off on a cruise of her own one day last week, and skeeted over the dam in the direction of Georgetown *via* the old route. She now lies

gallantly at anchor on a pile of rocks awaiting the next tide.

Corn, oats and wheat are being received by dealers in this city over an entirely new route, and from a region of country hitherto inaccessible for purposes of trade on account of a want of railroad facilities. The boat P. J. Smith, Capt. D. Anderson, reached this port on Saturday with a cargo of corn and oats from the Cumberland Valley, Pa. This cargo was shipped by Western Maryland Railroad to Williamsport, at which point it was transferred to canal boat and brought directly to Cumberland. – Heavy shipments of this kind are expected during the coming season.

ES, Wed. 3/25/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Medley arrived today with 2,000 bushels corn for H. M. Talbott, and 560 bushels corn and 170 bushels wheat for Hartley & Bro.

ES, Fri. 3/27/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boats E. F. Wheeler, with 4,005 bushels wheat; the J. N. Thomas, with 3,400 bushels corn and 80 barrels flour; and the Nettie Graham, with 1,000 bushels wheat and 1,500 bushels corn, have arrived for J. G. & J. M. Waters.

AG, Fri. 3/27/74, p. 3. **The Canal** – The departure of boats from Cumberland for tide-water is now chronicled daily in the papers of that town. One left there for this city day before yesterday. The boat H. C. Flagg, belonging to the American Coal Company, left here yesterday for Cumberland, but left in tow of a tug boat for Georgetown, where she entered the canal. The toll on coal from Cumberland to Georgetown is fifty-one cents per ton; from Georgetown to this city it is five cents per

ton – an increase of one cent upon the rates of last season.

DT, Mon. 3/30/74, p. 4. Two new boats were launched from the yards of F. Mertens, Esq., on Saturday.

The Baltimore & Hampshire Coal Company shipped their first load of coal for the season by canal on Saturday.

The first mule of the season has already met a watery grave in the ditch. He was the property of Mr. John McMahan, a very worthy man, and was drowned on Friday near the Tunnel.

NR, Mon. 3/30/74, p. 7. Mr. Edward Lynch, of Georgetown, whose record in connection with the Navy as an inventor is well known, he having, in the engines placed in the Dakota, secured the greatest speed at the least cost of that attained by any naval vessel, before or since, has devoted his time and genius to produce similar results upon our canals; and, after various experiments on the Chesapeake and Ohio canal last summer, is now building a pair of compound engines, of a new model, with an improved boiler, adapted to canal boats, which, in speed and security, cannot fail to meet the requirements which are demanded by the exigency of the country at the present time - affording a cheap and certain transportation for the products of the country from the interior to the seaboard. These engines are to be placed in a boat now in course of construction at Cumberland, Md., which is to be one of fifty to be used in the coal trade. These boats are to make round weekly trips, the boats to carry 120 tons of coal, on four feet of water, and those best informed on the subject are of the opinion that the experiment will prove a successful one; that it will show that the object has been secured which has been so earnestly sought after by

the statesmen of the country. The boat is of an improved model, which has been improved by the most competent naval constructors, and when the engines are placed in her it is claimed the greatest difficulty which has heretofore been presented to steam as a propelling power on canals will be overcome. In all other projects of this character the difficulty has been that the use of steam drew the boat towards the bottom, or in other words required more water, while in Mr. Lynch's boat the action of the engines and her propelling motive power will have the effect of raising the boat, and therefore, require less depth of water, while at the same time the motive is such as to make no impression upon the banks of the canal. Such an improvement is one of the greatest moment at this time, and cannot fail to attract the attention of citizens from all parts of the country interested in removing the [illegible], which has hitherto borne so heavily on the great agricultural and producing interests of the country, by affording a cheap and at the same time certain means of transportation. G. T.

ES, Mon. 3/30/74, p. 4. **GEORGETOWN – Grain Trade** – The boat C. F. Walters with 1,300 bushels wheat, and 2,000 bushels corn; also the boat Monongahela with a cargo of sumac for J. G. & J. M. Waters, and the boat Monocacy with 3,000 bushels corn and 300 bushels potatoes for H. M. Talbott.

DT, Tue. 3/31/74, p. 4. **Personal** - Lewis G. Stanhope, Esq., Sup. Hancock Division, C. & O. Canal, was in the city yesterday. He reports the canal is in fair working order and ready for business.

The impression seems to be gaining among the boatmen that the incoming season will be a dull one. We hope not - neither do we

share in this opinion of the boatmen. Wait and see.

ES, Tue. 3/31/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Medley has arrived with 1,600 bushels corn for Hartley & Bro.

AG, Tue. 3/31/74, p. 2. CANAL COMMERCE – Arrivals – Boat M. M. Jane and steamer Alaska, Cumberland, coal to Mayfield & Hieston; boat J. T. Davis, Cumberland, hoop poles to Hooe & Johnston; boat S. S. Lynn, Cumberland, coal to William Guinand and boat Scotia, Cumberland, gas coal to City Gas Works.

Departures – Boats C. Segerson, Mary Mack, Arthur Cropley and J. T. Davis, Cumberland, and Minnie & Cora for Seneca.

[Transcriber's Note: Daily Times editions from 4/1/74 through 5/24/74 were missing on the microfilm.]

CA, Wed. 4/1/74, p. 2. In addition to the Cumberland and Ohio Canal Company, which is a proposed extension of the Chesapeake and Ohio Canal across the Alleghenies, another project - that of a lateral canal from a point near the Eastern terminus - is in contemplation. A bill incorporating the Maryland Canal Company, now before the Legislature, is in furtherance of this later enterprise. By this bill a company composed of Messrs. A. P. Gorman, E. Pratt, John T. Ford, George Wheeler, M. Barron, Robert T. Baldwin, C. Coffin, W. H. Tuck, James G. Berret, S. J. Cooke, H. H. Dodge, Andrew Banks, and such other persons as may become associated with them, are empowered to construct a canal from such point on the Chesapeake and Ohio Canal within the District of Columbia, to such point on the Patapsco river, near Baltimore city, as the Board of Directors may select, and to use such portion of the

Potomac river and the eastern branch thereof, and such portion of the Patapsco river as the company shall deem best. And all and similar rights, powers, exemptions, privileges and franchises in the construction, maintenance and operation of this work, as are now held and enjoyed by the Chesapeake and Ohio Canal Company under its charter and the several amendments thereto, are conferred upon the Company hereby incorporated. The authorized capital stock of the company is fixed at \$4,000,000 - the organization to be effected when subscriptions for \$1,000,000 have been received. The canal will be about twenty-eight miles in length, and work upon it is to be begun within ten years and completed within twenty years. Messrs. Gorman, Baldwin, Bannon, Tuck and Berrett are the incorporators named to take subscriptions.

AG, Thu. 4/2/74, p. 2. CANAL COMMERCE – Arrived boat W. P. Woolls to Hampshire & Baltimore Coal Co.

Departed boats Park Agnew and W. P. Woolls.

ES, Fri. 4/3/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Bradfield Hartley arrived today with 3,600 bushels wheat, and the A. S. Wendell with 10 tons hay, both for Hartley & Bro.

ES, Sat. 4/4/74, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been very light. The companies expect larger receipts next week. The entire receipts this week were only 1,434 tons, and the shipments 3,280 tons.

Grain Trade – The receipts of grain today were 1,800 bushels of wheat per boat Nettie Graham for J. G. & J. M. Waters.

AG, Sat. 4/4/74, p. 2. CANAL COMMERCE – Arrived – Boat A. K. Syester to J. P. Agnew; J. B. Winslow to

Blaen Avon Coal Co.; and Thomas E. Sheridan to W. A. Smoot.

Departures – Boats A. K. Syester, J. B. Winslow and Thomas E. Sheridan, for Cumberland.

ES, Mon. 4/6/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Medley, with 1,200 bushels corn for Hartley & Bro., and 1,400 bushels corn for H. M. Talbott, and the boat John A. Spielman with 600 barrels flour for J. G. & J. M. Waters, and 60 barrels flour for T. C. Wheeler, and the boat Wm. H. Billinger with 3,500 bushels corn for J. G. & J. M. Waters.

AG, Mon. 4/6/74, p. 2. CANAL COMMERCE – Arrived – Boat Edward Mulvaney, Cumberland coal to Hampshire & Baltimore Coal Co.; boat Minnie & Cora, Seneca limestone to E. Francis.

ES, Wed. 4/8/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Bradfield Hartley arrived today with 3,700 bushels wheat and 100 barrels flour for Hartley & Bro., and the boat Bertha M. Young 2,200 bushels wheat and 400 barrels flour for T. C. Wheeler, and 80 barrels flour for J. G. & J. M. Waters.

AG, Wed. 4/8/74, p. 2. CANAL COMMERCE – Arrivals – Boats John A. Spielman and S. H. Davis, Cumberland coal to W. A. Smoot; Julia Borden and Leander Lovell, Cumberland coal to Washington City Gas Light Co.; W. M. Price, Cumberland coal to Hampshire & Baltimore Coal Co.

Departed – Edward Mulvaney, for Cumberland.

ES, Thu. 4/9/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat J. N. Thomas, with 1,400 bushels wheat and 2,200 bushels corn for Hartley & Bro. Also

the boat Golden Rule, with 300 bushels wheat, and the boat Red Eye, No. 1, with 300 bushels wheat, all for J. G. & J. M. Waters.

AG, Thu. 4/9/74, p. 2. CANAL COMMERCE – Arrivals – Boats Martin O’Donnell and J. P. Agnew, coal to Mayfield & Hieston; Mary Mack, empty; and S. H. Davis, coal to Wm. A. Smoot; M. McNally to Hamp. & Balt. Coal Co.

Departures – Boats John A. Spielman and W. M. Price, for Cumberland.

AG, Fri. 4/10/74, p. 2. CANAL COMMERCE – Arrivals – Boats Wm. Walsh, Cumberland coal to Consolidation Coal Co.; S. K. Miller, Cumberland coal to G. Meredith of Washington; R. A. Goodwin, Cumberland coal to Hampshire & Baltimore Coal Co.; C. Segerson, Cumberland coal to J. P. Agnew.

Departures – Boats M. McNally, Mary Mack and S. H. Davis, for Cumberland.

ES, Sat. 4/11/74, p. 4. **GEORGETOWN – Coal Trade** – The coal trade has not yet been fully resumed, and the old freight troubles are again manifesting themselves, and the trade will be delayed or limited until they are fully settled. The receipts here for the past week were only 4,160 tons by all the companies, and the shipments 4,834 tons. On account of the falling of the wall at Seven Locks last evening, no boats are arriving today, but they are expected to come through tonight, as the lock will be repaired by this evening. The Youghiogeny Coal Hollow Coal Company, of which Gilmore, Meredith & Co., are the agents here, are shipping their gas coal here by the Chesapeake and Ohio canal for shipment coastwise, and have received and shipped this week 2,114 tons. This coal has heretofore gone into market via the

Pennsylvania Central railroad to Philadelphia, but since the completion of the Connellsville road to Cumberland all the coal in Youghiogeny region can come into market via the Chesapeake and Ohio canal. It only need a liberal spirit to be evinced by the canal and railroads connecting to ensure the entire shipment of this coal to Georgetown for coastwise shipment. The Youghiogeny Coal Hollow Coal Company is one of the largest gas coal companies in Pennsylvania, and its shipments to this port will induce other companies to try the same line to market. Messrs. Gilmore, Meredith & Co., the shipping and sale agents here, expect a large business this season in this coal.

High Water – There is quite a freshet in the Potomac today, but no apprehension of damage, as the water seems rapidly passing off.

ES, Mon. 4/13/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Wheeler & Barron arrived today with 3,550 bushels corn, and the boat Medley, with 1,600 bushels corn, and 900 bushels wheat, all for Hartley & Bro., and the canal boat Monocacy, with 1,800 bushels corn, and 1,700 bushels wheat for H. M. Talbott.

ES, Tue. 4/14/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Bradfield Hartley, with 3,700 bushels wheat, has arrived for Hartley & Bro.

The Canal – The Cumberland *News* of yesterday says: “It will be seen from our report this morning of shipments by canal that all the coal companies have commenced business, all difficulties having been adjusted.”

AG, Tue. 4/14/74, p. 3. CANAL COMMERCE – Arrivals – Boats Creole, A. P. Gorman, M. C. Clay and C. W. Meredith to Consolidation Coal Co.; steamer Alaska

to Great Falls Ice Co.; boat H. M. Snyder to Hampshire & Baltimore Coal Co.; and Minnie & Cora, limestone to E. Francis.

Departures – Boats H. M. Snyder, Creole, R. A. Goodwin, Mary Mack and Minnie & Cora.

CA, Wed. 4/15/74, p. 3. The troubles among the boatmen with reference to the settlement of freights, that are as incidental to the opening of the spring coal trade as measles to childhood, bourgeoned forth into full flower again last week. On Wednesday morning there was an attempt made by boatmen of divers companies to prevent the boatmen of the Borden and Maryland companies carrying freight at the alleged price of \$1.25 per ton to Georgetown. On Thursday a large body of men proceeded to two of the wharves at this place and laid an embargo on several Borden and Maryland boats being loaded at the Potomac wharf, the boats were quietly pushed from beneath the chutes, the Borden men taking things easy; and though the strong arm of the law was invoked the Borden men did not persist in loading - the Borden, like the rest of the companies, flung out \$1.35 to Georgetown on its men. By Saturday the squall had blown over, the Borden and Maryland, with the rest of the companies, paying \$1.35 to Georgetown on their manifests. Now all the companies are shipping coal by canal, the season's work having fairly begun.

On Wednesday last the condemned canal boat *Gladiator*, which had been lying abreast the dam at this place, was carried over by the rise of water. Steaming down the Potomac at a great rate of speed she dashed against the trestle work of the Baltimore and Ohio railroad bridge at the North Branch of the Potomac, and dislodged one of them. The bridge was considered unsafe without these supports, and no trains passed over until Monday morning when

repairs were completed. Before their passage on the bridge, freight trains were massed on either side of it for a distance of some six miles.

AG, Wed. 4/15/74, p. 3. CANAL COMMERCE – Arrivals – Boat Morning Sun to Hampshire & Baltimore Coal Co.; S. S. Lynn to Wm. Guinand, Washington, D. C.; F. L. Tilghman to Washington City Gas Light Co.; R. B. Cropley, Shipley & Bush, W. E. Turner and Belle Resley to J. P. Agnew; Johnny, G. H. Bradt and J. H. Houck to New Central Coal Co.; T. E. Sheridan to W. A. Smoot.

Departures – Boats R. B. Cropley and W. E. Turner.

ES, Thu. 4/16/74, p. 1. **Chesapeake and Ohio Canal** – *Report of the Board of Directors* – The board of directors of the Chesapeake and Ohio canal company met in Annapolis yesterday, and President Gorman submitted a report “that the coal tonnage for the month of March was 6,140 tons, and the accrued revenue from all sources were \$8,751.52, while the expenses for operating, improving and maintaining the canal, including the payment in part for machinery, were \$21,900.81. The tonnage and revenue as compared with the corresponding period of 1873 is: - Coal tonnage, March, 1874, 6,140 tons; do., March 1873, 5,685 tons; increase in favor of 1874, 455 tons; accrued revenue, March, 1874, \$8,751.52; do., March, 1873, \$6,438.94; increase in favor of 1874, \$2,312.58. Notwithstanding the slight increase of tonnage and revenue during the past month, as compared with the corresponding period of last year, the coal trade has not been as active as we had hoped, and I fear that causes beyond our control will continue during the present month to depress the trade. The canal is now in good condition through its entire length. During the past week the heavy

rains caused a greater rise in the Potomac river than has occurred in many years. The water entirely submerged the canal below dams Nos. 4 and 5, and various points on the Monocacy division. It, however, passed off without doing any serious damage. It delayed, however, navigation for several days, and will somewhat increase the expenses for repairs.”

It was determined to hold the next meeting in Baltimore on the 11th of May. An adjourned meeting of the canal convention was to have been held in Washington on the 23rd instant, for the purpose of assembling the friends of the extension of the canal to the Ohio river, in order to inaugurate and consummate the necessary important steps. The meeting has been postponed until the 13th of May.

Ibid, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Seneca arrived today with 1,200 bushels corn, 290 barrels flour and 600 bushels mill-feed, for T. C. Wheeler, and a small lot of corn for H. M. Talbott, and the boat J. N. Thomas, with 3,550 bushels corn, 40 barrels flour and 300 bushels mill-feed, and the boat C. F. Walters, with 1,600 bushels wheat, and 1,600 bushels corn, and the boat Nettie Graham, with 2,000 bushels corn and 80 barrels flour, all for J. G. & J. M. Waters.

The Canal – The coal boats have been detained by high water at the slack water, but are coming in today pretty freely.

ES, Fri. 4/17/74, p. 4. **Steam Canal Boats** – Three canal boats to be propelled by steam are now being built in Cumberland for the coal trade on the Chesapeake and Ohio canal. The propelling machinery is different in all three, and patented in each.

ES, Sat. 4/18/74, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past was quite active, and the following receipts and shipments have been made by

the several companies located here: Received at Ray’s docks, 770 tons; New Central docks, 2,100 tons; Consolidation companies’ docks, 1,500 tons; and at the Borden Mining docks, 1,600 tons; total receipts for the week, 5,970 tons. The shipments from Ray’s docks were 1,900 tons; from the New Central docks, 1,276 tons; from the Consolidation docks, 1,500 tons; and from the Borden Mining docks, 1,600; total shipments for the week, 6,270 tons.

Gilmer, Meredith & Co. have received and shipped during the week 500 tons of the Youghiogeny gas coal.

Grain and Flour – The receipts of grain today were 3,700 bushels of wheat by the boat Bradfield Hartley, for Hartley & Bro.

AG, Sat. 4/18/74, p. 2. **CANAL COMMERCE** – Arrivals – Boats Lucinda, J. Spencer and F. R. M. Bowers to George’s Creek Coal Co.; Four Sisters No. 1, L. M. Holland, J. Snively, Wm. Mertens, J. C. Stubblefield, P. A. Gorman and J. Scrivener to New Central Coal Co.; Minnie & Cora to E. Francis; B. Bissell, J. P. Broderick and Samuel Swain to Hampshire & Baltimore Coal Co.; Richard Bender, M. Kersey, B. Williamson and W. Doerner to American Coal Co.; Thomas Hassett and Mattie to W. A. Smoot.

Departures – Boats F. R. M. Bowers, Ben Bissell, M. Sinclair, Four Sisters, M. Mertens, L. M. Holland, R. Bender, J. C. Stubblefield, P. A. Gorman, J. P. Broderick, M. Kersey, B. Williamson, Samuel Swain, W. Doerner and J. L. Morrison.

Ibid, p. 3. **Coal Trade** – The receipts of Cumberland coal by canal, at this port, for the week ending today, were: by J. P. Agnew 2,622; by Hampshire & Baltimore Coal Co. 1,353 tons; by American Coal Co. 500 tons. The shipments during the same

period were, by the American Coal Co. 500 tons; by the Hampshire & Baltimore Coal Co. 816 tons; by J. P. Agnew 1,083 tons.

AG, Mon. 4/20/74, p. 3. CANAL COMMERCE – Arrivals – Boats J. P. Moore, H. Delafield, P. G. Uhler, A. J. Akin, J. Dayton, C. Robb, W. Walsh and T. Patton to American Coal Co.; H. Willison, A. K. Syester, K. Brooks and S. H. Davis to Wm. A. Smoot; R. Emmett, J. R. Purcell and M. O’Conner to Hamp. & Balt. Coal Co.; Iowa, J. E. Hammond, American Boy, A. Lincoln and P. Scally to New Central Co.

Departures – Boats Four Sisters No. 2, Mattie, Iowa, A. K. Syester, J. P. Moore, H. Willison and P. G. Uhler, for Cumberland.

AG, Tue. 4/21/74, p. 3. **Canal News** – A mitre sill of the lower gate of the head lock of the Alexandria canal was washed out yesterday morning, and navigation was suspended in consequence until this afternoon, when the necessary repairs were completed, the water having been let off to allow the required work to be done. Quite a number of boats had collected above the point of obstruction. Intelligence from all along the line of the C. & O. Canal reports high water, but as yet no damage.

CA, Wed. 4/22/74, p. 2. **The Chesapeake and Ohio Canal.** - The regular monthly meeting of the President and Directors of the Chesapeake and Ohio Canal Company was held at Annapolis on last Wednesday, a full board, consisting of the following members being present: A. P. Gorman, President; J. G. Berret, M. Bannon, G. M. Watkins, G. Meredith, D. M. Biser and P. Hamill, Directors.

The President submitted the following report:

*Office Chesapeake and Ohio Canal,
April 15, 1874.*

To the Board of Directors:

Gentlemen: I have the honor to report that the coal tonnage for the month of March was 6,140 tons.

And the accrued revenue from all sources was \$8,751.52.

While the expenses for operating, improving and maintaining the Canal, including the payment in part for machinery, was \$21,900.81.

The tonnage as compared with corresponding period of 1874, is:

Coal tonnage March, 1874, is . . . 6,140 tons

Coal tonnage March, 1873, is . . . 5,685 tons

Increase in favor of 1874, is 455 tons

Accrued revenue March, 1874 . . . \$8,751.52

Accrued revenue March, 1873 . . . \$6,438.94

Increase in favor of March 1874 2,312.58

Notwithstanding the slight increase of tonnage and revenue during the past month as compared with corresponding period of the past year, the coal trade has not been as active as we had hoped, and I fear that causes beyond our control will continue during the present month to depress trade.

The canal is now in good condition throughout its entire length. During the past week the heavy rains caused a greater rise in the Potomac river than has occurred for many years; the water entirely submerged the canal below dams Nos. 4 and 5, and at various points on the Monocacy division. It passed off, however, without doing any serious damage, though it delayed navigation for several days, and will somewhat increase the expenses for repairs.

During the past session of the Legislature an act was passed giving the assent of the State to the amendment of the charter of the Company passed by Virginia 27th February, 1829, to lease, sell, or otherwise dispose of surplus water along the line of the canal within the State. The importance of this act will, I am sure, be appreciated, as it enables the Company to dispose of large quantities of water for

manufacturing purposes, without interfering with the operation of the canal, but which will increase the revenue of the Company in various ways, and at the same time add to the prosperity of the counties bordering upon the canal. Respectfully submitted

A. P. Gorman, President.

After the transaction of routine business, the Board adjourned to meet at Annapolis on May 11th.

Ibid, p. 3. **How He Secured a Wild Duck.** - Captain Tilghman Seaman, of the canal boat Anna Bruce, secured a wild duck in an odd manner on his trip up the canal a few nights since. His head-light frightened the duck, and rising from the canal, it flew straight for the light, when striking the boat, it broke its neck, and fell dead at the Captain's feet, just ready to be picked and cooked for breakfast the next morning. - *News*.

ES, Wed. 4/22/74, p. 4. **GEORGETOWN - Grain Trade** - The canal boat Wheeler & Barron arrived today with 2,000 bushels corn and 1,600 bushels wheat, for Hartley & Bro., and 500 bushels corn for H. M. Talbott, and the boat E. F. Wheeler arrived with 3,000 bushels wheat for Jos. G. and John M. Waters.

AG, Wed. 4/22/74, p. 3. CANAL COMMERCE - Arrived - Boats M. D. Corse, W. Darrow, J. H. Parrott, jr., Andrew Main and Hiram O. Claughton to American Coal Co.; C. P. Manning and John Forbes to the Consolidation Coal Co.; T. J. Baker and Henry Freeland to the Blaen Avon Coal Co.; Alex Adams and Tony Rodier to the Hampshire & Baltimore Coal Co.; J. L. Feildt and Ida J. Kreps to New Central Coal Co.; and J. W. Grant.

Departed - Boats A. K. Syester, John P. Moore, H. Wilson, Iowa, Peter G. Uhler, American Boy, Kate Brooks, Henry Delafield, J. E. Hammond, J. R. Purcell,

Lizzie Haines, C. F. Walters, A. J. Akin, James Dayton, S. H. Davis, Thomas Patton, Robert Emmett, Abraham Lincoln, Charles Robb, Martin Scally, Wm. Walsh, Martin O'Conner, M. D. Corse, Wm. Darrow, J. H. Parrott, jr. and Hiram O. Claughton, for Cumberland.

ES, Thu. 4/23/74, p. 4. **GEORGETOWN - Grain Trade** - The receipts of grain today were by the boat Medley 1,000 bushels corn for H. M. Talbott, 500 bushels corn, for Hartley & Bro., and 1,100 bushels wheat and 200 bushels corn for T. C. Wheeler, and by the boat Monocacy 1,000 bushels wheat for Hartley & Bro.

AG, Thu. 4/23/74, p. 2. CANAL COMMERCE - Arrivals - Boats Maj. E. L. Moore, W. C. Hunter, Dr. M. M. Lewis and Kate to American Coal Co.; W. M. Price, W. Young and M. C. Merryman to Blaen Avon Coal Co.; W. P. Woolls to Hampshire & Baltimore Coal Co.; Minnie & Cora to E. Francis.

Departures - Boats H. Freeland, Alex Adams, Tony Rodier, Andrew Main, J. L. Feildt, W. H. Billmyer, I. J. Kreps, W. C. Hunter, E. L. Moore, C. P. Manning, T. J. Baker, Minnie & Cora, W. M. Price and J. W. Grant.

ES, Fri. 4/24/74, p. 4. **GEORGETOWN - Grain Trade** - The canal boat H. M. Talbott arrived with 400 bushels wheat and 500 bushels corn for H. M. Talbott, and the boat Bertha Young, with 4,000 bushels wheat and 200 barrels flour for T. C. Wheeler, and the boat Bradfield Hartley, with 3,000 bushels corn for Hartley & Bro., and the J. N. Thomas, with 80 barrels flour and 3,500 bushels corn for J. G. & J. M. Waters; also the boat Round Top, with 780 barrels cement for the same.

AG, Fri. 4/24/74, p. 2. CANAL
COMMERCE – Arrivals – Boats B. F.
Rohrback and Mary Mack to Blaen Avon
Coal Co.; Loretto and Lillie Lemon to
Hampshire & Baltimore Coal Co.; Van S.
Brashears to W. A. Smoot; J. R. Anderson
and John Wilson to American Coal Co.; C.
Segerson to George’s Creek Co.

Departures – Boats Van S.
Brashears, J. R. Anderson, W. Young, W. P.
Woolls, J. M. Forbes, Kate, M. C.
Merryman, R. F. Roherback and Dr. M. M.
Lewis.

ES, Sat. 4/25/74, p. 4. **GEORGETOWN –
Coal Trade** – The coal trade for the week
past has been active, and from the present
appearance of the trade the season will be
one of great activity. The receipts at Ray’s
docks this week were 3,850 tons; at the New
Central docks, 4,495 tons; at the
Consolidation docks, 3,869 tons; and at the
Borden Mining Co.’s docks, 2,350 tons.
Total receipts for the week, 14,566 tons.
The shipments were, from Ray’s docks,
2,032 tons; from the New Central docks,
5,067 tons; from the Consolidation docks,
3,540 tons; and from the Borden Mining
docks, 700 tons. Total shipments for the
week, 11,339 tons.

Gilmer, Meredith & Co. have
received 2,452 and shipped 2,097 tons of the
Youghiogeny gas coal during the past
week.

AG, Sat. 4/25/74, p. 3. **C. & O. Canal** –
The Cumberland *News* of yesterday says:
“On Wednesday last two large rocks slipped
down into the canal at the mouth of the
tunnel, thereby stopping the boats until they
(the rocks) were removed, which was done
during the next morning. Yesterday a gate
was knocked out at the Three Locks, About
nine miles below this city. In consequence
of this accident a large number of boats,
both loaded, (going down) and empty

(coming up) accumulated at that point, and
travel will necessarily be interrupted until
the gate is replaced.”

Coal Trade – The receipts of
Cumberland coal at this port, by canal,
during the week ending today, were: by the
American Coal Company 2,989 tons; and by
the Hampshire & Baltimore Coal Company
1,250 tons. The shipments during the same
period were: by the American Coal
Company 2,947 tons; by the Hampshire &
Baltimore Coal Company 740 tons; and by
J. P. Agnew 2,722 tons.

AG, Mon. 4/27/74, p. 2. CANAL
COMMERCE – Arrivals – Boats S. Henry,
W. E. Bell, A. J. Clark, J. Hoy, R. H. Miller,
R. S. Grant, A. S. Winteringham and S.
Lloyd to American Coal Co.; G. Hutton and
G. P. DeWitt to Hampshire & Baltimore
Coal Co.; R. B. Cropley, Shipley & Bush
and John Summers to George’s Creek Coal
Co.; T. E. Sheridan to W. A. Smoot.

Departures – J. L. Reid, W. J.
Boothe, C. Segerson, H. C. Flagg, D.
Cromwell, Chesapeake, J. A. Alexander,
Park Agnew, Samuel Henry and W. E. Bell.

AG, Tue. 4/28/74, p. 2. CANAL
COMMERCE – Arrivals – Boats Wm.
Gregory, D. A. Lowe, D. Stewart and M. A.
Myers to American Coal Co.; M. McNally
and M. S. Fernsner to Hampshire &
Baltimore Coal Co.; F. R. M. Bowers and J.
Spencer to George’s Creek Coal and Iron
Co.

Departures – Boats A. J. Clark, R. B.
Cropley, Shipley & Bush, S. Lloyd, Geo.
Hutton, John Lemon, R. H. Miller, R. S.
Grant, A. S. Winteringham, G. P. DeWitt, T.
E. Sheridan, J. Tyler, M. S. Fernsner, Wm.
Gregory, James Hoy and M. McNally.

(No boats have passed "Big Slack
Water" since 12m. Friday last, in
consequence of the high water at that point.)

AG, Wed. 4/29/74, p. 2. CANAL COMMERCE – Arrivals – Boats Capt. John Weir to George’s Creek Coal Co.; J. H. Faile, Ed Bayer and G. L. Boothe to American Coal Co.

Departures – Boats D. A. Lowe, M. A. Myers, David Stewart, Lucinda, C. W. Brengle and F. R. M. Bowers, for Cumberland.

Ibid, p. 3. Canal commerce still continues light in consequence of the prolonged high water at “Big Slack Water.” The canal is reported to be in good condition throughout its whole extent.

ES, Thu. 4/30/74, p. 4. GEORGETOWN – **Canal Receipts** – The receipts of the Chesapeake and Ohio Canal Company for the week ending 25th April, at Cumberland, were \$6,315.79; at Georgetown \$1,850; at Williamsport \$125.31 – total \$3,291.10. The accrued revenue at Cumberland for the week amounted in the aggregate to \$13,130.23. During this period 214 boats cleared, carrying 24,288 tons of coal. The freshets have so far done no real damage to the canal, although the navigation has experienced some little interference, owing to the inability of the boats to pass over the slack water, because of the depth of the water on the tow-paths.

Grain Trade – The canal boat Bradfield Hartley has arrived with 3,700 bushels of wheat for Hartley & Bro., and the canal boat Red Eye No. 1 with 500 bushels of corn for J. G. & J. M. Waters.

AG, Thu. 4/30/74, p. 3. **Local Brevities** – No canal boats had arrived up to noon today, but as they passed Harper’s Ferry yesterday arrivals are expected tonight. The canal is reported to have sustained no damage by the late bad weather.

ES, Fri. 5/1/74, p. 4. **GEORGETOWN – The Shipments of Coal from Cumberland** for the week ending April 25, 1874, amounted to 60,609 tons 12 cwt, an increase as compared with the corresponding week of last year of 3,403 tons 4 cwt. For the year to that date 517,643 tons 19 cwt. Were shipped, showing a decrease as compared with the like period in 1874 of 89,502 tons 18 cwt. Decrease in canal shipments, 22,509 tons 6 cwt.; in railroad shipments, 66,992 tons 12 cwt. During the week ending Wednesday evening 212 boats cleared, carrying 24,209 tons 12 cwt. of coal. This is the first week since the opening of the boating season that the shipments exceeded those of the corresponding week of last year.

Grain Trade – The receipts of grain today were 1,500 bushels wheat, 100 barrels flour, and 500 bushels mill-feed by boat Seneca for T. C. Wheeler.

AG, Fri. 5/1/74, p. 2. CANAL COMMERCE – Arrivals – Boats M. Sandford, J. W. Morris, Wm. Smith, W. J. B. Lloyd, J. H. Platte and Lizzie Long to American Coal Co.; J. H. Woodburn, Ed Mulvaney and P. L. Lemon to Hampshire & Baltimore Coal Co.; James S. Welsh to Consolidation Coal Co.

Departures – Boats Irene Knott, M. Sandford and J. W. Morris, for Cumberland.

Ibid, p. 3. **Canal News** – As will be seen by reference to the canal commerce in today’s *Gazette*, canal boats have again commenced to arrive. The cause of the late detention has been the high water at Big Slack Water, where, even as late as Wednesday, the water was over the mules backs on the tow path, and which point the boats that are now arriving passed by floating, their mules being unable to traverse the tow path. The whole line of the canal is reported to be in good condition – the high

water having occasioned no damage – and a lively trade is expected.

ES, Sat. 5/2/74, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been brisk. The receipts of Gilmore, Meredith & Co., agents for the Youghiogheny gas coal, were 1,575 tons, and the shipments 1,795 tons of gas coal. They also received 3,935 tons, and shipped 3,440 tons of Cumberland coal. The other companies received 7,967 tons, and shipped 10,714 tons, making the total receipts for the week 13,477 tons, and the shipments 13,949 tons.

Grain Trade – The receipts of grain today were by the boat B. Talbott, 700 bushels wheat, 350 bushels corn for Hartley & Bro., and 215 barrels corn for T. C. Wheeler, and 600 bushels corn and 400 bushels wheat for H. M. Talbott.

AG, Sat. 5/2/74, p. 2. CANAL COMMERCE – Arrivals – Boats L. A. Long, M. Snow, J. Bradburn, James Green, American Flag and J. H. Stickney to American Coal Co.; Morning Sun, M. Fannon and H. M. Snyder to Hampshire & Baltimore Coal Co.

Departures – Boats Ed Mulvaney, P. L. Lemon, J. H. Woodburn, R. A. Goodwin, J. H. Platte, J. Bradburn, M. Snow, L. A. Long and W. S. Huntington.

AG, Mon. 5/4/74, p. 2. CANAL COMMERCE – Arrivals – Boats S. S. Howison, J. W. Burke, R. Bender and Rechabites to American Coal Co.; Katie & Billy and J. P. Broderick to Hampshire & Baltimore Coal Co.; Four Sisters, J. M. Resley, R. A. Wagley and A. K. Syester to New Central Coal Co.

Departures – Boats James Green, American Flag, J. S. Welsh, O. D. Robbins, H. M. Snyder, M. Fannon and Katie & Billy.

AG, Tue. 5/5/74, p. 2. CANAL COMMERCE – Arrivals – Boats T. J. Boyer, A. Cropley, R. T. Semmes, Five Brothers and Lucinda to George's Creek Coal Co.; Lucy Lee Mouse, R. L. Gross, Peter Scally and A. J. Mills to New Central Coal Co.; S. H. Davis to Wm. A. Smoot; Minnie & Cora to E. Francis; Charles Clifton and G. P. Lloyd to American Coal Co.; J. M. Bayer to Consolidation Coal Co.; Alex Adams to City Gas Works; Benj. Bissell and H. A. Garritt to Hampshire & Balt. Coal Co.

Departures – Boats Four Sisters, L. L. Mouse, J. M. Resley, J. P. Broderick, R. A. Wagley, S. S. Howison, T. J. Boyer, B. Bissell, J. W. Burke and R. Bender, for Cumberland.

AG, Wed. 5/6/74, p. 2. CANAL COMMERCE – Arrivals – Boats T. L. Betts, B. Williamson, M. Kersey, Weyand Doerner, J. P. Moore, G. Sherman and H. Delafield to American Coal Co.; H. Roland and Willie & Annie to Maryland Coal Co.; A. Sherman and City of Hamburg to George's Creek Coal Co.; G. H. Bradt and T. J. Baker to New Central Coal Co.; J. March, J. R. Purcell and R. Emmett to Hampshire & Baltimore Coal Co.

Departures – Boats S. H. Davis, C. Clifton, Rechabites, G. P. Lloyd, H. Roland, T. L. Betts, A. Cropley, Willie & Annie, W. Doerner, H. A. Garritt, M. Kersey and B. Williamson, for Cumberland.

ES, Thu. 5/7/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat C. F. Walters arrived today with 2,500 bushels wheat for J. G. & J. M. Waters.

AG, Thu. 5/7/74, p. 2. CANAL COMMERCE – Arrivals – Boats Wm. M. Price, Scotia, M. O'Conner, Tony Rodier, W. P. Woolls and M. McNally to Hampshire & Baltimore Coal Co.; P. Dunlop, R. B.

Cropley, C. Segerson and John Sammon to George's Creek Coal & Iron Co.; Mary Mack to W. A. Smoot; C. P. Manning to Mayfield & Hieston; W. E. Turner to Consolidation Coal Co.; Our Sister and E. J. Hammond to New Central Coal Co.; P. G. Uhler, C. Robb, J. Dayton, M. D. Corse, T. Patton, A. J. Akin, Wm. Walsh, Dr. E. Porter, W. C. Hunter and W. Darrow to American Coal Co.

Departures – Boats City of Hamburg, V. L. Sprigg, R. L. Gross, G. Sherman, H. Delafield, J. P. Moore, P. Scally, R. Emmett, A. Sherman, P. G. Uhler, Our Sister, A. J. Mills, P. Dunlop, J. R. Purcell, T. J. Baker, C. Segerson, A. K. Syester, I. M. Boyer, A. Adams, Scotia, R. B. Cropley, J. Dayton and Thomas Patton, for Cumberland.

ES, Fri. 5/8/74, p. 4. **GEORGETOWN – Coal Trade** – The shipments of coal from Cumberland for the week ending May 2 amounted to 61,155 tons 13 cwt., a decrease, compared with the corresponding week of last year, of 1,782 tons 18 cwt. For the year to that date 578,799 tons 12 cwt. were shipped, showing a decrease, compared with the like period in 1873, of 82,424 tons 1 cwt. Decrease in canal shipments, 17,990 tons 19 cwt.; in railroad shipments, 64,433 tons 2 cwt. Baltimore and Ohio railroad decrease, 69,743 tons 16 cwt.; Pennsylvania railroad increase, 5,310 tons 14 cwt. During the week ending Wednesday evening, 218 boats cleared, carrying 24,910 tons 10 cwt. of coal – 8 boats more than the week previous.

Grain Trade – The canal boat Wheeler & Barron arrived today with 1,600 bushels wheat and 2,000 bushels corn for Hartley & Bro.; and the boat Nettie Graham, with 250 barrels ear corn for J. G. & J. M. Waters.

AG, Fri. 5/8/74, p. 2. CANAL COMMERCE – Arrivals – Boats J. H. Parrott, jr., H. O. Claughton and A. Main to

American Coal Co.; Loretto, Geo. Hutton and Lillie Lemon to Hampshire & Baltimore Coal Co.; Dove to Consolidation Coal Co.; V. H. Weir and W. R. Shaw to New Central Coal Co.

Departures – Boats G. H. Bradt, C. P. Manning, A. B. Turner, Mayfield, J. R. Fetching, R. T. Simms, Five Brothers, M. O'Conner, A. J. Akin, W. P. Woolls, John Sammon, E. J. Hammond, Wm. Walsh, Tony Rodier, M. D. Corse, Silver Wave, Wm. Price, W. C. Hunter, Dr. G. E. Porter and Wm. Darrow.

AG, Sat. 5/9/74, p. 2. CANAL COMMERCE – Arrivals – Boats M. A. West and J. C. Stubblefield to New Central Co.; M. M. Lewis, J. R. Anderson, J. Wilson, E. L. Moore, Kate and J. L. Reid to American Coal Co.; Grayson & Fannie, G. P. DeWitt, P. Agnew and M. S. Fernsner to Hampshire & Baltimore Coal Co.; E. B. Johnson to George's Creek Coal and Iron Co.

Departures – Boats Loretto, J. H. Parrott, H. O. Claughton, A. Main, G. Hutton, Mary Mack, Lillie Lemon, M. S. Fernsner, V. H. Weir, M. M. Lewis, Grayson & Fannie, J. R. Anderson, Kate, W. R. Shaw, H. McNally and John Wilson, for Cumberland.

ES, Mon. 5/11/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat H. M. Talbott arrived today, with 1,600 bushels wheat and 1,200 bushels corn, for H. M. Talbott, and the boat W. H. Billmyer, with 1,700 bushels wheat, 1,500 bushels corn and 30 barrels flour, for J. G. & J. M. Waters.

AG, Mon. 5/11/74, p. 2. CANAL COMMERCE – Arrived – Boats J. & T. Coulehan, Shipley & Bush, D. L. Taylor, W. Boyer and Lucinda to George's Creek Coal Co.; John J. Swift, H. C. Flagg, W. J. Boothe, jr., Wm. Gregory, J. A. Alexander

to American Coal Co.; C. E. Charles, Emma and C. W. Wilson to Hampshire & Baltimore Coal Co.; T. E. Sheridan to W. A. Smoot; Minnie & Cora to E. Francis.

Departures – Boats Dove, J. L. Reid, E. L. Moore, M. A. West, G. P. DeWitt, Lucinda, E. B. Johnson, Park Agnew, J. & T. Coulehan, Shipley & Bush, W. H. Boyer, D. L. Taylor, John J. Swift and Minnie & Cora, for Cumberland.

AG, Tue. 5/12/74, p. 2. CANAL COMMERCE – Arrivals – Boats Samuel Lloyd, Samuel Henry, D. Cromwell, R. H. Miller and A. S. Winteringham to American Coal Co.; Morning Sun, Cora & Willie, P. L. Lemon and Ed Mulvaney to Hampshire & Baltimore Coal Co.; Fred A. Mertens, Little Joe, E. M. Byron and Ida J. Kreps to New Central Coal Co.; John Spencer to George's Creek Coal Co.; and Owl to Consolidation Coal Co.

Departed – Boats H. C. Flagg, C. E. Charles, W. J. Boothe, C. W. Wilson, W. E. Bell, Thomas E. Sheridan, Emma, James A. Alexander, Morning Sun, F. A. Mertens, Samuel Lloyd and Samuel Henry, for Cumberland.

CA, Wed. 5/13/74, p. 3. The coal trade of this vicinity so far during the present season has not been so brisk as could be wished. This is explained by the fact that the coal which we supply is largely used for manufacturing purposes, and it is well known that when the panic came on in September these manufacturers found themselves with the winter's supply of coal on hand, which has not yet been entirely exhausted. The unsettled state of business at the present time has also produced in consumers a disinclination to lay in supplies of coal that may not be necessary for their immediate wants. The trade may reasonably be expected to brighten up, however, when

manufacturers have fully used up last winter's stock of coal.

NR, Wed. 5/13/74, p. 4. A communication was received from the health officer in relation to the deposits of dredging the Chesapeake and Ohio canal being placed on its bank. The time allowed for discontinuing expires today. Mr. A. P. Gorman, president of the company, states that the dredging the company are now doing at the point complained of is necessary to the completion of important improvements which will greatly increase the commerce of Georgetown and Washington; that they cannot deposit the material in the Potomac river, there being danger of obstructing the channel; that their work is now nearly completed; that they will take all possible precaution by use of disinfectants to moderate the nuisance complained of, but ask permission to continue their improvement to its completion. The permission was granted, provided the deposits are properly disinfected.

AG, Wed. 5/13/74, p. 2. CANAL COMMERCE – Arrivals – Boats J. H. Woodburn, R. A. Goodwin, H. M. Snyder and Katie & Bettie to Hampshire & Baltimore Coal Co.; Wm. Gregory, David Stewart, R. S. Grant, A. J. Clark, M. A. Myers and G. L. Boothe to American Coal Co.; Five Brothers to George's Creek Coal and Iron Company.

Departures – Boats Nora & Willie, D. Cromwell, Little Joe, R. S. Grant, P. L. Lemon, John Spencer, R. H. Miller, E. M. Bynon, I. J. Kreps, Ed Mulvaney, Owl, A. S. Winteringham and Wm. Gregory.

AG, Thu. 5/14/74, p. 2. CANAL COMMERCE – Arrivals – Boats J. Hoy, T. H. Faile, M. Sandford, J. W. Morris, Wm. Smith and J. H. Platte to American Coal Co.; J. P. Broderick and S. Swain to

Hampshire & Baltimore Coal Co.; T. J. Boyer to George's Creek Coal and Iron Co.; R. M. Sprigg and M. H. Russell to Maryland Coal Co.

Departures – Boats A. J. Clark, R. A. Goodwin, Five Brothers, D. Stewart, G. L. Boothe, H. M. Snyder, M. A. Myers, J. Hoy, Katie & Billie, J. A. West, J. P. Broderick and T. H. Faile.

AG, Fri. 5/15/74, p. 2. CANAL COMMERCE – Arrivals – Boats M. Fannon, Johnny, Ben Bissell, H. A. Garritt and J. R. Purcell to Hampshire & Baltimore Coal Co.; Ed Bayer, D. A. Lowe, W. J. B. Lloyd, John Bradburn and L. A. Long to American Coal Co.; S. H. Davis to Blaen Avon Coal Co.; J. H. Kindle to Maryland Coal Co.

Departures – Boats R. M. Sprigg, Ed Bayer, M. H. Russell, M. Sandford, J. H. Kindle, E. F. Waters, J. W. Morris, Johnny, B. Bissell, Samuel Swain, J. H. Platte, Wm. Smith and T. J. Boyer, for Cumberland.

ES, Sat. 5/16/74, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been very active. Gilmore, Meredith & Co. have received 2,076 tons, and shipped 2,064 tons of gas coal, and received 2,477 tons and shipped 2,350 tons of Cumberland coal. The other companies have received 12,620 tons of Cumberland coal, and shipped 11,158 tons; making the total receipts for the week 17,173 tons, and the shipments 18,572 tons.

AG, Sat. 5/16/74, p. 3. CANAL COMMERCE – Arrivals – Boats R. Emmett and V. L. Sprigg to Hampshire & Baltimore Coal Co.; M. Snow, R. Bender, J. H. Stickney, J. Green, G. P. Lloyd and Chas. Clifton to American Coal Co.

Departures – Boats S. H. Davis, M. Fannon, W. J. B. Lloyd, D. A. Lowe, H. A.

Garritt, J. Bradburn, L. A. Long, J. R. Purcell and R. Bender, for Cumberland.

ES, Mon. 5/18/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Grason & Fannie arrived today with 2,000 bushels of wheat and 25 tons sumac, consigned to J. G. & J. M. Waters.

AG, Mon. 5/18/74, p. 3. CANAL COMMERCE – Arrived – Boats D. L. Taylor and A. Copley to George's Creek Coal & Iron Co.; A. K. Syester, Scotia, Geo. Hutton, M. O'Conner, Tony Rodier and Wm. M. Price to Hampshire & Baltimore Coal Co.; Minnie & Cora to E. Francis; S. S. Howison, Weyand Doerner, M. Kersey and J. W. Burke to American Coal Co.; J. M. Resley, R. A. Wagley, J. Spielman, W. Doyle, W. Moffett and L. L. Mouse to New Central Coal Company.

Departures – Boats R. Emmett, James Green, J. H. Stickney, G. P. Lloyd, R. M. Sprigg, C. Clifton, A. Adams, A. Copley, T. L. Betts, D. L. Taylor, W. P. Woolls, J. M. Resley and Minnie & Cora.

AG, Tue. 5/19/74, p. 2. CANAL COMMERCE – Arrived – Boats A. J. Mills, M. McNally, Chas. Ridgley, George P. DeWitt and Mary Mack to Hampshire & Baltimore Coal Co.; J. P. Moore, Ben Williamson, H. Delafield, Geo. Sherman and Chas. Robb to American Coal Co.; Our Sister and Belle Resley to New Central Coal Co.; W. T. Hassett to Maryland Coal Co.

Departures – Boats Scotia, R. A. Wagley, J. Spielman, M. O'Conner, L. L. Mouse, M. Kersey, W. Doerner, S. S. Howison, Wm. Doyle, Wm. Moffett, Tony Rodier, A. K. Syester, Geo. Hutton, J. W. Burke, J. P. Moore, W. M. Price, Our Sister and Ben Williamson.

CA, Wed. 5/20/74, p. 1. **The Chesapeake and Ohio Canal - Meeting of the Friends of the Extension of that Work.**

An adjourned meeting of the friends of the Chesapeake and Ohio Canal Company, to further the proposed extension of the canal from Cumberland to the Ohio river, was held at Willard's Hall.

At noon Hon. Montgomery Blair called the meeting to order, stating that this was an adjourned meeting of the Pittsburgh convention, the object of which was to ask an appropriation from Congress to further the survey for the extension of the canal. He referred to the subject having been discussed some time, and the very exhaustive report of the transportation committee. It has been settled that Congress would not interfere with the construction of railroads, but they had the power and should consider at least four great water routes. He hoped that both routes - the extension of this canal and that of the James river and Kanawha canal - would be established. We think that as our work is the most prominent, most rapidly progressed, and would take less money, that Congress should take hold of our route. It was practical. Everyone can see that but a small interval of 90 miles intervene between slack water and the canal.

Mr. Berret moved the appointment of a committee of five to report a memorial or resolutions, adopted, and Messrs. J. G. Berret, Hon. John Ritchie, J. T. Ford, F. Cowan and S. T. Suit were appointed.

Mr. R. S. Davis offered a resolution that a committee be appointed to inquire and report what legislation is needed for the extension of the canal from the States of Pennsylvania and Maryland. Adopted.

The committee submitted a report: That in view of the elaborate and conclusive report lately made by the Senate Committee on Transportation, showing the unnecessary of a water route from the Ohio to the seaboard, and recommending action by

Congress for the purpose, it is necessary to report here the facts and reasoning upon which that conclusion rests. That able and well considered paper, after a wide review of the present condition of the country and of the effect of modern improvements upon lines of communication, re-asserts the principle that was asserted as an axiom by Lord Bacon, that in the nature of things that subject cannot be left to the control of private individuals to be turned to private profit, without a sacrifice of the public interest, and hence that it was one of the duties for governments now instituted to provide the highways to commerce, and to prevent these prime necessities of civilization from becoming monopolies.

It having been thus established that it is the duty of Congress to act on this subject, and it having been demonstrated that one of the lines which needs the most immediate action is that between the Ohio and the sea board, it only remains to consider the particular line to be selected, and this is reduced to a selection between the Chesapeake and Ohio route and that by the James River and Kanawha. That, if but one is to be opened, the Chesapeake and Ohio should be selected, seems to your memorialists not to be a debatable question, whether the cost of construction or the convenience and advantage to commence be considered. That the fact that Washington and Jefferson and Madison and the most illustrious of Virginia's statesmen, and the State of Virginia itself, by its legislature, led the way in designating this route, goes far to show that it is the natural line of communication and best calculated to promote State and national interests. That great cities started many years ago have already grown up at its termini on the imperfect communication then and now existing, but penetrating further than by any other lines, confirms this view of the subject, and when to this is added that a

great part of the work is already done on this line, and the practicability of finishing has been established by surveys made under the supervision of General Barnard, the illustrious chairman of the board of internal improvement, half a century ago; and when it is also established that it will not require one-half the amount in money and not half the time to complete it which will be required to finish the James River and Kanawha line, it seems to your memorialists that the question ought to be deemed to be settled. Your memorialists are, however, aware that in a work involving so great a cost and so many other important considerations, more detailed information should be obtained before the final decision is reached, and hence that further surveys are necessary on both routes, that owing to the circumstance that the preliminary report of Col. Sedgwick was but lately finished, your memorialists were unable to make presentation of the route to the Transportation Committee of the Senate. Your memorialists therefore pray that the chief engineer of the United States be directed to cause further surveys and estimates to be made of the cost of connecting the Chesapeake and Ohio canal with the Ohio river, and that the appropriation which he has estimated as required for that purpose may be made.

Hon. John Ritchie addressed the convention on the report, stating that the subject had not had the share of Congressional attention it deserved and he hastily glanced at the advantages which would accrue by the extension of this work, to Pittsburg and other cities, referring to the prosperity of Baltimore particularly, and the prospects of this city. Considering the fact that the government had \$2,500,000 invested in this work, and the mineral regions about Pittsburg, and the communication with the West makes any argument unnecessary. Referring to western

duties prime, he said they would, Samson like, but with greater strength, beneath and publish the seaboard, to which they were entitled. {Applause.}

Gen. Strobell, of Ga., was called out by Col. Berret, and addressed the extension on the importance of the work.

Messrs. Bannon, of Md., and Cowan, of Pa., were appointed on the resolution of Mr. Davis, and the first named gentlemen stated that the state of Maryland had taken all the action necessary.

Mr. Cowan stated that a company owned the right to slack water near the Ohio, but had no doubt that they would surrender to the Trans-Alleghany Company.

Mr. Gorman stated that this subject had been before the convention at Cumberland. There was some difficulty in the way without legislation from Pennsylvania, and he had information that the legislature of that [illegible] of Maryland. Mr. Gorman explained why the subject had not been presented to the Senate committee. With the extension of 28 miles to Baltimore or Annapolis, an inland water route from New Orleans to New York would be secured. This would not damage Georgetown or Washington, but would benefit them. Already over one-third of the coal brought down from the mines passes through the inland route to New York, and when this line is extended, instead of one million tons from four or five million tons would come down. He referred to the fact that quite a trade in gas coal had recently been established - the miners of Pennsylvania finding it advantageous to ship by rail to Cumberland.

Major Moore, of Annapolis, spoke of the advantages of that city as the terminus of the proposed canal to the Chesapeake.

Mr. F. Miller, of Montgomery, expressed his interest in the enterprise. He believed the ultimate destiny of this work was not only to take trade from the Ohio, but

from the lakes, at least dividing the trade of the latter with the New York route.

Colonel Sedgwick was called on and said that since he had been connected with the survey for the extension he had become daily more and more convinced of its superiority over any other route under discussion; indeed, he knew of but one water line - the Erie canal - superior to it. Col. S. reviewed the history of the canal from the first discussion of the subject to the present time. And he spoke of the preliminary surveys, stating that the 120 miles of canal required to complete the construction (from Cumberland to Connellsville) would cost in round numbers about \$20,000 000.

Hon. M. Bannon expressed some surprise that James River and Kanawha route was referred to in the report of the Senate committee when the Chesapeake and Ohio with Washington, as its outlet was so much superior. The former will cost \$50,000,000 and the latter, with inclined planes, \$17,000,000, or with locks, \$26,000,000. It is like taking up a collection for foreign missions on Sunday, when better subjects are found at our own doors. If the general government lends its aid to any internal improvement, it should be to that which terminates at the seat of government. When he saw that the water route suggested by the Father of his country was not one of the four routes recommended by the committee he thought it his duty to call attention to it.

Col. Berret said the people of Washington felt a deep interest in the canal. They realize that this is the only work of which the Government was one of its first promoters. He was surprised that so little was known of the work by the general public, but was recommended by the fact that Congress had acknowledged the water routes. He felt confident that the time is near at hand when Congress, impelled by the

people, will push forward to completion the work projected by Washington.

Mr. Hamill moved that a committee composed of the chairman (Hon. M. Blair,) the secretary (Mr. F. Cowan,) the president of the canal company (Mr. A. P. Gorman,) ex-Mayor Berrett of Washington, Mayor Monroe of Annapolis, and Hon. John Ritchie, of Frederick, Md., be appointed to present the memorial to Congress. Mr. Hamill proceeded to make a speech on the subject.

The report was adopted, as also the motion of Mr. Hamill appointing the committee; and the convention adjourned to meet at the call of the president.

Ibid, p. 2. **The Chesapeake and Ohio Canal.** - Director's Meeting - April Report. Annapolis, May 12, 1874.

The board of directors of the Chesapeake and Ohio Canal Company met here last night; present, Messrs. Gorman, President, Bannon, Biser, Berret, Watkins, Hamill and Meredith, a full board. President Gorman presented his report for April, 1874, showing the receipts from tolls to have been \$51,039, or \$7,581 less than for April, 1873. The coal shipped was 81,066 tons, a decrease of 15,412 tons from the total of April, 1873. This decrease is not attributed to the condition of the canal, but to "causes which have seriously affected the business of the entire country." The Potomac river during April was so swollen that the canal banks were overflowed in places, but no material damage was done not now fully repaired. Improvements heretofore ordered are being prosecuted vigorously. The stone crusher for macadamizing the towpath has been put in operation, and the carrying capacity of the boats has been increased from an average of 111½ to 113½ tons each. The wharf improvements at Georgetown induced shipments of 16,000 tons of gas coal last year, and it is expected 50,000 tons will be supplied by canal this year. On May

2, the company had in bank to its credit \$50,968; revenue accrued and now collectable, \$31,742; total, \$82,710. The expenses for April were \$17,809, leaving a balance of \$64,901, which will enable the board to pay the coupon next in order on the preferred construction bonds and leave sufficient for ordinary expenses.

CA, Wed. 5/20/74, p. 3. **Drowned.** - On last Saturday a body was discovered floating in the canal, about 8 miles from this city, by Mr. W. Hamilton who was riding by. The body was drawn out of the water and identified as that of a young man named C. W. Wagner, formerly of Frederick county and recently employed by Mr. J. W. Pollock as a farm hand. The deceased had disappeared on the Wednesday evening previous and all attempts to ascertain his whereabouts were futile, until his discovery by Mr. Hamilton. It is supposed that in walking about the house where he resided, situated on a steep bank near the canal, he fell into the water, which is quite deep at that place, and being unable to swim was drowned. Information was sent to the coroner in this city of the finding of the body, and summoning a jury he repaired to the spot. The jury rendered a verdict of death by accidental drowning. The remains of the young man were encoffined and interred on the farm of Mr. Pollock, where they await the orders of the deceased's friends in Frederick county.

Mr. Wagner was about 30 years of age and unmarried.

AG, Wed. 5/20/74, p. 3. CANAL COMMERCE – Arrivals – Boats H. W. Dellinger, Cumberland and B. L. Slack to Maryland Coal Co.; Loretto and Lillie Lemen to Hampshire & Baltimore Coal Co.; Alp and P. A. Gorman to New Central Coal Co.; Rechabites, J. Dayton, T. Patton, P. G. Uhler, A. J. Akin. W. C. Hunter, W.

Darrow, J. H. Parrott, jr. and J. L. Reid to American Coal Co.

Departures – Boats A. J. Mills, H. Delafield, C. Robb, C. Ridgley, Geo. Sherman, Belle Resley, Loretto, P. A. Gorman, W. T. Hassett. James Dayton, Rechabites and H. W. Dellinger, for Cumberland.

ES, Thu. 5/21/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Wheeler & Barron arrived today, with 3,000 bushels of corn for Hartley & Bro., 500 bushels of wheat for T. C. Wheeler, and 200 bushels corn for H. M. Talbott; and the boat E. B. Hartley arrived, with 3,000 bushels of wheat for Hartley & Bro.; and the boat Seneca arrived, with 1,600 bushels of corn, 150 bbls. of flour, and 400 bushels of mill-feed for T. C. Wheeler.

AG, Thu. 5/21/74, p. 2. CANAL COMMERCE – Arrivals – Boats H. O. Claughton, A. Main, G. E. Porter, M. D. Corse, Kate, M. M. Lewis and J. Wilson to American Coal Co.; A. Spier and W. R. Snow to Maryland Coal Co.; Shipley & Bush, Silver Wave and A. Sherman to George's Creek Coal & Iron Co.; Mayfield & Hieston and J. S. Welsh to individuals; M. A. West and M. S. Fernsner to Hampshire & Baltimore Coal Co.

Departures – Boats Cumberland, T. Patton, P. G. Uhler, A. J. Akin, Wm. Walsh, Shipley & Bush, J. N. Thomas, Wm. Darrow, W. C. Hunter, B. L. Slack, John H. Parrott, jr., J. L. Reid, A. Spier, W. R. Snow, M. S. Fernsner, M. McNally, Mayfield & Hieston and J. S. Welsh.

AG, Fri. 5/22/74, p. 2. CANAL COMMERCE – Arrivals – Boats Park Agnew and Morning Sun to Hampshire & Baltimore Coal Co.; E. B. Johnson to George's Creek Coal a & Iron Co.; T. E. Sheridan to W. A. Smoot; J. R. Anderson to

American Coal Co.; B. F. Charles to Maryland Coal Co.

Departures – Boats H. O. Claughton, L. Lemon, Silver Wave, G. E. Porter, A. Main, M. Mack, Kate, M. D. Corse, G. P. DeWitt, M. M. Lewis, J. Wilson, A. Sherman and E. B. Johnson, for Cumberland.

AG, Sat. 5/23/74, p. 3. CANAL COMMERCE – Arrivals – Boats C. W. Wilson, C. E. Charles, P. L. Lemon and Ed Mulvaney to Hampshire & Baltimore Coal Co.; Lucinda and J. Spencer to George's Creek Coal & Iron Co.; Major E. L. Moore, W. E. Bell, H. C. Flagg, John J. Swift, S. Lloyd and W. J. Boothe, jr. to American Coal Co.

Departures – Boats M. A. West, Park Agnew, James R. Anderson, Morning Sun, B. F. Charles, C. E. Charles and C. W. Wilson, for Cumberland.

DT, Mon. 5/25/74, p. 4. **Canal Report.** - 34 boats left this port yesterday carrying 2,868.17 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND		
H. B. Lemen	Georgetown	114 07
Thos. Hassett	Georgetown	107 07
Jos. Murray	Georgetown	114 07
Excelsior	Georgetown	117 07
Industry	Georgetown	110 13
Mattie	Georgetown	112 05
Sharpsburg	Georgetown	107 08
Wren	Antietam	107 10
7 boats	total	<u>891 04</u>
NEW CENTRAL COAL CO.		
Jas Noble	Georgetown	112 09
Benj. Miller	Georgetown	110 18
Samuel H. Davis	Georgetown	112 02
J. J. Moore	Georgetown	112 19
Martin Scally	Georgetown	117 00
J. F. Hitch	Georgetown	105 17
6 boats	total	<u>679 05</u>
BORDEN		
Dr. O. M. Schindel	Georgetown	116 13
A. C. Greene	Georgetown	119 06

Emerald	Georgetown	112 01
Clara L. Brengle	Georgetown	118 02
C. H. Dalton	Georgetown	119 09
5 boats	total	<u>595 17</u>

CONSOLIDATION COAL CO.

Laura	Georgetown	110 00
J. R. Ray	Georgetown	122 07
Creole	Georgetown	118 12
Hawk	Georgetown	110 00
Blue Bell	Georgetown	110 00
Bynon & Goodwin	Georgetown	100 00
6 boats	total	<u>670 19</u>

AMERICAN

Weyand Doerner	Alexandria	114 07
T. L. Betts	Alexandria	117 18
Charles Clifton	Alexandria	112 04
M. Kersey	Alexandria	114 02
Charles Robb	Alexandria	114 07
5 boats	total	<u>573 18</u>

GEORGE'S CREEK

R. B. Cropley	Georgetown	117 16
John Sammon	Georgetown	114 10
2 boats	total	<u>232 06</u>

BLAEN AVON

Lillie & Nannie	Georgetown	120 08
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INDIVIDUAL

Wm. Marbury	Shepherdstown	105 00
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Parties wishing to spend a pleasant day could not do better than be at the canal lock this morning, and take a trip down the canal in the new canal boat which will leave at 8 o'clock, precisely. Good music will be on board to enliven the day's fun.

ES, Mon. 5/25/74, p. 4. **GEORGETOWN - Grain Trade** – The canal boat Medley arrived today with 1,700 bushels corn; 400 bushels wheat for Hartley & Bro., and 300 bushels corn for H. M. Talbott, and the boat H. M. Talbott arrived with 1,550 bushels corn for H. M. Talbott.

AG, Mon. 5/25/74, p. 2. CANAL COMMERCE – Arrivals – Boats Samuel Henry, J. A. Alexander, R. S. Grant, Wm. Gregory, R. H. Miller, D. Cromwell, D. Stewart, G. L. Boothe, A. S. Winteringham

and M. A. Myers to American Coal Co.; R. A. Goodwin, S. Swain, H. M. Snyder, Johnny, Katie & Billy and J. P. Broderick to Hampshire & Baltimore Coal Co.; F. R. M. Bowers and Five Brothers to George's Creek Coal & Iron Co.; Ed Rizer and Wm. Young to New Central Coal Company.

Departures – Boats E. L. Moore, W. E. Bell, H. C. Flagg, J. J. Swift, P. L. Lemon, Lucinda, T. E. Sheridan, Samuel Lloyd, Ed Mulvaney, John Spencer, W. J. Boothe, J. H. Woodburn, F. R. M. Bowers, S. Henry, R. A. Goodwin, J. A. Alexander and Wm. Young.

AG, Tue. 5/26/74, p. 2. CANAL COMMERCE – Arrived – Boats J. W. Morris, A. J. Clark, American Flag, James Hoy, T. H. Faile, Ed Bayer, M. Sandford, Wm. Smith, J. H. Platte, J. Bradburn, R. Bender, L. A. Long and W. J. B. Lloyd to American Coal Co.; M. Fannon, B. Bissell and H. A. Garritt to Hampshire & Baltimore Coal Co.; Geo. Hutton and M. C. Merryman to New Central Coal Co.; Minnie & Cora, limestone to E. Francis.

Departures – Boats R. S. Grant, Wm. Gregory, H. M. Snyder, Ed. Rizer, R. H. Miller, A. S. Winteringham, Johnny, G. L. Boothe, D. Cromwell, M.A. Myers, Katie & Billy, Minnie & Cora, D. Stewart, Samuel Swain, American Flag, J. P. Broderick, Geo. Hutton and A. J. Clark, for Cumberland.

CA, Wed. 5/27/74, p. 3. **Accident.** - On Wednesday night about nine o'clock Mr. Thomas Sheridan, Sr., met with a very serious accident. He had been down the canal on board Capt. McDonald's steam canal boat. After the boat had returned and was near her landing at Sheridan & Weld's boat yard, Mr. Sheridan in walking over the deck in the darkness fell through an open hatchway. He received several severe hurts and it is feared injured his spine. He was taken to his home in a carriage. It is to be

hoped that in time he will entirely recover from the effects of the fall.

Out on Bail - A Faithful Wife.

Yesterday afternoon John L. Reid, the boatman who was committed to jail on Thursday of last week for an alleged assault upon Captain Douglas, of the boat *Cunningham*, gave the requisite bail (\$50) and was released. His wife, a pleasant and rather comely young woman, with a fidelity that one does not often hear of in these latter days accompanied him to prison and remained in the same building until his release, as a house servant in the family of Mr. Beall, the jailor, having offered to work for her board, in order that she might be near her husband and not be compelled to return to her parent's home, over a hundred miles distant, should he fail to obtain surety.

It is well that Read has been released, as his conviction of the charge upon which he was committed, owing to the surroundings of the case, would hardly result. He will remain at his work during the best part of the boating season (until Court, at least) and the county will be saved the expense of several months' board. - *News*, 23rd.

DT, Wed. 5/27/74, p. 1. **Canal Report.** - 36 boats left this port yesterday carrying 4,650 19 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND		
B. L. Sack	Georgetown	114 00
J. C. Grove	Georgetown	114 04
Mollie E. Spier	Georgetown	107 11
W. R. Snow	Georgetown	107 08
F. H. Irwin	Georgetown	112 07
J. E. Stanhope	Georgetown	112 07
Cherokee Tribe	Georgetown	110 11
B. F. Charles	Georgetown	110 09
Dr. Grimes	Antietam	108 12
8 boats	total	997 09
CONSOLIDATION COAL CO.		
W. C. Smith	Georgetown	113 06
William M. Hill	Georgetown	110 00

Maggie C. Clay	Georgetown	110 00
L. L. Shivers	Georgetown	110 00
R. H. Castleman	Georgetown	102 04
5 boats	total	545 10

BORDEN

G. H. Colbert	Georgetown	118 00
Johnny & Frankie	Georgetown	118 00
Bertha M. Young	Georgetown	119 16
3 boats	total	355 16

NEW CENTRAL COAL CO.

M. S. O'Donnell	Georgetown	114 08
J. H. Gatrell	Georgetown	112 09
G. Blackburn	Georgetown	116 04
J. H. Houck	Georgetown	110 14
Belle Resley	Georgetown	119 00
Friendship	Georgetown	111 03
J. M. Resley	Georgetown	113 05
W. S. Huntingdon	Georgetown	106 00
Lucy L. Mouse	Georgetown	119 00
Wm. Moffett	Georgetown	119 02
10 boats	total	1,141 05

GEORGE'S CREEK

W. H. Boyer	Georgetown	118 00
F. R. M. Bowers	Georgetown	111 04
2 boats	total	229 04

HAMPSHIRE & BALTIMORE CO.

Grason & Fannie	Georgetown	114 02
C. Ridgley	Georgetown	116 03
A. J. Mills	Georgetown	118 01
W. M. Price	Georgetown	114 14
Loretto	Georgetown	113 06
5 boats	total	578 06

Ibid, p. 4. **Severely Beaten** -

Monday afternoon a man named C. N. Thomas, captain of the canal boat Johnny & Tommy, was attacked in Georgetown, D.C., by a man named Walker, and severely beaten before the officers could rescue him. He was taken to the station-house, and attended by Drs. Shekeil and Kleinschmidt.

NR, Wed. 5/27/74, p. 4. Yesterday morning the old fish market, a wooden structure spanning the Chesapeake and Ohio canal, in Georgetown, at the south end of the market-house, fell, but luckily did no injury. It was condemned sometime since, as it was not considered safe.

Ibid, p. 6.

SENECA STONE

SENECA STONE.

The Maryland Freestone M. and M. Company is now ready to receive orders for STONE, either sawed or rough dimension. Under a new arrangement the above stone will be delivered promptly and in any quantity.

Send orders to Company's office,
CORNER K AND TWENTY-EIGHTH STREETS, ROCK CREEK.

J. W. ALVORD,
PRESIDENT.

The above advertisement was from a business shipping their product on the Canal. The advertisement initially ran on May 15, 1874 and ran daily for a month.

ES, Wed. 5/27/74, p. 4. **GEORGETOWN - Grain Trade** -

The canal boat J. N. Thomas arrived today with 3,600 bushels wheat for J. G. & J. M. Waters, and the boat Wheeler & Barron arrived with 2,500 bushels corn and 1,200 bushels wheat for Hartley & Bro., and 550 bushels corn for H. M. Talbott, and the boat E. B. Hartley with 3,000 bushels of wheat for Hartley & Bro.

AG, Wed. 5/27/74, p. 2. **CANAL**

COMMERCE - Arrivals - Boat Owl to Consolidation Coal Co.; C. F. Walters and B. R. Summers to New Central Coal Co.; T. J. Boyer to George's Creek Coal & Iron Co.; R. Emmett to Hampshire & Baltimore Coal Co.; G. P. Lloyd, David A. Lowe, Michael Snow, James Green, J. H. Stickney and T. L. Betts to American Coal Co.

Departures - Boats T. H. Faile, M. Fannon, M. C. Merryman, James Hoy, M. Sandford, Ed Bayer, John Sheridan, J. H. Platte, Wm. Smith, J. W. Morris, H. A. Garritt, R. Bender, J. Bradburn and Benj. Bissell, for Cumberland.

DT, Thu. 5/28/74, p. 1. **Canal Report.** - 41 boats left this port yesterday carrying 4,698 06 tons of coal as follows:

Boats	Destination	Tons cwt
MARYLAND		
A. L. Miller	Georgetown	117 11
Etta & Rena	Georgetown	114 08
Kate Brooks	Georgetown	117 06

Sprigg S. Lynn	Georgetown	117.14
P. Fleckenstein	Georgetown	111 00
Maria McGraw	Georgetown	110 15
Hollander	Georgetown	<u>110 14</u>
7 boats	total	799 08

NEW CENTRAL COAL CO.

W. Mertens	Georgetown	120 07
W. Doyle	Georgetown	116 14
Dr. F. M. Davis	Georgetown	112 07
R. A. Wagley	Georgetown	108 13
Noble Grand	Georgetown	115 11
City of Hamburg	Georgetown	116 13
J. W. Grant, jr.	Georgetown	<u>117 13</u>
7 boats	total	807 04

BORDEN

S. H. Sherman	Georgetown	120 13
Theodore Dean	Georgetown	121 18
J. C. Lynn	Georgetown	119 00
Alexander	Georgetown	116 12
F. J. Laing	Georgetown	115 06
Martha	Georgetown	116 09
Capt. J. R. Masters	Georgetown	123 19
David Seibert	Williamsport	<u>116 09</u>
8 boats	total	953 12

CONSOLIDATION COAL CO.

Dr. A. A. Biggs	Georgetown	114 00
Energy	Georgetown	110 00
A. J. Center	Georgetown	108 15
Anna Bruce	Georgetown	105 05
D. A. Miller	Georgetown	116 00
D. Hoadley	Georgetown	<u>110 00</u>
6 boats	total	665 00

AMERICAN

H. O. Claughton	Alexandria	115 06
Rechabites	Alexandria	112 08
Andrew Main	Alexandria	112 04
Kate	Alexandria	109 12
Jno. Wilson	Alexandria	113 05
Dr. M. M. Lewis	Alexandria	115 01
M. D. Corse	Georgetown	<u>114 00</u>
7 boats	total	792 05

HAMPSHIRE & BALTIMORE CO.

F. F. Davis	Georgetown	116 18
M. McNally	Georgetown	116 03
M. M. Jane	Georgetown	<u>107 08</u>
3 boats	total	341 00

GEORGE'S CREEK

E. B. Johnson	Georgetown	117 15
A. Sherman	Georgetown	<u>111 09</u>
2 boats	total	228 17

BLAEN AVON

W. R. Shaw	Georgetown	115 00
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AG, Thu. 5/28/74, p. 2. CANAL
 COMMERCE – Arrivals – Boats J. R.
 Purcell, W. P. Woolls, John Spielman, A.
 Adams and V. L. Sprigg to Hampshire &
 Baltimore Coal Co.; C. Segerson and A.
 Cropley to George's Creek Coal & Iron Co.;
 Mountain City and A. K. Syester to
 Maryland Coal Co.; Chas. Clifton, Chas.
 Robb, M. Kersey and W. Doerner to
 American Coal Co.; J. S. Welsh to
 individual.

Departures – Boats B. R. Summers,
 C. F. Walters, J. R. Purcell, L. A. Long, W.
 J. Lloyd, Five Brothers, G. P. Lloyd, R.
 Emmett, D. A. Lowe, J. S. Welsh, M. Snow,
 James Green, Wm. P. Woolls, Owl, T. J.
 Boyer, T. L. Betts, Mountain City and J. H.
 Stickney.

DT, Fri. 5/29/74, p. 1. **Canal Report.** - 36
 boats left this port yesterday carrying 4,086
 13 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
C. P. Manning	Georgetown	118 00
J. B. Varnum	Georgetown	110 00
J. P. Agnew	Georgetown	119 17
Magpie	Georgetown	110 00
Julia Tyler	Georgetown	110 00
J. A. Millholland	Georgetown	110 00
W. Irving	Georgetown	<u>115 00</u>
7 boats	total	793 07

BORDEN

Julia Borden	Georgetown	115 04
Jos. E. West	Georgetown	121 18
F. L. Tilghman	Georgetown	118 08
Maggie B.	Georgetown	116 06
A. H. Blackiston	Georgetown	<u>111 12</u>
5 boats	total	583 08

MARYLAND COAL CO.

A. E. McQuade	Georgetown	112 02
R. L. Gross	Georgetown	113 15
John C. Hoffman	Georgetown	107 10
Henry Roland	Georgetown	110 13
R. M. Sprigg	Georgetown	104 02

Geo. J. Elliott	Georgetown	114 07
Jno. R. Cruzen	Georgetown	111 01
C. W. Harper	Antietam	107 10
8 boats	total	881 00

NEW CENTRAL COAL CO.

M. Sinclair	Georgetown	108 14
Four Sisters	Georgetown	112 16
B. F. Rohrback	Georgetown	115 09
A. Bain	Georgetown	115 02
J. W. Rhind	Georgetown	112 13
Annie Bell	Georgetown	114 07
6 boats	total	679 01

AMERICAN

Samuel Lloyd	Alexandria	114 10
Maj. E. L. Moore	Alexandria	115 01
Henry C. Flagg	Alexandria	118 14
James R. Anderson	Alexandria	110 02
Wm. E. Bell	Alexandria	115 08
5 boats	total	575 15

HAMPSHIRE & BALTIMORE CO.

L. Lemen	Georgetown	118 01
M. S. Fernsner	Georgetown	114 11
G. P. DeWitt	Georgetown	112 08
M. A. West	Georgetown	117 10
4 boats	total	461 10

GEORGE'S CREEK

Lucinda	Georgetown	114 12
36 boats	total	4,086 13

Ibid, p. 4. The receipts of the canal for the week ending May 23 were: From Cumberland, \$6,575; Georgetown, \$1,900; Hancock, \$219.48; Williamsport, 146.81; total \$8,841.29. Revenue secured at Cumberland for the week, \$141,785.00. Boats cleared 243, carrying 27,484 tons of coal. The recent rains, so far as ascertained at the main office at Annapolis, have done no damage to the canal.

Lewis Soyster, Esq., Street Supervisor, has had done a much needed piece of work for Water street, between the Basin and the Consolidation wharf. This street, which is almost impassable in bad weather, has been covered in great part by a coating of cinder, which if properly kept up will soon make a

hard bed in place of the thick mud so terrifying to locomotion.

ES, Fri. 5/29/74, p. 4. **GEORGETOWN – The Coal Trade** – The shipments of coal from Cumberland for the week ending May 23 amounted to 60,482 tons 9 cwt., an increase compared with the corresponding week of last year of 5,480 tons 7 cwt. For the year to that date 757,995 tons 5 cwt. Were shipped, showing a decrease as compared with the like period in 1873 of 73,429 tons 15 cwt. Decrease in canal shipments, 15,050 tons 12 cwt.; in railroad shipments, 57,579 tons 3 cwt. During the week ending Wednesday evening, 241 boats cleared from Cumberland, carrying 27,317 tons 9 cwt. of coal. This is 17 boats and over 1,900 tons greater than for any previous week (ending Wednesday) this season.

Grain Trade – The canal boat Medley arrived today with 1,800 bushels corn and 450 bushels wheat for Hartley & Bro., and 400 bushels corn for H. M. Talbott; and the boat Nettie Graham arrived with 200 barrels ear corn for Hartley & Bro.

AG, Fri. 5/29/74, p. 3. CANAL COMMERCE – Arrivals – Boats Martin O’Conner and Scotia to Hampshire & Baltimore Coal Co.; Geo. S. Couter to New Central Coal Co.; R. B. Cropley and J. Sammon to George’s Creek Coal & Iron Co.; John P. Moore, H. Delafield and B. Williamson to American Coal Co.

Departures – Boats C. L. Brengle, A. K. Syester, Chas. Robb, Chas. Clifton, A. Cropley, M. Kersey, C. Segerson, Weyand Doerner, R. B. Cropley, Geo. S. Couter and John P. Moore, for Cumberland.

ES, Sat. 5/30/74, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has not been so active, especially in the shipments, as the schooners have been detained by head winds. It is expected that

the fleet of vessels now on their way here will arrive early next week. The receipts by canal have also fallen off, as the following figures indicate: The Cumberland coal received by all of the companies was 13,971 tons, and the shipments 12,689 tons. Gilmore, Meredith & Co. have received 2,672 tons of the Youghiogeny gas coal, and shipped 2,667 tons, making the total receipts for the week 16,643 tons, and the shipments 15,358 tons.

AG, Sat. 5/30, 74, p. 2. CANAL COMMERCE – Arrivals – Boats S. S. Howison, J. W. Burke, J. Dayton, T. Patton, Geo. Sherman, J. L. Reid, W. C. Hunter and W. Walsh to American Coal Co.; Shipley & Bush and Silver Wave to George's Creek Coal & Iron Co.

Departures – Boats B. Williamson, Shipley & Bush, M. O'Conner, S. S. Howison, J. W. Burke, T. Patton, James Dayton, George Sherman, W. C. Hunter, Silver Wave and Chesapeake.

AG, Mon. 6/1/74, p. 2. CANAL COMMERCE – Arrivals – Boats A. J. Akin, Wm. Darrow, J. H. Parrott, H. O. Claughton, P. G. Uhler, A. Main, Rechabites, John Wilson and M. M. Lewis to American Coal Co.; F. Bowers and W. H. Boyer to George's Creek Coal & Iron Co.

Departures – Boats A. J. Akin, A. S. Trundle with cadets aboard, J. H. Parrott, W. Darrow and Chesapeake.

ES, Tue. 6/2/74, p. 4. **GEORGETOWN – Grain Trade** – The receipts of grain today by the canal boat Medley were 700 bushels wheat and 1,200 bushels corn to Hartley & Bro., and 200 bushels of wheat and 250 bushels corn to H. M. Talbott; and by the canal boat Seneca 400 bushels corn for H. M. Talbott, and 300 barrels flour, 1,000 bushels corn and 500 bushels mill-feed for T. C. Wheeler.

AG, Tue. 6/2/74, p. 2. CANAL COMMERCE – Arrivals – Boats G. E. Porter, W. E. Bell, M. D. Corse, J. A. Alexander, H. C. Flagg, S. Lloyd, J. J. Swift, Maj. E. L. Moore and W. J. Boothe to American Coal Co.; Lucinda and A. Sherman to George's Creek Coal Co.; Lillie & Nannie to Blaen Avon Coal Co.; R. A. Wagley to New Central Coal Co.

Departures – Boats W. E. Bell, J. R. Anderson, Lucinda, Lillie & Nannie, H. C. Flagg and J. J. Swift.

CA, Wed. 6/3/74, p. 3. On last Saturday morning as the boat *Wren* on her outward bound trip was passing near the Waste Weir, below the city a short distance, an employee on the boat, named Jno. Rawlings, *alias* "Georgetown," got into an altercation with a little boy, Edward Gossman, who was standing with a companion on the bank of the canal. "Georgetown" became very much enraged at some bantering words addressed to him by the boys, and discharged a gun at them loaded with shot. Several of the shot struck the boy Gossman, one entering his chin, and two striking the head. The wounds were not dangerous, but very painful. The boat *Wren* continued on its way, "Georgetown" remaining on it. He will be looked after.

The Georgetown *Courier* has the following item concerning one known in this city: "A boatman named C. M. Thomas undertook to whip a small boy for some trivial offence last Tuesday, was in turn whipped himself by a party who witnessed the occurrence. The result was that Thomas received a compound fracture of the jaw, his victor escaping unhurt. The injured man was taken to the station house where Dr. Kleinschmidt set the damaged bones.

Workmen have commenced to get the lumber ready to build a canal boat for J. P. Agnew; the timber was purchased from the Alexandria Canal Co., and the boat is to be built in Alexandria. It would be better, however, to build here, where we would have an opportunity to show the coal men that we can furnish them with boats for less money than they pay in Cumberland or elsewhere. - *Georgetown Courier*.

Cumberland boats have attained such a prestige for their durability and easy draught that canal men will have them at any price, albeit we doubt the *Courier's* statements that rates are lower at Georgetown than here.

DT, Wed. 6/3/74, p. 1. **Canal Report.** - 42 boats left this port yesterday carrying 4,784 07 tons of coal as follows:

Boats	Destination	Tons cwt
MARYLAND COAL CO.		
Excelsior	Georgetown	117 13
J. Murray	Georgetown	110 19
A. K. Syester	Georgetown	110 19
H. B. Simonds	Georgetown	113 16
Industry	Georgetown	107 11
Mountain City	Georgetown	110 18
Diligent	Georgetown	117 12
A. H. Bradt	Georgetown	111 18
Col. J. C. Lynn	Georgetown	109 02
H. B. Rohrback	Antietam	114 15
10 boats	total	1,125 03
NEW CENTRAL COAL CO.		
American Boy	Georgetown	116 01
E. J. Hammond	Georgetown	115 06
Viola H. Weir	Georgetown	115 00
Wm. Foley	Georgetown	122 08
Little Joe	Georgetown	115 08
J. W. Carder	Georgetown	119 12
A. Lincoln	Georgetown	119 00
7 boats	total	822 15
BORDEN		
Wm. Staples	Georgetown	118 16
Lizzie & Phillie	Georgetown	108 09
Susan Charles	Georgetown	121 07
R. E. Fugitt	Williamsport	110 17
4 boats	total	459 09
CONSOLIDATION COAL CO.		

A. Campbell	Georgetown	110 00
Dr. Delaplane	Georgetown	116 12
Kattskill	Georgetown	105 19
Consolidation	Georgetown	117 18
Ernst & Holland	Georgetown	110 00
Adam Norrie	Georgetown	110 00
P. J. Smith	Georgetown	110 00
7 boats	total	780 09

AMERICAN

James Green	Alexandria	112 16
Edward Bayer	Alexandria	115 04
L. A. Long	Alexandria	115 00
Theo. L. Betts	Alexandria	117 03
J. H. Stickney	Alexandria	112 03
Charles Robb	Alexandria	115 00
W. J. B. Lloyd	Alexandria	114 04
7 boats	total	801 10

HAMPSHIRE & BALTIMORE CO.

Samuel Swain	Georgetown	111 02
Dr. J. P. Broderick	Georgetown	111 03
M. Fannon	Georgetown	115 00
H. A. Garritt	Georgetown	112 00
4 boats	total	449 05

GEORGE'S CREEK

Robert B. Cropley	Georgetown	114 12
C. Segerson	Georgetown	114 13
2 boats	total	229 05

BLAEN AVON

George Hughes	Georgetown	116 11
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ES, Wed. 6/3/74, p. 4. **GEORGETOWN – Grain Trade** – The receipts of grain today were 2,700 bushels white corn, 600 bushels wheat and 8 tons mill-feed, by the canal boat J. N. Thomas, for J. G. & J. M. Waters.

AG, Wed. 6/3/74, p. 2. **CANAL COMMERCE** – Arrivals – Boats Wm. Gregory, W. J. Boothe, A. S. Winteringham, M. A. Myers, James A. Alexander and Samuel Henry to American Coal Co.; J. Spencer and R. T. Semmes to George's Creek Coal Company.

Departures – Boats G. Hutton, Wm. Gregory, Capt. John Weir, A. S. Winteringham, G. L. Boothe, M. A. Myers, Wm. M. Price, James A. Alexander and Samuel Henry.

DT, Thu. 6/4/74, p. 1. **An Increasing Coal Trade.** - We have repeatedly alluded to the prospect of a heavy increase in the coal trade from this region by the connection of the Western Maryland Railroad with the canal at Williamsport, and we are glad to be able to see that the new field thus opened is attracting attention. E. M. Bynon, Esq., the business and sales agent of the Consolidation Coal Company, has taken in hand the working up of this territory, and has made a tour through that portion of Maryland and the contiguous counties of Pennsylvania and West Virginia, with that object in view. It is safe to say that E. M. will build up a coal trade between Cumberland and that portion of country if any man can.

Canal Report. - 43 boats left this port yesterday carrying 4,881 08 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Fannie & Estella	Georgetown	115 06
A. Spier	Georgetown	112 07
Dr. F. C. Doyle	Georgetown	114 01
B. L. Slack	Georgetown	119 03
J. C. Grove	Georgetown	107 09
F. H. Irwin	Georgetown	114 08
J. Feidt	Georgetown	114 18
Dr. Grimes	Georgetown	110 19
M. E. Spier	Georgetown	111 01
J. E. Stanhope	Georgetown	108 18
Chas Wheatley	Antietam	111 09
11 boats	total	<u>1,229 10</u>
NEW CENTRAL COAL CO.		
W. E. Turner	Georgetown	116 10
Jack Topper	Georgetown	119 13
Ida J. Kreps	Georgetown	112 10
Lillie & May	Georgetown	117 09
E. F. Rizer	Georgetown	114 19
Dr. R. J. Duckett	Georgetown	114 06
William Young	Georgetown	<u>115 14</u>
7 boats	total	811 01
CONSOLIDATION COAL CO.		
J. S. Mackie	Georgetown	106 14
T. J. Nimmo	Georgetown	111 07
Yonkers	Georgetown	110 00

I. Crane	Georgetown	110 00
H. J. Kenah	Georgetown	110 00
Linnet	Williamsport	<u>110 00</u>
6 boats	total	658 01
BORDEN		
Jos. H. Farrow	Georgetown	116 13
Chas. A. Greene	Georgetown	115 08
F. Ensminger	Georgetown	113 05
Little Nan	Georgetown	115 05
J. A. Spielman	Georgetown	<u>114 08</u>
5 boats	total	574 19
HAMPSHIRE & BALTIMORE CO.		
J. R. Purcell	Georgetown	117 00
W. P. Woolls	Georgetown	<u>110 07</u>
2 boats	total	227 07
AMERICAN		
Michael Snow	Alexandria	116 12
David A. Lowe	Alexandria	115 12
Matthew Kersey	Alexandria	115 13
John P. Moore	Alexandria	111 11
Weyand Doerner	Alexandria	115 01
Charles Clifton	Alexandria	115 19
H. Delafield	Alexandria	<u>115 18</u>
7 boats	total	806 06
GEORGE'S CREEK		
A. Croyley	Georgetown	109 11
John Sammon	Georgetown	<u>114 14</u>
2 boats	total	224 05
GAS COAL		
Alex. Adams	Alexandria	110 00
L. N. Lovell	Washington	115 00
BLAEN AVON CO.		
J. T. Dixon & Co.	Georgetown	114 13

 The Board of Directors of the Chesapeake and Ohio Canal Company have made a reduction in toll on coal between this point and Georgetown, D. C. The reduction took effect on the first day of June, and we believe it to have been a wise measure.

AG, Thu. 6/4/74, p. 2. CANAL
 COMMERCE – Arrivals – Boats R. H. Miller, T. H. Faile, American Flag, M. Sandford and A. J. Clark to American Coal Co.

Departures – Boats Loretto, D. Stewart, R. H. Miller, T. H. Faile, A. J. Mills and D. Cromwell.

DT, Fri. 6/5/74, p. 1. **Canal Report.** - 36 boats left this port yesterday carrying 3,852 09 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Cumberland	Georgetown	111 08
Thomas Wheeler	Georgetown	107 16
A. L. Miller	Georgetown	117 10
Etta & Rena	Georgetown	118 06
Wm. R. Snow	Georgetown	111 07
Kate Brooks	Georgetown	110 12
H. W. Dellinger	Georgetown	110 19
Cherokee Tribe	Georgetown	110 13
Sprigg S. Lynn	Antietam	116 14
9 boats	total	1,009 07
CONSOLIDATION COAL CO.		
J. M. Forbes	Georgetown	110 00
J. K. Whitford	Georgetown	110 00
C. Slack	Georgetown	121 00
J. W. Turner	Georgetown	112 13
S. S. Cunningham	Georgetown	110 00
Gen. Grant	Georgetown	110 00
Monongahela	Georgetown	103 00
7 boats	total	782 00
AMERICAN		
Jno. W. Burke	Alexandria	112 00
S. S. Howison	Alexandria	112 00
James Dayton	Alexandria	113 00
John L. Reid	Alexandria	115 12
Wm. C. Hunter	Alexandria	115 03
Thomas Patton	Alexandria	116 00
6 boats	total	
BORDEN		
Henry Freeland	Georgetown	115 00
Thomas Drennen	Georgetown	113 06
Sallie E. Hassett	Georgetown	112 05
Henry Kraus	Georgetown	115 00
4 boats	total	463 12
NEW CENTRAL COAL CO.		
Col. E. V. White	Georgetown	108 12
Peter Sinclair	Georgetown	116 02
Theo. Embrey	Georgetown	111 19
Ida & Harry	Georgetown	117 00
4 boats	total	453 13
GEORGE'S CREEK		
Shipley & Bush	Georgetown	117 00
Silver Wave	Georgetown	111 06
2 boats	total	228 06
HAMPSHIRE & BALTIMORE CO.		

Robert Emmett	Georgetown	108 12
V. L. Sprigg	Georgetown	113 15
2 boats	total	222 07
BLAEN AVON CO.		
M. Scally	Georgetown	117 05
ATLANTIC CO.		
M. C. Merryman	Georgetown	109 01

 We were in error yesterday in saying that the Chesapeake and Ohio Canal Company had reduced the toll on coal between this port and Georgetown. The rumor of a reduction of ten cents per ton *in freights* by the coal companies is probably what gave rise to the report we mentioned, and which we now correct. It is greatly to be regretted that there is a necessity for a reduction in freights, but as the outlook appears to us we believe the necessity not only exists, but is imperative. The boatmen will do well to look at the matter calmly and remember that with a revival of business will come a revival of prices.

Ibid, p. 4. A new coal company, named the Atlantic, started operations yesterday, making their first shipment to Georgetown by boat.

ES, Fri. 6/5/74, p. 4. **GEORGETOWN – Grain Trade** – The receipts of grain were 3,800 bushels wheat by boat Round Top, for J. G. & J. M. Waters, and 2,500 bushels wheat, 4,000 bushels corn, 100 barrels flour and 276 barrels ear corn, by boats Wheeler & Barron, Nettie Graham and Bradfield Hartley, all for Hartley & Bro.

AG, Fri. 6/5/74, p. 2. CANAL COMMERCE – Arrivals – Boats J. W. Morris, Wm. Smith and R. Bender to American Coal Co.; Busy Bee and A. B. Cunise to Maryland Coal Co.

Departures – Boats A. J. Mills, D. Cromwell, C. Ridgley, American Flag, M. Sandford, A. J. Clark, M. McNally, F. F. Davis, Busy Bee, J. W. Morris, A. B. Cunise and Wm. Smith.

ES, Sat. 6/6/74, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been uninterrupted and very active. Messrs. Gilmore, Meredith & Co. have received 2,339 tons and shipped 2,377 tons of Youghiogheny gas coal, and the entire receipts by all of the companies were 17,458 tons, and the shipments 17,351 tons of Cumberland coal; making the total receipts for the week, 19,797 tons, and the shipments 19,728 tons.

AG, Sat. 6/6/74, p. 2. CANAL COMMERCE – Arrivals – Boats A. J. Clark, J. W. Morris, W. Smith, R. Bender, J. Bradburn, J. H. Platte, James Hoy, L. A. Long and G. P. Lloyd to American Coal Co.; Five Brothers to George’s Creek Coal Company.

Departures – Boats J. W. Morris, W. Smith, R. Bender, J. Bradburn, J. H. Platte, J. Hoy, L. A. Long, G. P. Lloyd, R. T. Semmes, Morning Sun, G. L. Coulehan, Mayfield & Hieston and Mary Mack.

Arrivals via Canal – Boat Jacob McGraw to Blaen Avon Coal Co.

NR, Mon. 6/8/4, p. 4. Eighteen thousand eight hundred and two dollars and twelve cents have been received by the Chesapeake and Ohio Canal Company as coal receipts during the past week. For tolls \$59,510.76. During the month of May 114,566 tons, being 8,905 tons greater shipped in May, 1873.

ES, Mon. 6/8/74, p. 4. **GEORGETOWN – Reduction of Canal Freights** – The *Cumberland News* says: We learn that all the coal companies but the Maryland have reduced the canal freights from \$1.30 and \$1.35 to \$1.20 and \$1.25 to Georgetown and Alexandria, respectively. This is the lowest rate paid by the companies named during the present season.

Alexandria Canal – Since the dredging of Rock Creek sufficiently for the passage of canal boats, many of the boats pass into the river through Rock Creek and are towed to Alexandria. They say this is cheaper than paying toll on the Alexandria canal and towing themselves.

Grain Trade – The canal boat Medley arrived today with 1,400 bushels corn and 650 bushels wheat for Hartley & Bro., and 600 bushels corn for H. M. Talbot, and the canal boat H. M. Talbott has arrived with 2,000 bushels wheat, 700 bushels corn and 50 bales of hay for H. M. Talbott.

AG, Mon. 6/8/74, p. 3. CANAL COMMERCE - Arrivals – Boats Five Brothers, J. & T. Coulehan, T. J. Boyer and C. Segerson to George’s Creek Coal & Iron Co.; Geo. Hughes to Blaen Avon Coal Co.; Chas. Robb, T. L. Betts, Ed Bayer, James Green, W. J. B. Lloyd, J. H. Stickney, J. P. Moore, D. A. Lowe, Michael Snow, M. Kersey and Weyand Doerner to American Coal Co.

Departures – Boats R. T. Semmes, Morning Sun, L. A. Long, C. E. Charles, Chas. Robb, Five Brothers, P. L. Lemon, T. L. Betts and J. Green.

AG, Tue. 6/9/74, p. 2. CANAL COMMERCE – Arrivals – Boat D. L. Taylor to George’s Creek Coal Co.; Chas. Clifton, H. Delafield, Benj. Williamson, J. L. Reid, S. S. Howison, J. W. Burke, W. C. Hunter, James Dayton, Thomas Patton and Wm. Walsh to American Coal Co.

Departures – Boats Ed Bayer, Park Agnew, J. H. Woodburn, Geo. Hughes, W. J. B. Lloyd, J. P. Moore, J. H. Stickney, Johnny, J. & T. Coulehan, D. A. Lowe, M. Kersey, M. Snow, Chas. Clifton, H. Delafield and W. C. Hunter.

Ibid, p. 3. **Local Brevities** – A disturbance occurred among some canal

boatmen at the outlet lock this morning, but the affair had been quieted when the police officers reached there.

CA, Wed. 6/10/74, p. 2. Under the caption of "Political Gossip," the Washington correspondent of the Baltimore *American* has to say in connection with the succession to Hon. Lloyd Lowndes, at present representing this Congressional District: "Mr. Montgomery Blair will probably be the Democratic candidate for the Sixth District, his nomination being in furtherance of the Trans-Allegany Canal scheme, which will bring a strong interest to his support. The agitation of the subject in Congress, and the passage of the Windom resolutions for the survey of national routes of cheap transportation, among which this canal project is included, will give the scheme a prominence, and Mr. Blair, being an active manager of the enterprise, will derive some strength from the consideration. Quite a number of names are mentioned in connection with the Republican nomination, among them being Judge Geo. A. Pearre, Dr. Louis Steiner and Capt. Henry C. Nail, of Frederick, as well as the present representative, Hon. Lloyd Lowndes."

Ibid, p. 3. All the coal companies shipping from this port have reduced freights on coal five cents. The rates now stand \$1.25 to Georgetown, and \$1.30 to Alexandria.

NR, Fri. 6/10/74, p. 1. **Chesapeake and Ohio Canal.** - The receipts of the canal for the week ending July 4 were remarkably large. They were from Cumberland, \$26,326.90; Georgetown, \$7,650; Hancock, \$17.63; Williamsport, \$149.65. Total, \$34,144.18. The accrued revenue at Cumberland for the week was \$11,889.66. Number of boats that cleared from

Cumberland during the same period 198, carrying 22,071 tons of coal.

AG, Wed. 6/10/74, p. 2. CANAL COMMERCE – Arrivals – Boats Thomas Patton, A. J. Akin, H. O. Claughton, Wm. Darrow, Geo. Sherman and A. Main to American Coal Co.; T. J. Nimmo to W. A. Smoot; Lilly & Nannie, W. H. Ash and Dr. Duckett to New Central Coal Co.

Departures – Boats Weyand Doerner, C. W. Wilson, Benj. Williamson, J. L. Reid, R. A. Goodwin, S. S. Howison, J. W. Burke, H. M. Snyder, Wm. Walsh, J. Dayton, T. J. Boyer, A. Adams, Thomas Patton, A. J. Akin, Katie & Billy, T. J. Nimmo, H. O. Claughton, R. B. Cropley and Lilly & Nannie.

AG, Thu. 6/11/74, p. 2. CANAL COMMERCE – Arrivals – Boats B. R. Summers, J. R. Couter and Belle Resley to New Central Coal Co.; S. T. Ekis, P. Fleckenstein to the Consolidation Coal Co.; Joel Charles and R. Shriver to Wm. A. Smoot; John Sammon and Arthur Cropley to George's Creek Coal & Iron Co.; M. D. Gorse, Kate, Dr. M. M. Lewis, W. E. Bell, J. H. Parrott, jr., Dr. G. Ellis Porter and Peter G. Uhler to American Coal Co.

Departures – Boats W. Darrow, S. Swain, Geo. Sherman, A. Main, W. A. Ash, C. Segerson, Dr. J. P. Broderick, J. Wilson, Dr. Duckett, Consolidation and R. Shriver, for Cumberland.

ES, Fri. 6/12/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat A. P. Gorman arrived with 120 barrels of flour, for J. G. & J. M. Waters.

AG, Fri. 6/12/74, p. 2. CANAL COMMERCE – Arrivals – Boats City of Hamburg to New Central Coal Co.; H. E. Chaplin to Consolidation Coal Co.;

Rechabites and H. C. Flagg to American Coal Co.

Departures – Boats M. D. Corse, M. Fannon, B. Summers, Joel Charles, J. R. Carter, M. Lewis, H. A. Garritt, J. H. Parrott, John Sammon, G. E. Porter, City of Hamburg, W. E. Bell, P. G. Uhler, J. R. Purcell, M. Scally and Rechabites, for Cumberland.

Arrivals by River – Boats Silver Wave, F. R. M. Bowers, W. H. Boyer, M. Scally, J. T. Dixon, E. B. Johnson, H. S. Miller, J. H. Houck and Geo. S. Couter to John P. Agnew.

ES, Sat. 6/13/74, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the past week has been active. The boatmen say they have had the best run this season they have ever experienced. The receipts of Cumberland coal for the week were 15,701 tons and the shipments 14,869 tons. The agents (Messrs. Gilmore, Meredith & Co.) of the Youghiogheny gas coal have received 1,464 tons and shipped 710 tons of gas coal, making the total receipts for the week 17,165 tons and the total shipments 15,579 tons.

AG, Sat. 6/13/74, p. 2. CANAL COMMERCE – Arrivals – Boats Shipley & Bush and Lucinda to George’s Creek Coal & Iron Co.; Minnie & Cora, limestone to E. Francis; Wm. J. Boothe, J. R. Anderson, J. J. Swift, Wm. Gregory and S. Lloyd to American Coal Co.; J. H. Kindle, J. B. Slattery and M. H. Russell to Maryland Coal Co.

By River – Boats M. C. Merryman and C. C. Kelly to J. P. Agnew.

Departures – Boats J. B. Slattery, W. J. Boothe, F. R. M. Bowers, Shipley & Bush, J. R. Anderson, Silver Wave, J. H. Kindle, G. S. Couter, J. J. Swift, H. C. Flagg, A. Sherman and J. T. Dixon, 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 Company 4,726 tons; by Hampshire & Baltimore Coal Company 2,711 tons; by J. P. Agnew 2,300 tons. The shipments during the same period were: by the American Coal Company 5,389 tons; by Hampshire & Baltimore Coal Company 917 tons; by J. P. Agnew 1,600.

AG, Mon. 6/15/74, p. 3. CANAL COMMERCE – Arrivals – Boats E. L. Moore, G. L. Boothe, R. S. Grant, A. S. Winteringham, M. A. Myers, J. R. Anderson, D. Stewart and S. Henry to American Coal Company.

Departures – Boats J. J. Swift, W. H. Boyer, Julia Manning, Wm. Gregory, M. H. Russell, Lucinda, S. Lloyd, J. H. Shuck, E. B. Johnson, H. S. Miller, E. L. Moore, G. L. Boothe, Ben Bissell, R. S. Grant, A. S. Winteringham and C. C. Kelly, for Cumberland.

Arrivals by River – Boats Robert Emmett, Tony Rodier, Scotia, V. L. Sprigg, J. Spielman and Geo. Hutton to Hampshire & Baltimore Coal Company.

AG, Tue. 6/16/74, p. 2. CANAL COMMERCE – Boats T. H. Faile, M. Sandford, R. H. Miller, D. Cromwell, American Flag and Richard Bender to American Coal Co.

By River – Boats Samuel Charles, B. F. Price, J. M. Resley, Noble Grand, W. Doyle, Annie Bell, John Spencer, R. T. Semmes, Chesapeake and D. L. Taylor.

Departures – Boats C. C. Kelly, R. Emmett, M. A. Myers, J. A. Alexander, Samuel Henry, M. Mertens, Tony Rodier, M. C. Merryman, D. Stewart, V. L. Sprigg and M. Sandford.

CA, Wed. 6/17/74, p. 3. The steam canal boat *H. T. Weld*, owned and designed by Capt. Alex. McDonald, left Cumberland on Saturday for Georgetown, carrying 104 tons of coal. In passing down the level she behaved well, moving along smoothly at the rate of about 3 miles an hour. This is her first trip and will test her fitness for the work.

AG, Wed. 6/17/74, p. 2. CANAL COMMERCE – Arrivals – Boats Mayfield & Hieston, and J. R. Ray to individuals; A. Jackson Clark and William Smith to American Coal Co.

By River – Boats D. L. Taylor, W. R. Shaw and J. W. Grant, jr. to J. P. Agnew; W. M. Price, Loretto, A. J. Mills, Mary Mack, M. O’Conner and F. F. Davis to Hampshire & Baltimore Coal Co.

Departures – Boats T. H. Faile, Scotia, D. Cromwell, Annie Bell, R. H. Miller, A. Sherman, John Spielman, Richard Bender, G. Hutton, J. Spencer, J. R. Ray, Mayfield & Hieston, J. W. Morris, C. Ridgley, J. M. Resley and American Flag.

ES, Thu. 6/18/74, p. 1. **Chesapeake and Ohio Canal** – *The Annual Report* – The stockholders of the Chesapeake and Ohio Canal Company held a meeting in Annapolis yesterday. The forty-sixth annual report of the directors was handed in by President Gorman, by which it was shown that during the fiscal year ending December 31, 1873, the receipts were \$507,600.52, being \$20,655.86 in excess of the previous year. The net revenue for the year was \$230,629.31, to which add the balance in the treasury on December 31, \$72,425.42, and we find a total balance of \$303,054.73 applicable to the payment of overdue interest on preferred construction bonds, principal and interest of repair bonds and current expenses. In regard to the condition of the canal the report says: “During the past

year the canal has sustained greater damage than it has in any year since 1852, while it is true that the improvements made in past years have strengthened the work, and its banks have become more solid, and less liable to damage from high water on the river. The result of improvements made is that the spring freshets have passed off without damaging the work, and the navigation of the canal is more reliable than before, while the average carrying capacity of boats has increased two tons each over that of last year. In addition to which the construction of a steam dredge, at \$10,000, has enabled us to thoroughly dredge the greater portion of the Georgetown level, which is always crowded with boats, and where interruptions were heretofore frequent.

The following resolution was adopted: - ‘That in view of the recommendation of the president and directors in their annual report for 1874, expecting increased wharf facilities at Georgetown and Washington, as also the suggestion looking to the extension of the canal to the Ohio river and the city of Baltimore, that a committee of three be appointed to examine the same and report to an adjourned meeting of the stockholders to be held in this city on Tuesday, Sept. 23rd, next.” Messrs. Berret, Woolford and Compton were appointed.

A. P. Gorman as president, James G. Berret, Daniel Biser, Michael Bannon, A. K. Stake, Gilmore Meredith, G. M. Watkins, directors, were then re-elected for the ensuing year, unanimously, except that Col. Berret voted for H. M. Sweeny, of Georgetown, in place of himself; after which, the meeting adjourned until the 22nd of September.

AG, Thu. 6/18/74, p. 2. CANAL COMMERCE – Arrivals – Boat Dr. F.

Doyle to Maryland Coal Co.; Chas. Robb and G. P. Lloyd to American Coal Co.

By River – Dr. F. C. Doyle to Hampshire & Baltimore Coal Co.

Departures – Boats A. J. Clark, M. McNally, Wm. Smith, G. P. DeWitt, Loretto, W. M. Doyle, B. F. Price, G. W. Grove, G. P. Lloyd, Chas. Robb and Dr. F. C. Doyle.

ES, Fri. 6/19/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Wheeler & Barron arrived today with 700 bushels wheat and 1,800 bushels corn for Hartley & Bro., and 200 bushels corn for H. M. Talbott.

AG, Fri. 6/19/74, p. 2. CANAL COMMERCE – Arrivals – Boats L. A. Long, James Green, Theo. L. Betts, J. P. Moore, James Hoy and Ed Bayer to American Coal Co.

Departures – Boats Noble Grand, F. C. Doyle, John Bradburn, J. H. Platte, W. M. Price, R. T. Semmes, Mary Mack, Five Brothers, J. W. Grant, L. A. Long, A. J. Mills and T. L. Betts, for Cumberland.

ES, Sat. 6/20/74, p. 4. **GEORGETOWN – Coal Trade** - The coal trade for the week past has not been quite as brisk as it has been for a few weeks past. The demand for coal has not been so great, and the coal boats have been detained by repairs to the canal. Gilmore, Meredith & Co. have received 3,064 tons, and shipped 3,079 tons of the Youghiogeny gas coal and the receipts of Cumberland coal for the week were 13,858 tons, and the shipments 16,943 tons, making the total receipts for the week 16,022 tons, and the shipments 20,022 tons.

Grain Trade – The only receipts of grain today were 3,200 bushels wheat by canal boat E. F. Wheeler, consigned to J. G. & J. M. Waters.

AG, Sat. 6/20/74, p. 2. CANAL COMMERCE – Arrivals – Boat R. B. Cropley to George’s Creek Coal & Iron Co.

By River – Boats P. L. Lemon, Lillie Lemon and Morning Sun to Hampshire & Baltimore Coal Co.

Departures – Boats Chesapeake, James Green, J. P. Moore, M. O’Conner, D. L. Taylor, Ed Bayer, James Hoy, F. F. Davis, J. & T. Coulehan, R. B. Cropley, Four Sisters, W. R. Shaw and T. J. Boyer.

Ibid, p. 3. **The Alexandria Canal** –

The condition of affairs relative to the navigation of the Alexandria canal at this time excites no little attention in this neighborhood. It is seen that a canal constructed with great skill and at the cost of over a million and a half dollars, with an aqueduct a mile long spanning a wide and deep river, is deliberately abandoned by a large number of boats which now reach Alexandria by the river. When it is considered that the route now pursued by these boats existed before the canal was constructed, and that the canal was made only because that route was dangerous at all seasons and totally impracticable during a considerable portion of the year, the aspect of the case becomes yet more singular. Certainly the river route which in the pleasant weather of June, July and August may be practicable for canal boats, yet in the windy autumn, and when the fogs begin to settle upon the river, it will be found that the designers of the canal were not improvident in their large expenditure of money. Now the boats are newly caulked, but after they shall have become frailer the dangers of river navigation, even under the most favorable circumstances, will soon become apparent. It has been said that the tolls on the Alexandria canal have forced the boats to the river, but it is understood that there will be no lack of accommodation on the

part of the lessees if the canal is continued to be used.

The Chesapeake and Ohio Canal Company, with President Gorman and Mr. Dodge, are about to construct a new series of outlet locks into the river above the aqueduct, with a view of charging 1½ cents per ton lockage, which, if they can succeed in destroying the aqueduct, will be a handsome income. Should the boats all take the river line and leave the lessees of the canal without the means of keeping up the aqueduct, this object would be accomplished, but the aqueduct is based on a solid rock and has been declared legal by all the courts, and if the present attempt be made with a view to have it removed for the benefit of the outlet lock enterprise, we are assured that it will fail.

ES, Mon. 6/22/74, p. 4. **GEORGETOWN – Grain Trade** – There were no arrivals of grain today. The canal boat H. M. Talbott arrived with hay for H. M. Talbott.

AG, Mon. 6/22/74, p. 2. CANAL COMMERCE – Arrivals – Boats W. J. B. Lloyd, M. Kersey, M. Snow, H. Delafield, J. L. Reid, D. A. Lowe, W. Doerner, C. Clifton, W. Walsh, B. Williamson, W. C. Hunter, J. W. Burke and J. Dayton to American Coal Co.; Thomas & Johnny, J. A. Spielman and J. F. Kreigh to Maryland Coal Co.; Lucinda and John Sammon to George's Creek Coal Company.

By River – Boats Johnny & Tommy, J. F. Kreigh and Henry Freeland to Maryland Coal Co.; boats M. A. West and J. H. Woodburn to Hampshire & Baltimore Coal Co.

Departures – Boats W. J. B. Lloyd, M. Snow, M. Kersey, P. L. Lemon, J. L. Reid, H. Delafield, Lucinda and D. A. Lowe, for Cumberland.

ES, Tue. 6/23/74, p. 4. **GEORGETOWN – Grain Trade** – The only arrival of grain today was 1,000 bushels wheat and 480 bushels corn, by the canal boat C. F. Walters, consigned to J. G. & J. M. Waters.

AG, Tue. 6/23/74, p. 2. CANAL COMMERCE – Arrivals – Boat T. E. Sheridan to Maryland Coal Co.; H. O. Claughton, A. J. Akin, S. S. Howison, Thomas Patton, A. Main, J. Wilson, Kate, G. Sherman, Wm. Darrow, W. E. Bell and M. D. Corse to American Coal Co.

Via River – Boats Ida J. Kreps, W. H. Boyer, F. R. M. Bowers, A. Cropley, W. E. Turner and Wm. Foley to J. P. Agnew; T. E. Sheridan, Mrs. C. E. Charles and W. P. Woolls to Hampshire & Baltimore Coal Co.

Departures – Boats Johnny & Tommy, W. Doerner, J. T. Scrivener, G. Knode, Chas. Clifton, W. M. Walsh, H. Freeland, B. Williamson, W. C. Hunter, J. H. Stickney, J. W. Burke, W. Young, Shipley & Bush, J. F. Krieh, S. S. Howison, James Dayton, H. O. Claughton, T. E. Sheridan, Thomas Patton, A. Main and A. J. Akin.

CA, Wed 6/24/74, p. 3. **The Chesapeake and Ohio Canal.** Annapolis, June 17, 1874.

The stockholders of the Chesapeake and Ohio Canal Company held a meeting today in the Executive chamber. The forty-sixth annual report of the directors was handed in by President Gorman, by which it is shown that during the fiscal year ending December 31, 1873, the receipts were \$507,660.52, being \$20,655.86 in excess of the previous year. The net revenue for the year was \$230,629.31, to which add the balance in the treasury on December 31, \$72,425.19 and we find a total balance of \$303,054.50 applicable to payment of overdue bonds, principal and interest of repair bonds and current expenses. In May, 1872, \$50,985 were appropriated to pay

coupons on the construction bonds due January, 1857; in July \$101,970 were appropriated for those due in July, 1857, and January, 1858, and in September \$50,985 were appropriated to pay those due in July, 1858. \$2,712.88 were also paid for interest on repair bonds and the principal on the two outstanding bonds, making a total of \$206,652.88. There is a balance of \$92,577.54 in the treasury, and \$3,824.08 in the hands of disbursing officers. A comparison of the ordinary expenses shows the following: In 1871 the amount was \$212,006.96; in 1872, \$222,855.13; and in 1873, \$220,200.62.

In regard to the condition of the canal the report says: During the past year the canal has sustained greater damage than it has in any year since 1852, while it is true that the improvements made in past years have strengthened the work and its banks have become more solid, and less liable to damage from high water in the river. Culverts that were constructed to pass small streams under the canal, and that have always heretofore proved adequate, were totally insufficient to pass the streams swollen into torrents by the succession of storms during last July and August. Many breaks, therefore, necessarily occurred, while in many places the canal was filled for several hundred yards in length. The repairs were completed under the most trying circumstances; the labor of days being completely destroyed by sudden storms. But by the untiring energy of the superintendents and officers of the company we were enabled to resume navigation within a month from the date of the first break. The result of improvements made is that the spring freshets have passed off without damaging the work, and the navigation of the canal is more reliable than before, while the average carrying capacity of boats has increased two tons each over that of last year. In addition to which the

construction of a steam dredge, to cost \$10,000, has enabled us to thoroughly dredge the greater portion of the Georgetown level, which is always crowded with boats, and where interruptions were heretofore frequent. Since this dredge has been in operation there has been removed from the canal proper and Rock creek 32,230 cubic yards, at a cost of \$6,647.28, which is a fraction less than twenty-one cents per cubic yard. The cost under the old method would have been \$17,726.50.

Colonel Berret, of Washington, J. P. Poe, representing Virginia, Colonel Thomas I. McKaig, private stockholder, and the Board of Public Works of the State were present.

The adoption of the report of last year was recommended.

The following resolution: "That in view of the recommendation of the President and Directors in their annual report of 1874 respecting increased wharf facilities at Georgetown and Washington, as also the suggestion looking to the extension of the canal to the Ohio river and the city of Baltimore, that a committee of three be appointed to examine the same and report to an adjourned meeting of the stockholders to be held in this city on Tuesday, September 22nd next," was adopted.

ES, Wed. 6/24/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat J. N. Thomas arrived today with 3,300 bushels corn and 350 bushels wheat, consigned to J. G. & J. M. Waters.

AG, Wed. 6/24/74, p. 2. **CANAL COMMERCE – Arrivals – Boats** M. M. Lewis, H. C. Flagg, P. G. Uhler, J. H. Parrott, jr., W. J. Boothe, jr., S. Lloyd, W. Gregory, J. R. Anderson, G. E. Porter, G. L. Boothe and J. J. Swift to American Coal Co.

By River – Boat Park Agnew to Hampshire & Baltimore Coal Co.

Departures – Boats J. Wilson, Geo. Sherman, Kate, Wm. Darrow, W. E. Bell, M. D. Corse, M. M. Lewis, P. G. Uhler and H. C. Flag.

AG, Thu. 6/25/74, p. 2. CANAL COMMERCE – Arrivals – Boats Rechabites, A. S. Winteringham, R. S. Grant, Maj. E. L. Moore, J. A. Alexander, David Stewart and M. A. Myers to American Coal Co.; G. H. Bradt, F. H. Irwin, W. T. Hassett, Carrie & Margie and Excelsior to Maryland Coal Co.

By River – Boats Alexander Adams, E. Mulvaney and A. H. Bradt to Hampshire & Baltimore Coal Co.

Departures – Boats W. J. Boothe, T. H. Irwin, G. H. Bradt, Wm. Gregory, J. H. Parrott, jr., G. E. Porter, Samuel Lloyd, J. R. Anderson, G. L. Boothe, I. J. Kreps, J. J. Swift, A. S. Winteringham, Rechabites, W. T. Hassett and R. S. Grant.

Ibid, p. 3. **Steam Canal Boat** – The Cumberland *News* says: Mr. Alex. McDonald has returned from his trip down the canal with the steamer “H. T. Weld.” The boat made excellent time – about 3½ miles per hour down and 4 up, and consumed but a small amount of fuel. She is pronounced a perfect success.

AG, Fri. 6/26/74, p. 2. CANAL COMMERCE – Arrivals – Boat M. Sandford to American Coal Company.

By River – Boats M. S. O’Donnell, M. Scally, Lucinda, John Spencer, Belle Resley, P. A. Gorman, Lilly & May and Iowa to J. P. Agnew; Dr. Broderick to Hampshire & Baltimore Coal Co.

Departures – Boats E. L. Moore, D. Stewart, J. A. Alexander, Carrie & Margie, M. A. Myers, Excelsior and M. Sandford.

AG, Sat. 6/27/74, p. 2. CANAL COMMERCE – Arrivals – Richard Bender,

Thomas H. Faile, J. W. Morris, R. H. Miller, Samuel Henry, D. Cromwell, American Flag and Wm. Smith to American Coal Co.

Departures – Boats Peter Sinclair, R. Bender, T. H. Faile, J. W. Morris, R. H. Miller, S. Henry, D. Cromwell, American Flag and Wm. Smith, for Cumberland.

Ibid, p. 3. **Coal Trade** – The receipts and shipments of coal for the week past, at this port, have been as follows: American Coal Company shipped 6,624 tons and received 6,079 tons; Hampshire & Baltimore shipped 1,331 and received 2,526 tons; J. P. Agnew shipped 1,720 and received 3,156 tons.

ES, Mon. 6/29/74, p. 4. **SPORT FOR EVERYBODY** - A trip to the Great Falls is now in order. The packet-boat Minnesota makes three trips to the falls every week - Monday, Wednesday and Friday - starting from the foot of High street, Georgetown, at 7 a.m., returning same day. The boat is drawn by horses, and makes the run in about three hours and a half. Fine views of the beautiful scenery along the Potomac are obtained at many points, which are well worth the journey. At the Falls there is a large hotel, newly fitted, where all the accommodations of a first-class house are to be had. It is kept on the European plan, and the proprietors, Messrs. Garrett & Mans, certainly know how to keep a hotel. Meals are furnished at all hours, thus allowing fishing parties to remain "out on the rocks" as long as they please. There is also connected with the hotel a large dancing hall and picnic grounds. See advertisement under "Excursions."

AG, Mon. 6/29/74, p. 2. CANAL COMMERCE – Arrivals – Boats C. Robb, G. P. Lloyd, John Bradburn, A. J. Clark, L. A. Long, J. H. Platte, J. P. Moore, T. L. Betts, Ed Bayer, James Hoy, J. L. Reid, J. H.

Stickney and W. C. Hunter to American Coal Co.; Jack Stanhope to Maryland Coal Co.

Via the River – J. & T. Coulehan, A. Sherman and B. F. Price to John P. Agnew.

Departures – Boats Chas. Robb, G. P. Lloyd, J. Bradburn, A. J. Clark and L. A. Long, for Cumberland.

Ibid, p. 3. **Bottom of Canal Out.** –

As the 11 o'clock train from Washington this morning, was passing under the aqueduct at Four Mile Run a large space in the bottom of the canal, gave way and a large body of water rushed down carrying away the heads of the arches which pass under the turnpike at that point. The accident caused great excitement on the train and there was a regular stampede of the passengers therefrom. Although the train succeeded in getting through and came on to this city, most of the passengers preferred walking through the arch. They report the ground as badly cracked on the lower side of the canal, and the eastern pier of the aqueduct in shaky condition. The track of the W. & A. R. R. is, as yet, all right, but great care is necessary in passing through the arch. At 3 o'clock this afternoon the water on both sides of the break was pouring through in a perfect torrent, and looked as though it would soon empty this level of the canal. The break is about one hundred feet long, and will, we fear, cause quite a protracted suspension of canal navigation. Numbers of persons from this city went up to the scene of the accident this afternoon.

AG, Tue. 6/30/74, p. 3. CANAL COMMERCE – Arrivals by River – Boats M. Mertens, J. H. Houck, C. Segerson and R. T. Semmes to J. P. Agnew.

The Canal Break – We visited, yesterday afternoon, the break on the canal mentioned in yesterday's *Gazette*.

Ascending the steps leading to the top of the aqueduct over the road we found before us a chasm about one hundred feet long and fifty feet deep, through which the waters of the canal were pouring down from both sides in torrents. Every few minutes the earth on the sides of the chasm undermined by the flow of water would give way and fall with a crash into the broken arch below. The top of the lower arch, through which Four Mile Run passes, was entirely gone, and the northeast front, facing the river, was separated from the rest of the structure by a crack about six inches wide. Both banks of the canal were badly cracked, especially the southern or berm bank. The aqueduct over the turnpike and railroad uninjured, but for fear of accidents the trains are carried through very slowly. The accident will cause the suspension of canal navigation for some time, and we fear for the entire season. The arch below will have to be entirely rebuilt, and both banks cut down and a large amount of refilling done. An examination of the roadway and underlying work will be made by competent surveyors. To give an idea of the amount of earth and rubbish that has fallen through, we would notice the fact that the channel at the mouth of the lower arch, which was formerly about fifteen feet deep, and through which the tide ran with great force, is now almost entirely choked up by the debris, only a few inches of water from the broken canal passing through when we saw it. Should the opening not be speedily cleared out, it is feared that some damage will be done by the backing up of the water in Four Mile Run above the aqueduct.

CA, Wed. 7/1/74, p. 3. **Kicked by a Mule.** On Monday morning a colored boy named William Fletcher, aged 14 years, residing in Washington, D.C., and employed on the boat of Captain Tony Singer, of Williamsport, was badly kicked by a mule

near the wharf of the Consolidation Coal Company in this city. He was struck between the eyes. The bones of the nose were broken, the lower portion of the forehead was severely cut, and one of the eyelids frightfully torn, though the eye itself escaped fatal injury. He will recover.

Canal Receipts. - The receipts of the Canal Company for the week ending June 20th, were: From Cumberland, \$12,066.47; Georgetown, \$1,050; Williamsport, \$266.55; Hancock, \$68.83 - total \$13,451.55. Accrued revenue for the same period at Cumberland, \$13,987.62, number of boats cleared during the week from Cumberland 228, carrying 25,996 tons of coal.

The steam canal boat "H. T. Weld," owned by Capt. Alex. McDonald, returned last week from her trip down the canal. The time made with load was 3½ miles an hour, and 4 miles unloaded. The consumption of coal was very small. This trip may be regarded as a successful test of the "Weld's" fitness for canal navigation.

AG, Wed. 7/1/74, p. 3. **Repairs to the Canal, &c.** - It is the intention of the lessees of the Alexandria canal to repair the late break in that structure as speedily as possible, and for that purpose they have had the work examined by Mr. Samo, the engineer of the Washington Water Works, and estimates made. Already as many hands as can be advantageously worked have been ordered to repair to the scene of the break, and two large scows, purchased in this place, have been taken to Four-mile Run for the purpose of removing the debris. In about six weeks it is the confident expectation of the lessees that the necessary repairs will be completed and the canal again be in fine navigable condition.

Boats from Cumberland with coal to the various agencies in this city are arriving freely by the river, being locked out of the C. & O. Canal at Rock Creek and towed to this place by tugs, a large number of which are kept busily employed in this way.

Pleasant Excursion - Last night, Mr. John H. Parrott, jr., Agent of the American Coal Company at this city, took a party of his friends down the river on the steam tug Geo. M. Griffin, as far as Marshall Hall where some time was very pleasantly spent in dancing. They returned about 12 o'clock, after enjoying a delightful evening. They are indebted to Capt. C. T. Ross, who kindly tendered them the use of his fine tug, and who did everything in his power to add to the enjoyment of all on board. [Transcriber's Note: A canal boat was named after Mr. Parrott.]

AG, Thu. 7/2/74, p. 2. CANAL COMMERCE - Arrivals - Boats Annie Bell and W. H. Boyer to J. P. Agnew.

Ibid, p. 3. **The Canal Break** - A large force of laborers was put to work, this morning, clearing away the debris, and making arrangements for the speedy repair of the late break in the canal at Four Mile Run. The lessees are determined to put on as many men as can be worked to advantage and to push the repairs to a speedy conclusion.

AG, Fri. 7/3/74, p. 3. CANAL COMMERCE - Arrivals - Boats E. B. Johnson, Silver Wave, John Sammon and Capt. J. Weir to John P. Agnew.

Departures - Boats J. & T. Coulehan, C. Segerson, T. J. Boyer, Annie Bell, John Sammon, Shipley & Bush, F. R. M. Bowers, J. H. Houck, Lucinda, W. H. Boyer and E. B. Johnson.

Canal – The work on the repairs to the canal are being pushed forward with great vigor, and we are informed, by a gentleman well qualified to judge, that they will, no doubt, be finished within five or six weeks. In the meantime, numbers of boats are arriving by river.

ES, Mon. 7/6/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Wheeler & Barron arrived today with 4,000 bushels corn and a small lot of wheat, consigned to Hartley & Bro., and boat J. N. Thomas with 3,500 bushels corn and five tons mill-feed for J. G. & J. M. Waters.

AG, Mon. 7/6/74, p. 2. **CANAL COMMERCE** – Arrivals – Boats E. F. Rizer and R. L. Gross to J. P. Agnew.

Departed – Boats E. F. Rizer and R. L. Gross, by J. P. Agnew.

AG, Tue. 7/7/74, p. 2. **CANAL COMMERCE** – Arrivals – Boats H. A. Garritt, J. Spielman, V. L. Sprigg, Tony Rodier and M. McNally to Hampshire & Baltimore Coal Co. Boats C. W. Wilson, American Boy and Wm. Young to J. P. Agnew.

Departures – Boats C. W. Wilson, American Boy and Wm. Young.

CA, Wed. 7/8/74, p. 3. **Coal Shipments** by Canal were at low ebb yesterday, owing to a strike among the brakemen in the employ of the Cumberland and Pennsylvania Railroad Company, and consequent stoppage of supplies from the mines. Two brakemen, it seems, have hitherto been allotted to each train, and in order to reduce the working expenses of the road the Company determined to dispense with one-half this class of employees, allowing but a single brakeman to a train. The men contend that the heavy grades that obtain on this road make sufficient work for the present force -

two to a train - and refuse to fill their places under the new arrangement proposed by the Company.

ES, Wed. 7/8/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Seneca arrived today with 900 bushels corn, 140 barrels of flour and 100 bushels mill-feed, consigned to T. C. Wheeler.

AG, Wed. 7/8/74, p. 3. **Alexandria Canal** – It is now understood that the lessees of the Alexandria Canal have determined to repair the late break in the canal at Four Mile Run by the construction of an aqueduct instead of rebuilding the damaged part as it was before the break occurred. The Alexandria correspondent of the Baltimore *Sun* of this morning in speaking of the break says: - “The break in the Alexandria canal seems to have had no effect whatever upon the coal trade here. During the last week 10,362 tons were received, a large amount than has been received in any week before this summer. It thus appears that the Alexandria canal is for many months of the year of little value. At the time of its construction the use of steam navigation was but little beyond its infancy, and the present system of steam tugs, by which any boat may be temporarily furnished with steam power, was unknown. It is probably not erroneous to say that had steam tugs been in common use in 1828 the Alexandria canal would never have been built. It is said, however, that during the early and late portions of the season, by reason of fogs, high winds, &c., the river route will not be available.”

DT, Thu. 7/9/74, p. 1. Annapolis, July 8, 1874. - The receipts of the canal for the week ending July 4, were remarkably large. They were from Cumberland, \$26,326.90; Georgetown, \$7,650.00; Hancock, \$17.60; Williamsport, \$144.65; Total, \$34,144.18. The accrued revenue at Cumberland for the

week was \$11,889.66; number of boats that cleared from Cumberland during the same period 198, carrying 22,071 tons of coal.

The Strike on the C. & P. R. R. – We have had our attention called to several very material inaccuracies in our account, published yesterday, of the difficulties between the employees and the management of the Cumberland & Pennsylvania Railroad. The information we give below is official, and sets us right in several very material points. In the first place the engineers of the road are not on strike, have not protested against the actions of the Company in discharging the brakemen, and are ready at any time to take out their engines. The order reducing the number of brakemen went into effect on the first of the month, and the conductors and brakemen yet retained are the persons who resent the dismissal of the extra hands. On the Eckhart Branch there have been employed *two* men to each train, and the system has so far worked well. The trains on the main line have had three men for the same work, although the grades are said to be even lighter than upon the Eckhart Branch. The dismissal of those men is what occasioned the trouble. There are other matters of disagreement between the trainmen and the management of the road also. The men claim pay for extra wages or “over time” for detentions when accidents occur. This is resisted by the company on the ground that if it were to be allowed there would be no incentive to extreme carefulness on the part of the men in the discharge of their duty. The regulations of the company in this respect are said to be identical with those of the Baltimore & Ohio and the Pennsylvania Companies. It is claimed by the management of the company that the extra men on the main line are superfluous, and their dismissal in this time of financial stringency is but an act of economy

prompted solely by the best interest of the road, and strictly in accordance with the usage of all other works of the kind.

ES, Thu. 7/9/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Hattie & Bessie arrived today with 3,800 bushels corn and 500 bushels offal, consigned to Hartley & Bro.

AG, Thu. 7/9/74, p. 2. CANAL COMMERCE – Arrivals – Boats Hollander, F. C. Doyle and Andrew Spier to Maryland Coal Co.; boat C. Ridgley to Hampshire & Baltimore Coal Co.; boats Michael Snow, Henry Delafield, J. Bradburn and Edward Bayer to American Coal Co.; boats Ida & Harry, Ida J. Kreps and Five Brothers to J. P. Agnes.

DT, Fri. 7/10/74, p. 1. **A Man Drowned in Two Feet of Water.** - This morning, between 4 and 5 o'clock, a colored man named George Booker, about 27 years of age, was drowned in the canal, near the Virginia avenue bridge. It seems that he was going to his work at Grinder's brickyard, and while walking along the canal bank was seized with a fit and fell into the water, which at that point was less than two feet in depth, and was drowned. Coroner Patterson was notified, but held no inquest. - *Wash. Star.*

Ibid, p. 4. The difficulties between the C. & P. R. R. management and their employees still exist and consequently we are unable to get the usual tonnage of coal shipments, in fact there were only four boats laden [with coal] from this port yesterday, tonnage unknown. We earnestly hope this state of affairs, so prejudicial to the interest of the people here and elsewhere, will not be of much longer continuance. A prayer to which we know a majority of our readers will respond with a hearty amen.

NR, Fri. 7/10/74, p. 1. **Chesapeake and Ohio Canal** – The receipts of the canal for the week ending July 4 were remarkable large. They were from Cumberland \$26,326.90; Georgetown \$7,650; Hancock \$17.63; Williamsport \$149.65. Total \$34,144.18. The accrued revenue at Cumberland for the week was \$11,889.66. Number of boats that cleared from Cumberland during the same period 198, carrying 22,071 tons of coal.

AG, Fri. 7/10/74, p. 2. CANAL COMMERCE – Arrivals – Boats F. F. Davis, G. P. DeWitt and Loretto to Hampshire & Baltimore Coal Co.

Ibid, p. 3. **The Coal Trade** – There is a falling off in the coal trade, both in receipts and shipments. The boats that were loaded at Cumberland on Friday last have all reached tide water. Saturday and Sunday were holidays, when no boats were loaded, and if any were loaded on Monday they were not due here this morning. In addition to this, and what may be the real cause of the decrease in the receipts, is the fact of the existing strike among the train hands on the Cumberland and Pennsylvania railroad, the road by which all the coal that comes to market by the canal is sent to Cumberland. The cause of the decreased shipments is the scarcity of orders, and so many vessels are here and at Georgetown and so few are the orders that freights to Boston have fallen to \$1.50 – lower than ever before – and are jumped at by the coasters, so anxious are they to get away. The port of Georgetown is so crowded with vessels that the steamer Express was unable to get within two hundred yards of her wharf there this morning.

DT, Sat. 7/11/74, p. 4. **Canal Report.** - 22 boats left this port yesterday carrying 2,459 00 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Uno	Georgetown	112 17
C. W. Brengle	Georgetown	110 00
J. & D. Nuse	Georgetown	110 00
S. K. Miller	Georgetown	110 00
Knights of Pythias	Georgetown	110 00
Hawk	Georgetown	118 11
Julia Manning	Georgetown	108 02
Owl	Georgetown	112 00
Maryland	Georgetown	110 00
Julia Tyler	Georgetown	110 00
10 boats	total	<u>1,111 10</u>
AMERICAN		
S. S. Howison	Alexandria	115 09
J. W. Burke	Alexandria	115 08
Kate	Alexandria	109 02
Andrew Main	Alexandria	107 00
Wm. Walsh	Alexandria	112 13
5 boats	total	<u>559 03</u>
MARYLAND COAL CO.		
T. J. Mahaffey	Georgetown	114 13
Baltimore	Georgetown	112 12
Johnny & Thomas	Georgetown	114 06
J. F. Kriegh	Georgetown	108 18
4 boats	total	<u>450 00</u>
NEW CENTRAL COAL CO.		
James Noble	Georgetown	112 14
E. J. Hammond	Georgetown	112 15
2 boats	total	<u>225 09</u>
INDIVIDUAL		
Dr. O. M. Schindel	Washington	112 16

A Row occurred near the basin wharf on Thursday evening between a party of boatmen in which a colored youth had his head punched with a curry comb. Yesterday Mr. Zachariah Reeder, of Williamsport, appeared before Justice Blocher and acknowledged being the party who did the punching. Zach. paid \$4.45 under the city ordinance for the jab, and gave security to appear at Court and answer for the offense against the State. The negro, whose name is Samuel Gordon was then brought up, and it was found that he had been doing a little

fighting too. He was fined two dollars, and three dollars and fifty cents costs.

 The difficulties between the C. & P. Railroad Company and its employees have been settled and shipments of coal by canal were resumed yesterday to a slight extent. We learn that the trouble was got over by the re-employment of the discharged brakemen. We rejoice to learn that business is resumed, and hope that nothing so serious as a suspension of business on that road may ever occur again.

ES, Sat. 7/11/74, p. 1.

**EXCURSION BOAT FOR CHARTER—T
 O GREAT FALLS or other points on Chesapeake and Ohio Canal, capable of carrying 200 persons. Apply to J. A. BLUNDON, jels-2m* Corner E and 25th sts., Rock Creek.**

The above advertisement first ran June 18, 1877 and ran daily for one month. J. A. Blundon did not have a boat registered.

AG, Sat. 7/11/74, p. 2. CANAL COMMERCE – Arrivals – Boats M. Kersey, Ben Williamson, Charles Clifton, W. J. B. Lloyd, W. C. Hunter, J. Dayton, H. O. Cloughton and A. J. Akin to American Coal Co.; W. M. Price to Hampshire & Baltimore Coal Co.; Five Brothers, D. L. Taylor, Malcom Sinclair and Ida & Harry to J. P. Agnew.

Departures – Boats R. L. Gross, Colonel E. V. White, Five Brothers and D. L. Taylor.

Ibid, p. 3. **Canal News** – Since the suspension of navigation on the Alexandria Canal all of the stores, blacksmith shops, &c., along the basin and locks have closed, and from the basin down to the river the appearance of things is unusually quiet. The wooden trunk with which the lessees have determined to repair the late break at Four Mile Run will, it is now said, be completed in about three weeks and navigation be resumed at the expiration of that time. The strike on the Cumberland and Pennsylvania

railroad has terminated, and trains commenced moving at noon yesterday. Boats loaded previous to that time arrived here via Rock Creek and the river, today.

DT, Mon. 7/13/74, p. 1. **Canal Report.** - 42 boats left this port yesterday carrying 4,723 13 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
J. Snively	Georgetown	110 00
J. R. Ray	Georgetown	110 00
L. L. Shrives	Georgetown	120 00
Creole	Georgetown	114 04
M. M. Jane	Georgetown	114 19
Blue Bell	Georgetown	111 13
Yonkers	Georgetown	111 11
M. Topper	Georgetown	111 00
Capt. J. Sheridan	Georgetown	110 09
William M. Hill	Georgetown	110 00
M. C. Clay	Georgetown	110 00
Dove	Washington	114 02
Monongahela	Williamsport	106 16
13 boats	total	<u>1,454 00</u>
AMERICAN		
G. Sherman	Alexandria	111 10
Dr. M. M. Lewis	Alexandria	112 09
P. G. Uhler	Alexandria	111 13
W. Darrow	Alexandria	119 00
M. D. Corse	Alexandria	109 12
W. J. Boothe, jr.	Alexandria	109 17
T. Patton	Alexandria	110 00
Jno. Wilson	Alexandria	114 19
H. C. Flagg	Alexandria	116 18
9 boats	total	<u>1,005 18</u>
MARYLAND COAL CO.		
P. Fleckenstein	Georgetown	111 10
W. R. Snow	Georgetown	105 19
J. E. Hughes	Georgetown	108 18
Sharpsburg	Georgetown	108 10
L. G. Stanhope	Georgetown	111 01
5 boats	total	<u>545 04</u>
NEW CENTRAL COAL CO.		
G. H. Bradt	Georgetown	115 18
P. A. Gorman	Georgetown	115 02
Our Sister	Georgetown	115 19
L. L. Mouse	Georgetown	112 19
4 boats	total	<u>459 13</u>
GEORGE'S CREEK		
T. J. Boyer	Georgetown	113 03

J & T Coulehan	Georgetown	<u>118 03</u>
2 boats	total	231 06

HAMPSHIRE & BALTIMORE

Morning Sun	Georgetown	117 03
M. A. West	Georgetown	<u>119 10</u>
2 boats	total	236 13

INDIVIDUAL

L. N. Lovell	Washington	118 03
Pattie Dunlop	Washington	113 05
Kate Prather	Washington	113 00
Scotia	Georgetown	113 15
David Seibert	Williamsport	111 06
Round Top	R T Cement M	107 15
C. W. Harper	Shepherdstown	<u>112 00</u>
7 boats	total	789 14

ES, Mon. 7/13/74, p. 4. **GEORGETOWN** – The foot bridge over the canal at the south end of the market-house is being raised to enable empty canal boats as they return from Alexandria by way of the Potomac river route to pass readily. This route has become quite popular with the boatmen, and unless hindered by low water they will now generally use it instead of the Alexandria canal.

AG, Mon. 7/13/74, p. 2. CANAL COMMERCE – Arrivals – Boats R. T. Semmes, Chesapeake and Ida & Harry to J. P. Agnew. Three boats for the Maryland and one for the Hampshire & Baltimore Coal Co. arrived this morning.

Departures – Boats Chesapeake and R. T. Semmes, [to] Cumberland, by J. P. Agnew.

DT, Tue. 7/14/74, p. 1. **Canal Report.** - 47 boats left this port yesterday carrying 5,268 15 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
D. A. Miller	Georgetown	110 00
A. J. Center	Georgetown	106 04
M. Boyer	Georgetown	115 00
C. P. Manning	Georgetown	110 00
Dr. A. A. Biggs	Georgetown	110 00
G. W. Barnett	Georgetown	110 00

J. McGraw	Georgetown	109 00
Energy	Georgetown	110 18
Mayfield & Hieston	Georgetown	116 00
Grason & Fannie	Williamsport	114 13
A. B. Cunise	Williamsport	110 00
Laura	Williamsport	116 19
12 boats	total	<u>1,338 14</u>

MARYLAND COAL CO.

Col. J. C. Lynn	Georgetown	105 09
Cumberland	Georgetown	109 01
Henry Gerdeman	Georgetown	108 17
T. Hassett	Georgetown	108 19
Wren	Georgetown	104 01
J. B. Slattery	Georgetown	111 09
Queen City	Georgetown	112 01
Diligent	Georgetown	108 14
Willie & Annie	Georgetown	110 18
J. M. Hedding	Georgetown	108 16
J. H. Kindle	Georgetown	<u>111 18</u>
11 boats	total	1,199 14

AMERICAN

Wm. Gregory	Alexandria	111 15
G. L. Boothe	Alexandria	108 07
J. J. Swift	Alexandria	114 02
S. Lloyd	Alexandria	115 13
A. S. Wintringham	Alexandria	111 00
J. R. Anderson	Alexandria	113 13
Rechabites	Alexandria	116 18
Dr. G. E. Porter	Alexandria	<u>112 06</u>
8 boats	total	903 14

NEW CENTRAL COAL CO.

W. Moffett	Georgetown	116 15
Dr. F. M. Davis	Georgetown	111 19
C. W. Adams	Georgetown	112 15
M. C. Merryman	Georgetown	115 17
Wm. Doyle	Georgetown	<u>117 07</u>
5 boats	total	574 13

BORDEN

W. Borden	Georgetown	116 02
H. Kraus	Georgetown	117 14
Emerald	Georgetown	<u>115 12</u>
3 boats	total	319 08

ATLANTIC

J. W. Rhind	Georgetown	110 00
J. M. Resley	Georgetown	<u>110 09</u>
2 boats	total	220 09

GEORGE'S CREEK

R. B. Cropley	Georgetown	117 18
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INDIVIDUAL

Hollander	Washington	111 10
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W. R. Shaw	Georgetown	114 03
M. S. O'Donnell	Georgetown	113 05
J. Hieston	Georgetown	114 02
J. A. Spielman	Williamsport	111 04
5 boats	total	<u>564 05</u>

AG, Tue. 7/14/74, p. 3. **Local Brevities** – No canal boats arrived this morning, the requisite time for them to reach here not having elapsed since the work of loading them was resumed at the end of the strike on the Cumberland and Pennsylvania Railroad.

CA, Wed. 7/15/74, p. 3. The strike on the Cumberland and Pennsylvania Railroad, which we mentioned last week, came to an end on Friday. On Friday about noon coal commenced arriving at this port from the mines, and by seven o'clock that evening 29 boats were sent out - an unprecedented half-day's work.

Assault. - On Thursday night a boatman named Zachariah Reeder got into a quarrel with a colored boatman named Samuel Gordon, at the canal, and struck him savagely over the head with a curry-comb, inflicting serious injuries. The case was tried before Justice Blocher, who held Reeder in the sum of \$25 to appear before the October Court.

Broken Head. - On Thursday afternoon an altercation arose between a white man named Solomon Miller and a colored man named John Clark, both employed on a boat lying in the canal at this place. A quarrel ensued, wherein Miller assaulted Clark with a spreader stick, striking him three or four blows on the head with such force as to break the stick. Miller was arrested, and the case was tried before Justice Blocher, who held him in \$25 for his appearance at the October term of Court, and to keep the peace until that time.

DT, Wed. 7/15/74, p. 4. **Canal Report.** - 45 boats left this port yesterday carrying 5,031 16 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Bynon & Goodwin	Georgetown	110 05
Luck	Georgetown	116 05
Gen. Grant	Georgetown	110 12
Morning Star	Georgetown	109 19
W. Moorhead	Georgetown	111 04
C. H. Dalton	Georgetown	110 00
Miner	Georgetown	112 07
J. N. Clary	Georgetown	116 15
I. M. Boyer	Georgetown	116 18
Ino	Williamsport	119 03
J. A. Millholland	Williamsport	114 07
11 boats	total	<u>1,231 02</u>

MARYLAND COAL CO.		
Col. J. D. Tice	Georgetown	109 01
Cumberland	Georgetown	109 01
H. W. Dellinger	Georgetown	111 01
A. H. Bradt	Georgetown	111 07
G. J. Elliott	Georgetown	114 09
F. H. Irwin	Georgetown	110 15
Jno C. Hoffman	Georgetown	107 12
O. D. Robbins	Georgetown	109 08
Ida & Willie	Georgetown	109 03
A. K. Syester	Georgetown	112 10
John V. Norman	Georgetown	107 13
W. T. Hassett	Georgetown	112 06
12 boats	total	<u>1,215 07</u>

AMERICAN		
David Stewart	Alexandria	112 05
M. Sandford	Alexandria	113 05
J. A. Alexander	Alexandria	108 13
Thomas H. Faile	Alexandria	113 09
J. W. Morris	Alexandria	112 17
Maj. E. L. Moore	Alexandria	115 07
R. S. Grant	Alexandria	108 19
M. A. Myers	Alexandria	111 11
9 boats	total	<u>1,009 14</u>

BORDEN		
Sally H. Taylor	Georgetown	114 01
Henry Boley	Georgetown	116 01
M. S. Haines	Georgetown	113 06
Nathan Williams	Georgetown	114 04
4 boats	total	<u>457 12</u>

NEW CENTRAL COAL CO.		
Noble Grand	Georgetown	112 19
G. W. Grove	Georgetown	112 08

W. H. Coin	Georgetown	<u>118 11</u>
3 boats	total	333 18
HAMPSHIRE & BALTIMORE		
Mrs. C. E. Charles	Georgetown	119 18
P. L. Lemen	Georgetown	116 16
2 boats	total	235 14
GEORGE'S CREEK		
F. R. M. Bowers	Georgetown	117 03
INDIVIDUAL		
Jacob H. Snyder	Washington	116 10
Little Nan	Georgetown	114 00
Thomas Wheeler	Georgetown	106 10
Steamer Alaska	Georgetown	<u>94 06</u>
4 boats	total	431 06

Singular Recovery of a Watch

About three years ago a watch and other property was stolen from the boat of Mr. William Trieber, then lying at Big Slackwater. No clue was obtained to [the] thief or the watch until about two weeks ago when Mr. Howard Trieber, recognized it in the possession of a man of the name of Cary Cirby, a boatman. The watch had belonged to the father of William and Howard Trieber, and his initials were graven in the case. Cirby agreed to surrender the watch on payment of eight dollars but declined to tell where he had obtained it. Five dollars was paid to Cirby with a promise of three more and the watch was placed in the hands of its proper owner. Yesterday Cirby was arrested on a charge of having stolen property in his possession, and Justice Blocher required him to furnish bail for a further hearing on Tuesday next, when perhaps the mystery of the robbery of three years ago may be unraveled.

NR, Thu. 7/16,74, p. 4. The receipts of the Chesapeake and Ohio Canal Company for the week ending July 11, 1874, were: From Cumberland, \$4,899.79; Georgetown, \$1,400; Williamsport, \$164.80; Hancock, not yet received - total, \$6,464.09. Accrued revenue at Cumberland for the week, \$7,793.07. Number of boats cleared from

same during the same period 133, carrying 14,548 tons of coal. The strike of the brakemen on one of the railroads that carry coal to Cumberland from the mines having been adjusted, shipments of coal have commenced lively this week - fifty boats clearing from Cumberland on Monday, carrying 5,600 tons of coal.

DT, Fri. 7/17/74, p. 1. **Chesapeake and Ohio Canal Meeting at Annapolis - Receipts and Expenses.** - Annapolis, July 14, 1874.

President Gorman and a majority of the new board of the directors of the Chesapeake & Ohio Canal Company, Messrs. M. Bannon, Gilmore Meredith, Daniel S. Biser and A. K. Stake, recently elected to serve as officers of the canal for the ensuing year at the late meeting of the stockholders of the canal, were sworn into office here today by Justice Wm. H. Gassaway. Col. James G. Berret and Greenbury M. Watkins, Esq., the other two directors were not present. Immediately upon taking the oath of office the board proceeded to hold the regular monthly meeting of the directors for July, and President Gorman submitted the following report:

The coal tonnage for the month of June was 118,175 tons, which is an increase as compared with the corresponding month of last year of 6,261 tons. The revenue that accrued during the month was from tolls \$70,414.04, from water and other rents and interest on deposits \$4,432.66; total revenue accrued \$75,147.60, which is the greatest amount of revenue that was ever accrued during any one month, being in excess of the revenue of June 1872, \$18,388.32, and of June 1873, \$6,307.55.

The expense for operating and maintaining the canal was \$23,244.72, which shows the net revenue for the month to have been \$51,902.88. Of the expenses of the past month, over \$4,000 was expended in the erection of a steam pump and stone crusher, together with the very large expenditures rendered necessary in keeping open navigation

through Georgetown and Rock creek to the Potomac.

The extensive break which occurred on the Alexandria canal made it necessary to expend a much larger sum than would ordinarily have been done. Up to this time all of the boats destined for Alexandria have passed without difficulty, and the trade of this canal has not, therefore, been diminished, as was usually the case when that canal was closed.

The damage to the Alexandria canal will not probably be repaired for some weeks, and but for our own outlet at Georgetown, the loss to the canal in Alexandria would have been greater than the amount expended by your order for the dredge and cost of improvements.

This fact demonstrates the wisdom of your action in making these improvements, and demonstrates the necessity of more perfect facilities for passage of boats from the canal to the river at Georgetown.

The balance in the several banks to the credit of the company on the 11th instant was \$57,450.33.

The board adjourned, to meet here on the 7th of August next. - *Balto. Sun.*

Ibid, P. 4. **Canal Report.** - 39 boats left this port yesterday carrying 4,420 17 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Consolidation	Georgetown	110 16
J. B. Varnum	Georgetown	115 00
A. Main	Georgetown	112 01
Mohawk	Georgetown	115 07
P. J. Smith	Georgetown	113 01
L. R. Fechtig	Georgetown	111 07
T. Malloy	Williamsport	115 00
T. J. Nimmo	Williamsport	106 19
8 boats	total	907 15
AMERICAN		
J. Bradburn	Alexandria	113 06
J. H. Stickney	Alexandria	112 10
D. Annan	Alexandria	115 05
E. Bayer	Alexandria	111 10
M. Snow	Alexandria	114 07
J. Green	Alexandria	115 01
A. J. Clark	Alexandria	112 05
7 boats	total	794 04

MARYLAND COAL CO.

M. E. Spier	Georgetown	110 16
Fannie & Estella	Georgetown	113 02
Dr. Doyle	Georgetown	112 07
A. Spier	Georgetown	110 14
H. B. Simonds	Georgetown	115 04
Clear Spring	Georgetown	109 09
G. B. Oswald	Georgetown	109 02
H. Boyd	Georgetown	110 11
S. S. Lynn	Georgetown	116 02
9 boats	total	1,004 07

BORDEN

Joel Charles	Georgetown	117 07
F. Ensminger	Georgetown	115 12
C. A. Greene	Georgetown	115 10
3 boats	total	347 09

NEW CENTRAL COAL CO.

Johnny	Georgetown	115 09
Nora & Willie	Georgetown	115 18
J. H. Gatrell	Georgetown	115 05
Emma	Georgetown	115 10
W. S. Huntingdon	Georgetown	111 16
5 boats	total	573 18

HAMPSHIRE & BALTIMORE

W. P. Woolls	Georgetown	112 08
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GEORGE'S CREEK

J. Sammon	Georgetown	109 00
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BLAEN AVON CO

R. J. West	Georgetown	114 13
W. E. Turner	Georgetown	114 12
2 boats	total	229 05

INDIVIDUAL

J. Borden	Washington	114 00
Dr. Eliason	Washington	114 08
David Seibert	Williamsport	113 01
3 boats	total	341 09

The receipts of the canal company for the week ending July 11, 1874, were: From Cumberland, \$4,899.79; Georgetown, \$1,400; Williamsport, \$164.30; Hancock, not yet received - total \$8,463.09. Accrued revenue at Cumberland for the week \$7,793.06; number of boats cleared from same during same period, 133, carrying 14,548 tons of coal.

DT, Sat. 7/18/74, p. 1. **Canal Report.** - 36 boats left this port yesterday carrying 4,058 14 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Kattskill	Georgetown	109 19
A. Campbell	Georgetown	118 04
R. Shriver	Georgetown	105 06
Monongahela	Williamsport	103 09
J. S. Welch	Washington	113 01
5 boats	total	540 08

AMERICAN

D. Cromwell	Alexandria	111 02
A. J. Akin	Alexandria	109 15
W. C. Hunter	Alexandria	114 14
W. J. B. Lloyd	Alexandria	109 10
H. O. Claughton	Alexandria	114 09
B. Williamson	Alexandria	112 15
J. Dayton	Alexandria	113 15
C. Clifton	Alexandria	111 18
8 boats	total	897 18

MARYLAND COAL CO.

J. Purcell	Georgetown	111 02
J. E. Stanhope	Georgetown	111 18
H. Roland	Georgetown	114 06
J. Murray	Georgetown	112 03
Mountain City	Georgetown	112 08
B. F. Charles	Georgetown	108 16
Excelsior	Georgetown	114 09
H. Resley	Georgetown	110 19
Cherokee Tribe	Georgetown	111 01
9 boats	total	1,007 02

NEW CENTRAL COAL CO.

J. Hammond	Georgetown	116 00
Robin	Georgetown	115 07
J. H. Garrish	Georgetown	112 00
J. W. Carder	Georgetown	113 06
T. H. West	Georgetown	112 13
Ernst & Holland	Georgetown	115 05
6 boats	total	684 11

BORDEN

J. G. Lynn	Georgetown	115 16
T. Dean	Georgetown	116 13
J. H. Farrow	Georgetown	119 00
3 boats	total	351 09

HAMPSHIRE & BALTIMORE

R. A. Goodwin	Georgetown	118 03
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GEORGE'S CREEK

Lucinda	Georgetown	121 07
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BLAEN AVON CO.

G. Hughes	Georgetown	117 13
INDIVIDUAL		
Invincible	Washington	104 10
J. A. Spielman	Williamsport	114 13
2 boats	total	219 03

ES, Sat. 7/18/74, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been exceedingly dull. The receipts of Cumberland coal for the week were 7,186 tons, and the shipments 9,772 tons.

Gilmore, Meredith & Co. have received 2,478 tons of the Youghiogheny gas coal and shipped 2,449 tons of the same; making the total receipts for the week 9,664 tons, and the total shipments 12,221 tons.

DT, Mon. 7/20/74, p. 1. **Canal Report.** - 47 boats left this port yesterday carrying 5,345 19 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Johnny & Tommy	Georgetown	114 02
H. C. Winship	Georgetown	112 03
Ed Rizer	Georgetown	114 04
Sharpsburg	Georgetown	107 12
A. H. Blackiston	Georgetown	107 08
Baltimore	Georgetown	113 16
A. E. McQuade	Georgetown	114 09
T. J. Mahaffey	Georgetown	110 16
Wm. Staples	Georgetown	111 02
J. F. Kriegh	Georgetown	111 01
Annie	Georgetown	115 16
11 boats	total	1,232 09

AMERICAN

Martha	Alexandria	114 18
Sallie Ardinger	Alexandria	113 09
A. C. Greene	Alexandria	112 10
S. H. Sherman	Alexandria	108 15
Wm. Walsh	Alexandria	114 04
J. W. Burke	Alexandria	113 05
J. E. West	Alexandria	115 00
J. R. Masters	Alexandria	116 19
Friendship	Alexandria	111 08
Onward	Alexandria	113 18
10 boats	total	1,134 06

NEW CENTRAL COAL CO.

R. L. Gross	Georgetown	112 07
American Boy	Georgetown	112 08

C. W. Wilson	Georgetown	118 18
J. L. Feidt	Georgetown	111 17
J. F. Hitch	Georgetown	105 14
J. K. Whitford	Georgetown	116 11
J. W. Turner	Georgetown	121 00
Jack Topper	Georgetown	119 05
8 boats	total	<u>918 00</u>

CONSOLIDATION COAL CO.

D. Hoadley	Georgetown	109 01
C. Slack	Georgetown	114 19
Linnet	Georgetown	112 15
Dr. Delaplane	Georgetown	112 17
Grason & Fannie	Georgetown	114 04
5 boats	total	<u>563 16</u>

BORDEN

R. I. Morris	Georgetown	112 17
T. Drennen	Georgetown	111 16
S. E. Hassett	Georgetown	117 13
Alonzo Berry	Georgetown	109 08
J. C. Hassett	Georgetown	114 04
5 boats	total	<u>575 18</u>

BLAEN AVON CO.

Lillie & May	Georgetown	117 14
Wm. Foley	Georgetown	115 06
Four Sisters	Georgetown	116 08
Fleming & Motter	Georgetown	114 10
4 boats	total	<u>466 18</u>

HAMPSHIRE & BALTIMORE

M. S. Fernsner	Georgetown	118 07
Alex Adams	Georgetown	114 10
2 boats	total	<u>232 17</u>

GEORGE'S CREEK

W. H. Boyer	Georgetown	111 05
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INDIVIDUAL

W. Young	Georgetown	110 10
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DT, Tue. 7/21/74, p. 1. **Canal Report.** - 44 boats left this port yesterday carrying 4,991 14 tons of coal as follows:

Boats *Destination* *Tons cwt*

MARYLAND COAL CO.

J. E. Hughes	Georgetown	112 10
W. H. Ash	Georgetown	117 11
Diligent	Georgetown	113 14
W. R. Snow	Georgetown	107 09
Henry Gerdeman	Georgetown	112 05
Col. J. C. Lynn	Georgetown	107 04
Willie & Annie	Georgetown	104 12
Industry	Georgetown	109 00
L. G. Stanhope	Georgetown	114 06

P. Fleckenstein	Georgetown	110 16
Thos. E. Sheridan	Georgetown	110 16
Queen City	Georgetown	117 04
12 boats	total	<u>1,343 07</u>

AMERICAN

Jno Wilson	Alexandria	111 11
W. J. Boothe, Jr.	Alexandria	114 04
Geo. Sherman	Alexandria	110 19
H. C. Flagg	Alexandria	111 17
S. S. Howison	Alexandria	115 00
Weyand Doerner	Alexandria	113 00
Kate	Alexandria	113 00
Andrew Main	Alexandria	110 07
Wm. E. Bell	Alexandria	110 14
	Alexandria	113 17

10 boats	total	<u>1,123 13</u>
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NEW CENTRAL COAL CO.

City of Hamburg	Georgetown	115 05
M. Whitson	Georgetown	115 14
J. T. Scrivener	Georgetown	118 13
Ben. Miller	Georgetown	118 10
Lilly & Nanny	Georgetown	115 08
D. M. Read	Georgetown	116 15
W. H. Boyd	Georgetown	111 06
Ida J. Kreps	Georgetown	120 00
8 boats	total	<u>930 16</u>

CONSOLIDATION COAL CO.

W. A. Stephens	Georgetown	110 01
I. Crane	Georgetown	117 19
Adam Norrie	Georgetown	117 10
Dove	Georgetown	117 08
S. S. Cunningham	Georgetown	113 16
A. F. Lantz	Georgetown	123 13
6 boats	total	<u>699 07</u>

BORDEN

Ida & Sally	Georgetown	110 00
Fall River	Georgetown	115 13
Borden & Lovell	Georgetown	115 13
David Seibert	Georgetown	115 12
4 boats	total	<u>443 04</u>

BLAEN AVON CO.

J. T. Dixon & Co.	Georgetown	114 12
Col. E. V. White	Georgetown	111 01
2 boats	total	<u>225 13</u>

HAMPSHIRE & BALTIMORE

Samuel Swain	Georgetown	110 03
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CA, Wed. 7/22/74, p. 3. From the Alexandria Gazette we learn that a lock gate was broken out at the Seven Locks on

Friday and a boat sunk sixteen miles above Georgetown the same day.

 The shipments of coal from this port last week were the heaviest yet sent over the canal in the same length of time. The amount shipped was a little over 31,063 tons.

DT, Wed. 7/22/74, p. 1. **Canal Report.** - 42 boats left this port yesterday carrying 4,771 12 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Col. J. D. Tice	Georgetown	107 12
A. H. Bradt	Georgetown	111 15
Thos. Hassett	Georgetown	109 00
J. H. Kindle	Georgetown	114 03
F. H. Irvin	Georgetown	115 13
Willie Snyder	Georgetown	107 11
J. B. Slattery	Georgetown	108 16
J. M. Hedding	Georgetown	112 07
Cumberland	Georgetown	121 00
9 boats	total	1,008 02
AMERICAN		
A. S. Wintringham	Alexandria	107 19
Rechabites	Alexandria	113 05
Wm. Darrow	Alexandria	111 06
Dr. M. M. Lewis	Alexandria	115 18
Wm. Gregory	Alexandria	109 17
M. D. Corse	Alexandria	116 11
Peter G. Uhler	Alexandria	113 04
G. L. Boothe	Alexandria	112 04
Richard Bender	Alexandria	107 08
9 boats	total	1,009 07
NEW CENTRAL COAL CO.		
Theo. Embrey	Georgetown	115 15
Peter Sinclair	Georgetown	115 02
S. T. Ekis	Georgetown	117 16
Ben. Miller	Georgetown	118 16
J. M. Forbes	Georgetown	114 02
Ida & Harry	Georgetown	118 11
Elizabeth	Georgetown	111 18
Samuel Davis	Georgetown	115 02
7 boats	total	808 06
CONSOLIDATION COAL CO.		
V. S. Brashears	Georgetown	116 07
Okonoko	Georgetown	122 11
Joel Charles	Georgetown	112 13

Robert Shriver	Georgetown	118 07
A. P. Gorman	Georgetown	112 14
H. J. Kenah	Georgetown	114 09
6 boats	total	697 01

BORDEN

Geo. W. Thecker	Georgetown	114 05
Alice Borden	Georgetown	112 18
Harry Borden	Georgetown	112 02
David Siebert	Georgetown	114 06
4 boats	total	453 11

ATLANTIC

A. J. Mills	Alexandria	109 16
E. M. Bynon	Alexandria	110 08
2 boats	total	220 04

HAMPSHIRE & BALTIMORE

H. A. Garritt	Georgetown	113 16
Dr. J. P. Broderick	Georgetown	117 07
2 boats	total	231 03

BLAEN AVON CO.

Belle Resley	Georgetown	118 04
J. B. Winslow	Georgetown	114 11
2 boats	total	232 15

GEORGE'S CREEK

A. Sherman	Georgetown	111 03
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NR, Thu. 7/23/74, p. 4. **LOCAL MISCELLANY** – The first cargo of new wheat by canal, consisting of 3,200 bushels, was received yesterday in Georgetown, per boat J. N. Thomas, and was consigned to J. G. & J. M. Waters.

DT, Sat. 7/25/74, p. 4. **Canal Report.** - 42 boats left this port yesterday carrying 4,760 02 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
O. D. Robbins	Georgetown	108 15
Mollie	Georgetown	114 01
H. W. Dellinger	Georgetown	111 00
Ida & Willie	Georgetown	113 19
Mattie	Georgetown	113 18
B. L. Slack	Georgetown	110 13
H. Willison	Georgetown	113 11
Hollander	Georgetown	110 04
M. H. Russell	Georgetown	115 16
Kate Brooks	Georgetown	117 04
10 boats	total	1,129 02
AMERICAN		

G. P. Lloyd	Alexandria	112 14
Maj. E. L. Moore	Alexandria	115 00
John P. Moore	Alexandria	114 15
Charles Robb	Alexandria	115 03
J. R. Cruzen	Alexandria	110 04
Samuel Henry	Alexandria	112 07
Isaac Boyer	Alexandria	111 08
Laura	Alexandria	112 06
R. H. Miller	Alexandria	114 19
H. Delafield	Alexandria	113 09
10 boats	total	1,132 05

NEW CENTRAL COAL CO.

J. W. Rhind	Georgetown	115 02
M. M. Jane	Georgetown	111 11
Jacob Snively	Georgetown	116 08
E. J. Hammond	Georgetown	115 07
J. J. Moore	Georgetown	114 16
J. M. Resley	Georgetown	114 15
Ohio	Georgetown	112 07
B. F. Price	Georgetown	09
8 boats	total	912 16

CONSOLIDATION COAL CO.

Blue Bell	Georgetown	110 13
Grason & Fannie	Georgetown	110 01
M. Topper	Georgetown	110 18
D. A. Miller	Georgetown	117 01
4 boats	total	448 13

BORDEN

Maggie B.	Georgetown	113 16
H. Freeland	Georgetown	113 02
Alexander	Georgetown	111 05
Jacob H. Snyder	Georgetown	113 08
4 boats	total	451 11

ATLANTIC

Wm. Doyle	Alexandria	109 10
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GEORGE'S CREEK

Five Brothers	Georgetown	121 01
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HAMPSHIRE & BALTIMORE

Loretto	Georgetown	107 05
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BLAEN AVON

J. H. Houck	Georgetown	116 19
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INDIVIDUAL

Morning Star	Washington	113 00
D. L. Taylor	Washington	118 00
2 boats	total	231 00

ES, Sat. 7/25/74, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been limited by interruption to canal navigation, but notwithstanding was

about an average week's work. The receipts of Cumberland coal were 18,074 tons, and the shipments of the same 17,176 tons. The strike at the mines of the Youghiogheny gas coal company has limited the supply of that coal, and there were only 1,690 tons received during the week and 1,675 tons of the same shipped; making the total receipts of coal for the week 19,764 tons, and the shipments 18,851 tons.

Grain Trade – The canal boat Hettie & Bessie, by canal, with 3,500 bushels corn, for Hartley & Bro.

DT, Mon. 7/27/74, p. 4. **Canal Report.** - 47 boats left this port yesterday carrying 5,465 16 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Ino	Georgetown	109 19
A. L. Miller	Georgetown	110 15
M. A. Brady	Georgetown	115 16
Thomas Wheeler	Georgetown	107 07
Dr. F. C. Doyle	Georgetown	112 03
M. E. Spier	Georgetown	114 05
Sprigg S. Lynn	Georgetown	118 12
D. A. Carl	Georgetown	111 00
Carrie & Margie	Georgetown	110 17
A. Spier	Georgetown	110 18
10 boats	total	1,121 12
AMERICAN		
A. J. Clark	Alexandria	111 12
Jno H. Parrott, jr.	Alexandria	110 00
John Bradburn	Alexandria	112 04
Edward Bayer	Alexandria	115 15
James Green	Alexandria	115 19
John H. Platte	Alexandria	117 07
Theo. L. Betts	Alexandria	119 09
L. A. Long	Alexandria	115 06
Wm. Smith	Alexandria	112 12
Michael Snow	Alexandria	113 01
10 boats	total	1,139 15
NEW CENTRAL COAL CO.		
J. Dick	Georgetown	112 05
J. B. Turton	Georgetown	114 16
W. H. Coin	Georgetown	105 09
Nora & Willie	Georgetown	118 17
Noble Grand	Georgetown	115 01
Miner	Georgetown	109 10

C. P. Manning	Georgetown	<u>119 09</u>
7 boats	total	995 07
CONSOLIDATION COAL CO.		
J. A. Graham	Georgetown	110 10
J. N. Clary	Georgetown	110 00
Energy	Georgetown	119 05
G. W. Barnett	Georgetown	116 12
Creole	Georgetown	119 04
Julia Manning	Georgetown	106 16
J. McGraw	Georgetown	112 06
Wm. Moorehead	Georgetown	110 00
Lark	Georgetown	<u>110 00</u>
9 boats	total	1,004 03
BORDEN		
Henry Kraus	Georgetown	116 09
Julia Borden	Georgetown	112 13
Emerald	Georgetown	120 14
Wm. Borden	Georgetown	<u>113 08</u>
4 boats	total	466 01
BLAEN AVON		
Steamer Alaska	Georgetown	116 19
C. F. Walters	Georgetown	<u>80.06</u>
2 boats	total	169 01
HAMPSHIRE & BALTIMORE		
F. F. Davis	Georgetown	117 18
Mary Mack	Harper's Ferry	<u>116 06</u>
2 boats	total	234 04
ATLANTIC		
J. Reeves	Alexandria	110 00
Johnny	Alexandria	<u>109 18</u>
2 boats	total	219 18
GEORGE'S CREEK		
R. T. Semmes	Georgetown	121 10

Mr. Raleigh Domer is a gentleman of Washington county who defies the West Virginia license law. He has anchored a boat in the Potomac opposite Shepherdstown where the thirsty West Virginian can get comfortably fuddled at any hour of the day or night. Domer is evidently neglectful of his attention to the press, as Zittle of the *Register* goes for him furiously this week, and also digs Washington county in the ribs for "placing a nuisance at the doors of its neighbors."

AG, Mon. 7/27/74, p. 3. CANAL
COMMERCE – Arrivals – Boats G. L.

Boothe, Rechabites, A. S. Winteringham, M. D. Corse, Richard Bender, Dr. M. M. Lewis, William Darrow, Wm. Gregory, Samuel Lloyd and J. R. Anderson to American Coal Co.

DT, Tue. 7/28/74, p. 1. **Canal Report.** - 41 boats left this port yesterday carrying 4,481 03 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Robin	Georgetown	110 00
J. K. Whitford	Georgetown	110 00
J. T. Davis	Georgetown	111 15
Ernst & Holland	Georgetown	113 09
G. Meredith	Georgetown	110 00
W. L. Read	Georgetown	110 00
Yonkers	Georgetown	115 16
Magpie	Georgetown	107 14
J. W. Turner	Georgetown	<u>113 04</u>
9 boats	total	1,001 15
AMERICAN		
Ben. Williamson	Alexandria	112 14
W. C. Hunter	Alexandria	115 02
D. Annan	Alexandria	116 16
M. Kersey	Alexandria	110 19
Charles Clifton	Alexandria	109 19
James Dayton	Alexandria	112 07
J. H. Stickney	Alexandria	110 06
H. O. Claughton	Alexandria	111 13
D. A. Lowe	Alexandria	<u>114 13</u>
9 boats	total	1,014 06
MARYLAND COAL CO.		
Excelsior	Georgetown	113 17
J. E. Stanhope	Georgetown	113 08
Clearspring	Georgetown	107 18
B. F. Charles	Georgetown	110 19
Henry Roland	Georgetown	107 11
Horace Resley	Georgetown	<u>109 00</u>
6 boats	total	662 13
NEW CENTRAL COAL CO.		
Four Sisters	Georgetown	112 00
J. A. Millholland	Georgetown	114 19
G. W. Grove	Georgetown	111 18
W. R. Shaw	Georgetown	115 13
Dr. Russell	Georgetown	112 15
J. C. Stubblefield	Georgetown	<u>115 04</u>
6 boats	total	682 09
BORDEN		
Invincible	Georgetown	107 10

Henry Boley	Georgetown	112 16
Wm. Staples	Georgetown	117 13
R. J. West	Georgetown	111 10
4 boats	total	459 00
GEORGE'S CREEK		
J. Spencer	Georgetown	114 08
ATLANTIC		
Amber Bell	Alexandria	109 04
HAMPSHIRE & BALTIMORE		
M. M. Jane	Georgetown	109 12
INDIVIDUAL		
D. Siebert	Williamsport	107 09
J. A. Spielman	Williamsport	107 11
F. J. Laing	Washington	114 10
M. S. O'Donnell	Georgetown	107 11
4 boats	total	427 01

Coal Report – The following is the report of the coal received and shipped by the agencies in this city for the past week: American – receipts 6,615 tons, shipments 7,388 tons; Hampshire & Baltimore – receipts 2,450 tons, shipments 2,792 tons; J. P. Agnew – receipts 2,200 tons, shipments 3,775 tons; total receipts 11,265 tons, shipments 13,955 tons. – *Alexandria Sentinel*, 27th.

ES, Tue. 7/28/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Wheeler & Barron arrived today with 3,300 bushels corn for H. M. Talbott, and 300 bushels wheat, 100 [bushels] oats and 200 bushels corn for Hartley & Bro., the canal boat Theodore Embrey with 100 barrels flour for J. G. & J. M. Waters.

DT, Wed. 7/29/74, p. 1. **Canal Report.** - 50 boats left this port yesterday carrying 5,635 03 tons of coal as follows:

Boats	Destination	Tons cwt
CONSOLIDATION COAL CO.		
Gen. Grant	Georgetown	109 18
Monongahela	Williamsport	106 00
P. J. Smith	Georgetown	110 00
T. Malloy	Georgetown	110 00
Bynon & Goodwin	Georgetown	98 10
Uno	Georgetown	108 08

W. Irving	Georgetown	114 05
7 boats	total	757 01

AMERICAN

Chas. Wheatley	Alexandria	108 16
Wm. E. Bell	Alexandria	113 18
Wm. Walsh	Alexandria	112 17
Nuttie & Billie	Alexandria	111 14
John W. Burke	Alexandria	113 14
D. Cromwell	Alexandria	107 00
A. J. Akin	Alexandria	115 14
Wm. J. B. Lloyd	Alexandria	113 13
H. C. Flagg	Alexandria	115 14
Kate	Alexandria	112 02
10 boats	total	1,124 19

MARYLAND COAL CO.

Fannie & Estella	Georgetown	112 09
Cherokee Tribe	Georgetown	112 01
Sharpsburg	Georgetown	109 03
Henry Boyd	Georgetown	114 04
Annie	Georgetown	111 01
J. F. Kriegh	Georgetown	111 01
Geo. B. Oswald	Georgetown	117 16
H. B. Simonds	Georgetown	115 18
Mountain City	Georgetown	107 04
9 boats	total	1,010 17

NEW CENTRAL COAL CO.

J. H. Garrish	Georgetown	109 00
A. Lincoln	Georgetown	115 08
Viola H. Weir	Georgetown	116 19
J. W. Carder	Georgetown	118 19
Emma	Georgetown	115 12
A. B. Turner	Georgetown	116 08
J. C. Stubblefield	Georgetown	115 04
T. J. Nimmo	Georgetown	106 08
D. Murphy	Georgetown	116 11
Little Joe	Georgetown	115 04
10 boats	total	1,145 13

BORDEN

James E. West	Georgetown	115 13
Capt. J. R. Masters	Georgetown	120 12
Martha	Georgetown	118 01
Onward	Georgetown	118 04
A. C. Greene	Georgetown	118 17
S. H. Sherman	Georgetown	114 00
R. E. Fugitt	Georgetown	112 13
7 boats	total	818 08

ATLANTIC

T. H. West	Alexandria	110 08
J. Hammond	Alexandria	110 00
2 boats	total	220 00

HAMPSHIRE & BALTIMORE

C. Ridgley	Georgetown	113 12
GEORGE'S CREEK		
C. Segerson	Georgetown	114 00
INDIVIDUAL		
Martin Scally	Georgetown	113 19
John G. Lynn	Washington	108 00
W. E. Turner	Georgetown	<u>108 08</u>
3 boats	total	300 07

Ibid, p. 4. **Serious Accident.** - Quite a serious and painful mishap occurred to a little daughter of Mr. Barney McQuade on Green street yesterday evening. A boat team dragging a towline was passing up the river in the direction of the wharf. The little girl was standing at the pump which stands at the turn of the street, this side of the water works, when the line tripped her and she fell to the ground and was dragged some distance, cutting her head on the stone, and otherwise bruising her. Her screams brought assistance, and she was relieved of her dangerous position in the coil of the rope.

NR, Wed. 7/29/74, p. 4. The canal boat Wheeler & Barron arrived yesterday with 3,300 bushels of corn for H. M. Talbott, and 300 bushels of wheat, 100 oats and 200 bushels of corn for Hartley & Bro., also the canal boat Theodore Embrey with 100 barrels of flour for J. G. & J. M. Waters.

 Lieut. Hoxie sent a communication to Reginald Fendall, esq., attorney for the heirs of W. A. Bradley, directing him to remove the trestle work and shed, lately used by the Consolidated Coal Company, on the south bank of the Chesapeake and Ohio canal, Georgetown, D. C., they having been condemned as dangerous to life and limb, and they stand upon a public thoroughfare - Fayette street - stating that if the order is not complied with within ten days the structures will be removed by his office and the expense thereof charged to the estate.

DT, Thu. 7/30/74, p. 4. **Canal Report.** - 47 boats left this port yesterday carrying 5,290 09 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
AMERICAN		
Wm. P. Woolls	Alexandria	111 00
Mrs. C. E. Charles	Alexandria	112 00
Andrew Main	Alexandria	111 15
T. J. Baker	Alexandria	112 03
Lucinda	Alexandria	114 12
S. S. Howison	Alexandria	113 14
Weyand Doerner	Alexandria	112 13
George Sherman	Alexandria	110 00
Wm. J. Boothe, jr.	Alexandria	112 15
John Wilson	Alexandria	<u>115 02</u>
10 boats	total	1,125 14

MARYLAND COAL CO.

Willie & Annie	Georgetown	111 01
A. E. McQuade	Georgetown	115 18
Johnny & Tommy	Georgetown	117 14
Baltimore	Georgetown	112 10
J. Murray	Georgetown	109 11
H. C. Winship	Georgetown	111 03
T. J. Mahaffey	Georgetown	112 11
T. E. Sheridan	Georgetown	<u>107 10</u>
8 boats	total	897 18

CONSOLIDATION COAL CO.

Mayfield & Hieston	Georgetown	112 09
L. R. Fechtig	Georgetown	110 14
J. P. Agnew	Georgetown	108 19
C. Slack	Georgetown	110 00
J. S. Mackie	Georgetown	101 15
Kattskill	Georgetown	104 09
Dr. Delaplane	Georgetown	108 13
Consolidation	Georgetown	120 00
Linnet	Georgetown	<u>110 00</u>
9 boats	total	986 19

NEW CENTRAL COAL CO.

W. H. Ash	Georgetown	118 11
American Boy	Georgetown	112 08
R. L. Gross	Georgetown	115 04
W. S. Huntingdon	Georgetown	108 01
Anna Bell	Georgetown	113 15
F. A. Mertens	Georgetown	112 06
Mohawk	Georgetown	<u>113 04</u>
7 boats	total	795 09

BORDEN

Sally H. Taylor	Georgetown	115 06
N. Williams	Georgetown	119 18

M. S. Haines	Georgetown	111 11
Susan Charles	Georgetown	119 00
Sally Ardinger	Georgetown	112 05
5 boats	total	576 02

GEORGE'S CREEK

Thomas J. Boyer	Georgetown	119 06
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HAMPSHIRE & BALTIMORE

John Hieston	Georgetown	109 00
Park Agnew	Georgetown	111 00
2 boats	total	

INDIVIDUAL

Theo Dean	Georgetown	
Clara	Georgetown	
Geo. Hughes	Georgetown	
R. B. Cropley	Washington	
C. W. Harper	Georgetown	
5 boats	total	

DT, Fri. 7/31/74, p. 1. **Canal Report.** – 47 boats left this port yesterday carrying 5,326 12 tons of coal as follows:

Boats *Destination* *Tons cwt*

MARYLAND COAL CO.

Col. J. C. Lynn	Georgetown	108 16
Henry Gerdeman	Georgetown	114 02
P. Fleckenstein	Georgetown	112 07
F. H. Irwin	Georgetown	112 07
Diligent	Georgetown	117 10
Queen City	Georgetown	115 18
J. M. Hedding	Georgetown	112 02
Cumberland	Georgetown	114 10
L. G. Stanhope	Georgetown	117 13
J. E. Hughes	Georgetown	116 08
Wm. R. Snow	Georgetown	117 07
11 boats	total	1,256 00

AMERICAN

Rechabites	Alexandria	112 10
Gardner L. Booth	Alexandria	117 19
R. Bender	Alexandria	112 02
Dr. Eliason	Alexandria	112 07
A. S. Wintringham	Alexandria	104 16
Busy Bee	Alexandria	112 10
Thomas Patton	Alexandria	115 00
Peter G. Uhler	Alexandria	114 00
M. D. Corse	Alexandria	114 14
Shipley & Bush	Alexandria	111 12
10 boats	total	1,126 10

CONSOLIDATION COAL CO.

J. M. Forbes	Georgetown	110 00
J. B. Varnum	Georgetown	109 06

A. F. Lantz	Georgetown	114 03
Julia Tyler	Georgetown	110 00
S. T. Ekis	Georgetown	110 00
W. H. Boyd	Georgetown	114 19
A. Norrie	Georgetown	110 00
Dove	Georgetown	115 17
Grason & Fannie	Williamsport	112 14
9 boats	total	1,006 19

NEW CENTRAL COAL CO.

A. Campbell	Georgetown	109 11
Jack Topper	Georgetown	111 17
J. Charles	Georgetown	112 13
J. L. Feidt	Georgetown	111 04
W. Young	Georgetown	115 10
C. W. Wilson	Georgetown	112 17
Ben Miller	Georgetown	118 15
Ida J. Kreps	Georgetown	116 00
8 boats	total	909 07

BORDEN

Zacharias & Cragin	Georgetown	113 00
Little Nan	Georgetown	117 10
Lizzie & Phillie	Georgetown	116 02
F. Ensminger	Georgetown	117 08
4 boats	total	464 09

GEORGE'S CREEK

A. Cropley	Georgetown	115 17
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HAMPSHIRE & BALTIMORE

G. P. DeWitt	Georgetown	111 09
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ATLANTIC

J. H. Gatrell	Alexandria	103 00
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INDIVIDUAL

Lillie & May	Georgetown	114 00
R. A. Goodwin	Washington	116 10
2 boats	total	230 10

Ibid, p. 4. The following are the receipts of the Canal Company for the week ending July 25, 1874: from Cumberland, \$8,663.53; Georgetown, \$1,600; Hancock, \$622; Williamsport, \$184.87; Total \$10,354.62. Accrued revenue at Cumberland for the same week \$16,725.66; during the same period 283 boats, carrying 30,342 tons of coal cleared from Cumberland.

ES, Fri. 7/31/74, p. 4. **Steam on the Chesapeake and Ohio Canal** – Messrs. Jamieson & Collins, iron and brass founders

of this city, yesterday shipped two new engines, manufactured by them, of twenty horse power each, to Cumberland, Md., by the C. & O. canal, where they will be placed in two steam canal boats being built there by Captain Edward Lynch, of Georgetown, D. C. The boats are built on an entirely new model from any yet built, and are designed as an experiment in steam navigation on the C. & O. canal. Captain Lynch is very sanguine that his undertaking will prove an entire success, and has received an order for forty of the boats, in the event of its doing so. The captain was an engineer in the United States service for a number of years. It is expected that the two boats now in course of construction will be completed by the first of October. – *Sentinel*, 30th.

DT, Sat. 8/1/74, p. 1. **Canal Report.** - 50 boats left this port yesterday carrying 5,559 18 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
AMERICAN		
E. T. Rizer	Alexandria	115 00
Wm. Gregory	Alexandria	115 12
P. L. Lemen	Alexandria	111 13
J. A. Alexander	Alexandria	111 00
Dr. M. M. Lewis	Alexandria	113 16
J. L. Reid	Alexandria	113 00
American Flag	Alexandria	115 00
F. R. M. Bowers	Alexandria	113 19
S. Lloyd	Alexandria	111 06
Dr. G. E. Porter	Alexandria	112 17
10 boats	total	1,133 03

MARYLAND COAL CO.

J. H. Kindle	Georgetown	117 11
A. H. Bradt	Georgetown	110 16
Thomas Hassett	Georgetown	108 19
G. J. Elliott	Georgetown	108 05
Willie Snyder	Georgetown	109 01
J. B. Slattery	Georgetown	110 16
Col. J. D. Tice	Georgetown	109 02
Wm. Price	Georgetown	114 09
A. K. Syester	Georgetown	111 07
W. T. Hassett	Georgetown	111 00
10 boats	total	1,111 06

NEW CENTRAL COAL CO.

City of Hamburg	Georgetown	111 16
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Friendship	Georgetown	111 16
P. Sinclair	Georgetown	117 19
Elizabeth	Georgetown	111 07
Okonoko	Georgetown	118 13
B. R. Summers	Georgetown	115 06
Iowa	Georgetown	116 07
A. P. Gorman	Georgetown	112 00
M. Sinclair	Georgetown	112 14
9 boats	total	1,025 05

CONSOLIDATION COAL CO.

D. M. Read	Georgetown	110 11
S. S. Cunningham	Georgetown	116 04
C. W. Brengle	Georgetown	117 00
H. J. Kenah	Georgetown	110 10
Maryland	Georgetown	115 06
S. K. Miller	Georgetown	110 00
V. S. Brashear	Georgetown	110 00
7 boats	total	789 04

BORDEN

Pattie Dunlop	Georgetown	118 13
C. A. Greene	Georgetown	113 07
S. E. Hassett	Georgetown	117 01
Dr. O. M. Schindel	Georgetown	117 12
4 boats	total	461 13

HAMPSHIRE & BALTIMORE

P. L. Lemen	Georgetown	118 17
W. R. Shaw	Georgetown	110 12
2 boats	total	219 09

ATLANTIC

S. H. Davis	Alexandria	111 00
J. T. Scrivener	Alexandria	109 00
2 boats	total	120 00

GEORGE'S CREEK

J. & T. Coulehan	Georgetown	112 02
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INDIVIDUAL

J. W. Grant	Georgetown	117 08
M. Mertens	Georgetown	117 04
Benjamin Bissell	Washington	111 09
Leander Lovell	Washington	116 10
David Seibert	Williamsport	114 14
5 boats	total	576 16

ES, Sat. 8/1/74, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been active. The receipts of Cumberland coal were 18,922 tons, and the shipments of the same 18,820 tons. Gilmore, Meredith & Co. have received and shipped 550 tons of the Youghiogheny gas

coal, making the total receipts for the week 19,372 tons, and the shipments 19,270 tons.

NR, Sat. 8/1/74, p. 4. **LOCAL**

MISCELLANY – The canal boat J. N.

Thomas, with 3,200 bushels wheat and 74 barrels flour for J. G. & J. M. Waters.

DT, Mon. 8/3/74, p. 1. **Canal Report.** - 52 boats left this port yesterday carrying 5,893 18 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
J. C. Hoffman	Georgetown	107 10
J. C. Grove	Georgetown	115 16
J. V. Norman	Georgetown	110 18
Dr. Grimes	Georgetown	120 15
R. M. Sprigg	Georgetown	110 16
Wren	Georgetown	108 16
H. Willison	Georgetown	115 04
Etta & Rena	Georgetown	112 07
Lizzie Haines	Georgetown	115 09
Mattie	Georgetown	112 07
B. L. Slack	Georgetown	111 00
Hollander	Georgetown	111 07
12 boats	total	1,352 05

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
AMERICAN		
J. R. Anderson	Alexandria	114 00
M. Sandford	Alexandria	112 11
W. Darrow	Alexandria	114 00
J. J. Swift	Alexandria	115 08
C. R. Hooff	Alexandria	117 16
M. A. Myers	Alexandria	107 16
T. H. Faile	Alexandria	112 11
R. S. Grant	Alexandria	114 05
John P. Moore	Alexandria	112 08
J. W. Morris	Alexandria	112 11
10 boats	total	1,133 06

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Owl	Georgetown	109 01
Hawk	Georgetown	113 04
R. Shriver	Georgetown	110 00
J. & D. Nuse	Georgetown	110 00
A. B. Cunise	Georgetown	118 05
C. H. Dalton	Georgetown	114 07
M. C. Clary	Georgetown	116 18
J. R. Ray	Georgetown	110 00
William M. Hill	Williamsport	110 00
9 boats	total	1,011 15

NEW CENTRAL COAL CO.

Dr. R. J. Duckett	Georgetown	118 00
Theo. Embrey	Georgetown	116 12
Ida & Harry	Georgetown	115 14
Col. C. V. White	Georgetown	111 13
H. T. Miller	Georgetown	116 06
H. C. Hicks	Georgetown	112 06
Knights of Pythias	Georgetown	116 17
7 boats	total	807 08

BORDEN		
R. Herr	Georgetown	111 11
F. L. Tilghman	Georgetown	116 13
C. H. Knott	Georgetown	116 02
Fall River	Georgetown	115 00
4 boats	total	459 06

ATLANTIC		
Our Sister	Alexandria	109 05
Lilly & Nanny	Alexandria	111 18
2 boats	total	121 03

HAMPSHIRE & BALTIMORE		
Morning Sun	Georgetown	111 15

GEORGE'S CREEK		
J. Sammon	Georgetown	114 11

INDIVIDUAL		
B. F. Rohrback	Georgetown	117 01
Belle Resley	Georgetown	117 03
Jacob H. Snyder	Washington	100 00
Kate Prather	Washington	117 00
J. A. Spielman	Williamsport	113 15
H. M. Snyder	Falling Waters	113 10
6 boats	total	687 09

DT, Tue. 8/4/74, p. 4. **Canal Report.** - 49 boats left this port yesterday carrying 5,522 15 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		

Ichabod Crane	Georgetown	113 11
W. Boyer	Georgetown	110 14
Monongahela	Williamsport	97 03
Capt. J. Sheridan	Georgetown	110 00
Jacob Snively	Georgetown	110 00
L. L. Shivers	Georgetown	114 19
Dr. A. A. Biggs	Georgetown	113 05
Morning Star	Georgetown	110 00
H. E. Chaplin	Georgetown	115 15
Blue Bell	Georgetown	105 10
M. M. Jane	Georgetown	110 00
11 boats	total	1,212 17

AMERICAN

Samuel Henry	Alexandria	109 14
R. H. Miller	Alexandria	118 13
Henry Delafield	Alexandria	111 14
David Stewart	Alexandria	112 06
Charles Robb	Alexandria	115 05
G. P. Lloyd	Alexandria	115 01
Maj. E. L. Moore	Alexandria	115 11
Lizzie A. Long	Alexandria	113 08
M. Snow	Alexandria	113 10
Theo L. Betts	Alexandria	115 05
10 boats	total	<u>1,140 07</u>

MARYLAND COAL CO.

M. A. Brady	Georgetown	116 03
Dr. F. C. Doyle	Georgetown	115 07
D. A. Carl	Georgetown	112 06
Sprigg S. Lynn	Georgetown	115 12
Ida & Willie	Georgetown	110 19
Mollie	Georgetown	117 13
M. H. Russell	Georgetown	114 02
Kate Brooks	Georgetown	114 06
A. Spier	Georgetown	117 11
9 boats	total	<u>1,032 19</u>

BORDEN

James H. Percy	Georgetown	106 08
A. H. Blackiston	Georgetown	111 02
J. H. Farrow	Georgetown	117 03
Thos. Drennen	Georgetown	111 04
John C. Hassett	Georgetown	107 13
5 boats	total	<u>555 10</u>

NEW CENTRAL COAL CO.

Ohio	Georgetown	111 16
E. B. Hartley	Georgetown	108 00
Wm. Moffett	Georgetown	115 14
Lucy Lee Mouse	Georgetown	118 17
A. Bain	Georgetown	115 17
5 boats	total	<u>570 04</u>

HAMPSHIRE & BALTIMORE

J. R. Purcell	Georgetown	112 09
M. A. West	Georgetown	112 13
2 boats	total	<u>225 02</u>

ATLANTIC

J. M. Resley	Alexandria	108 03
Geo. H. Bradt	Alexandria	108 18
2 boats	total	<u>217 01</u>

GEORGE'S CREEK

Wm. H. Boyer	Georgetown	118 10
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INDIVIDUAL

H. B. Rohrback	Antietam	111 18
Borden & Lovell	Washington	111 00
Geo. W. Knode	Georgetown	113 17

J. T. Dixon & Co.	Georgetown	113 10
4 boats	total	<u>450 05</u>

CA, Wed. 8/5/74, p. 2. **Steam Power on Canals.** - An experiment in steam motive power, it is stated, is about to be tried on the Chesapeake and Ohio canal, the engines for the two boats now being built at Cumberland, Md., having been completed, and being expected to be ready by the 1st of October. The boats are claimed to be upon an entirely new model from any yet built, and there are sanguine expectations as to their success. There are said to be employed on the canals of the State of New York about six thousand boats, of which from six hundred to seven hundred are supposed to be constantly in motion, each boat being drawn by from four to eight horses. Some time ago a handsome prize was offered by the New York State Legislature for "the practical and profitable introduction upon the canals of steam, caloric electricity, or any motor power other than animal power for the propulsion of boats." The proposition seems to have been successful, so far as the Baxter plan is concerned, by which steam appears to be establishing itself as a motor in the canal of New York. Several significant facts have been developed by the Baxter canal steamers. Among these is the diversion of freight from other channels. We see it stated that for the first time in ten years general assorted freights are being carried on the New York and Erie canal. It is asserted that dry goods, crockery, glass, patent medicine, &c., can be forwarded by canal steamers with sufficient expedition as compared with railroad, and in better order. There appears to be a prevailing idea that merchandise, at least of certain descriptions, is less liable to injury when forwarded in this manner. Thus it comes about that while, as a rule, canal freights are dull in that quarter, compelling large numbers of boats to lay up, the canal steamers are embarrassed with freight

offered. If steam canal boats are self-sustaining under wholly unpropitious circumstances of general trade, a great point as to the practical value of the change is established. In answer to inquiries of a correspondent of the New York *Commercial Advertiser* on Monday, it was stated that westward bound boats could fill up to carry not beyond Buffalo, the "way freights," so to speak, being equal to the capacity of the boats. The departures from New York are two boats a week, and the average time to Buffalo is from six and a half to seven days. But so far from meeting the demands for business, the company, it is averred, could load a boat every day. This, if true, is certainly remarkable. At Buffalo alone, it is said that something like two hundred boats are tied up, and large numbers are collected at Rochester, Lockport, &c. Freights on grain from the West are said to be lower than ever before, the rate being for corn only eight cents, and wheat nine, from Buffalo to New York. The lowest for which horse boats can carry and derive a profit is ten cents. The steamer agents express the opinion that a rate below this figure is remunerative. A Utica paper gives the following statement of the time and profit of the steamers *City of New York* and *Baxter*, on their first round trips for the season of 1874, as follows: *City of New York*, fourteen days, profits \$445.29; *Baxter*, fourteen days, profits \$314.17; *City of New York*, fifteen days, profits \$319.75; *Baxter*, sixteen days, profits \$385.73.

Unexpected delays have occurred in the building of boats additional to their fleet, but the "Baxter Steam Canal Transportation Company" are preparing to open new yards, and will shortly be in a condition to advance more rapidly. As may readily be understood, it is no part of their plan to build boats to sell, the idea being rather to run boats wherever wanted, under the company organization. If the success of steam on the

canal as a practical working power may be considered from the Baxter experiment no longer debatable, a wide field of conjecture is open as to what may be the effects both upon canals and railroads and upon the propositions which have been made in Congress to give government aid to certain leading canals of the country. It can have no bearing whatever upon the utter want of constitutional authority to engage in such enterprises, though it may add increased plausibility to the appeals based upon expediency for their adoption. *Balto. Sun.*

CA, Wed. 8/5/74, p. 3. On last Saturday a colored man named William Rohr was brought before Justice Blocher on the charge of stealing on the night previous two sets of lines and several other articles of boatmen's outfit from Captain Hill, of the *E. V. White*. The charge was proven and Rohr was committed to jail to await trial at the October term of Court.

Rohr was employed on the boat *George Clark*, of Sharpsburg.

Canal Receipts - The following are the receipts of the Canal Company for the week ending July 25, 1874: From Cumberland, \$8,463.53; Georgetown, \$1,600; Hancock, \$6.22; Williamsport, \$184.87 - \$10,454.62. Accrued revenue at Cumberland for the same week, \$16,725.66; during same period 273 boats, carrying 30,842 tons of coal, cleared from Cumberland.

DT, Wed. 8/5/74, p. 4. **Canal Report.** - 46 boats left this port yesterday carrying 5,218 17 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Henry Roland	Georgetown	112 06
Five Brothers	Georgetown	115 17
Thomas Wheeler	Georgetown	102 00
A. L. Miller	Georgetown	117 10
Industry	Georgetown	110 11
Carrie & Margie	Georgetown	114 06

J. E. Stanhope	Georgetown	114 08
M. E. Spier	Georgetown	108 18
B. F. Charles	Georgetown	112 00
J. F. Kriegh	Georgetown	112 08
10 boats	total	<u>1,122 02</u>

AMERICAN

Wm. C. Hunter	Alexandria	113 02
Wm. Smith	Alexandria	119 14
John H. Platte	Alexandria	116 06
Edward Bayer	Alexandria	112 12
John Bradburn	Alexandria	115 09
Fannie & Estella	Alexandria	117 14
Ben Williamson	Alexandria	113 14
M. Kersey	Alexandria	114 08
A. Jackson Clark	Alexandria	108 15
9 boats	total	<u>1,030 14</u>

CONSOLIDATION COAL CO.

Wm. Weber	Georgetown	115 04
Creole	Georgetown	110 00
D. A. Miller	Georgetown	116 16
J. A. Graham	Georgetown	110 00
G. W. Barnett	Georgetown	110 00
Grason & Fannie	Williamsport	113 06
D. Hoadley	Georgetown	108 12
Laura	Georgetown	114 11
Ino	Georgetown	110 00
9 boats	total	<u>1,008 09</u>

NEW CENTRAL COAL CO.

M. Whitson	Georgetown	114 16
A. J. Mills	Georgetown	118 08
P. A. Gorman	Georgetown	118 18
J. J. Moore	Georgetown	115 06
M. C. Merryman	Georgetown	111 18
5 boats	total	<u>579 06</u>

BORDEN

Jos. R. Haines	Georgetown	113 16
Alonzo Berry	Georgetown	117 04
R. I. Morris	Georgetown	114 10
Ida & Sally	Georgetown	115 02
4 boats	total	<u>350 12</u>

ATLANTIC

Geo. Couter	Alexandria	109 04
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HAMPSHIRE & BALTIMORE

J. H. Woodburn	Georgetown	111 10
E. Mulvaney	Georgetown	112 11
2 boats	total	<u>224 01</u>

GEORGE'S CREEK

Chesapeake	Georgetown	107 11
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INDIVIDUAL

C. C. Kelly	Georgetown	117 06
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Wm. Mertens	Georgetown	117 10
Wm. Borden	Washington	113 01
F. J. Laing	Washington	115 10
John T. James	Shepherdstown	112 10
5 boats	total	<u>577 18</u>

Michael Quigley, of this city, a boatman, owner and captain of the boat *John Sammon*, was severely injured on Monday morning near Sideling Hill Creek by his team running away. He became tangled in the harness, and was dragged some distance. His head was seriously cut by one of the mules treading upon it. He was otherwise considerably bruised. While his injuries are serious and necessarily painful we are happy to learn that they are not of a dangerous character. His escape was a remarkable one when all the circumstances in the case are considered.

DT, Thu. 8/6/74, p. 1. **Canal Report.** - 40 boats left this port yesterday carrying 4,528 12 tons of coal as follows:

Boats *Destination* *Tons cwt*

MARYLAND COAL CO.

Mountain City	Georgetown	110 18
Samuel Swain	Georgetown	114 09
Wm. Staples	Georgetown	113 06
Julia Borden	Georgetown	114 02
Clearspring	Georgetown	107 03
H. W. Dellinger	Georgetown	110 13
W. Irving	Georgetown	117 06
Johnnie & Frankie	Georgetown	111 02
Ernst & Holland	Georgetown	114 04
M. O'Conner	Georgetown	110 12
M. S. O'Donnell	Georgetown	114 05
11 boats	total	<u>1,238 00</u>

AMERICAN

J. H. Parrott	Alexandria	114 18
C. Clifton	Alexandria	112 03
D. Annan	Alexandria	112 18
James Dayton	Alexandria	111 01
J. H. Stickney	Alexandria	115 18
H. O. Claughton	Alexandria	114 06
6 boats	total	<u>681 04</u>

CONSOLIDATION COAL CO.

I. M. Boyer	Georgetown	115 08
C. P. Manning	Georgetown	110 00

J. McGraw	Georgetown	113 15
Miner	Georgetown	112 06
Lark	Georgetown	119 00
Wm. Moorehead	Georgetown	111 15
6 boats	total	<u>673 04</u>

NEW CENTRAL COAL CO.

J. B. Turton	Georgetown	111 10
Four Sisters	Georgetown	111 09
J. I. Arrington	Georgetown	117 16
Dr. F. M. Davis	Georgetown	113 14
B. F. Price	Georgetown	118 10
5 boats	total	<u>572 10</u>

BORDEN

C. L. Brengle	Georgetown	116 07
Donna Tilghman	Georgetown	114 17
Harry Borden	Georgetown	118 02
Alice Borden	Georgetown	112 06
Emerald	Georgetown	114 15
5 boats	total	<u>576 07</u>

ATLANTIC

W. H. Coin	Alexandria	103 04
Nora & Willie	Alexandria	109 09
2 boats	total	<u>212 13</u>

HAMPSHIRE & BALTIMORE

M. S. Fernsner	Georgetown	116 10
Alex Adams	Georgetown	112 14
2 boats	total	<u>229 04</u>

GEORGE'S CREEK

Silver Wave	Georgetown	111 03
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INDIVIDUAL

David Seibert	Georgetown	115 10
Wm. Foley	Williamsport	118 03
2 boats	total	<u>233 13</u>

ES, Thu. 8/6/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Hattie & Bessie arrived today with 3,600 bushels wheat, consigned to Hartley & Bro.

DT, Fri. 8/7/74, p. 1. **Canal Report.** - 39 boats left this port yesterday carrying 4,405 10 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
J. A. Millholland	Georgetown	110 00
Dr. C. Russell	Georgetown	110 00
Energy	Georgetown	110 00
J. W. Turner	Georgetown	110 00
A. B. Turner	Georgetown	110 00

A. J. Center	Georgetown	109 10
W. A. Stephens	Georgetown	105 00
T. J. Nimmo	Georgetown	112 02
J. N. Clary	Georgetown	112 08
J. R. Cruzen	Georgetown	112 09
10 boats	total	<u>1,101 00</u>

MARYLAND COAL CO.

H. C. Winship	Georgetown	110 09
Henry Boyd	Georgetown	113 00
Excelsior	Georgetown	118 12
Joseph Murray	Georgetown	117 11
E. M. Bynon	Georgetown	112 11
Sharpsburg	Georgetown	111 11
Fannie & Estelle	Georgetown	114 13
Geo. B. Oswald	Georgetown	120 16
Annie	Georgetown	114 02
9 boats	total	<u>1,303 05</u>

NEW CENTRAL COAL CO.

W. R. Shaw	Georgetown	120 01
G. Blackburn	Georgetown	117 11
James Reeves	Georgetown	117 08
James Noble	Georgetown	116 12
Jacob Couter	Georgetown	115 18
5 boats	total	<u>587 10</u>

BORDEN

Geo. W. Thecker	Georgetown	117 02
Isaac Wilson	Georgetown	114 16
Tilley B. Lynn	Georgetown	108 01
3 boats	total	<u>339 19</u>

HAMPSHIRE & BALTIMORE

Tony Rodier	Georgetown	110 16
Dr. J. P. Broderick	Georgetown	111 04
2 boats	total	<u>222 00</u>

AMERICAN

Jno W. Burke	Alexandria	115 10
A. J. Akin	Alexandria	114 15
D. Cromwell	Alexandria	107 12
3 boats	total	<u>337 17</u>

ATLANTIC

G. W. Grove	Alexandria	106 03
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GEORGE'S CREEK

Laura Agnew	Georgetown	121 01
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INDIVIDUAL

J. B. Winslow	Georgetown	118 05
Fleming & Motter	Georgetown	110 07
H. T. Weld	Washington	91 10
J. A. Spielman	Williamsport	116 05
Four Sisters	Georgetown	120 08
5 boats	total	<u>556 15</u>

Ibid, p. 4. The receipts of the canal for the week ending August 1, 1874, were: From Cumberland, \$15,869.73; Georgetown, \$6,031.85; Williamsport, \$211. Total, \$22,112.58. Accrued revenue at Cumberland for the same time \$17,427.58. During the same period 283 boats, carrying 32,274 tons of coal, cleared from Cumberland.

AG, Fri. 8/7/74, p. 2. CANAL COMMERCE – Arrivals – Boat H. Willison to Hampshire & Baltimore Coal Co.

DT, Sat. 8/8/74, p. 1. **Canal Report.** - 44 boats left this port yesterday carrying 4,982 13 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
W. L. Read	Georgetown	110 00
Linnet	Georgetown	110 00
G. Meredith	Georgetown	110 00
J. K. Whitford	Georgetown	117 13
Consolidation	Georgetown	110 00
Yonkers	Georgetown	110 00
M. Topper	Georgetown	110 09
Magpie	Georgetown	108 15
Julia Manning	Georgetown	110 01
J. T. Davis	Georgetown	117 00
10 boats	total	1,114 01

MARYLAND COAL CO.		
Cherokee Tribe	Georgetown	117 12
Col. J. C. Lynn	Georgetown	107 16
O. D. Robbins	Georgetown	110 16
Willie & Annie	Georgetown	112 03
T. J. Mahaffey	Georgetown	119 01
Baltimore	Georgetown	121 04
Johnny & Tommy	Georgetown	117 05
H. B. Simonds	Georgetown	114 07
C. F. Walters	Antietam	96 05
9 boats	total	1,016 09

AMERICAN		
G. Sherman	Georgetown	111 15
David A. Lowe	Georgetown	117 08
W. J. B. Lloyd	Georgetown	115 12
Wm. J. Boothe, jr.	Georgetown	116 18
Wm. E. Bell	Georgetown	114 15
Kate	Williamsport	111 02
Wm. Walsh	Georgetown	115 09

John Wilson	Georgetown	111 17
8 boats	total	914 15

NEW CENTRAL COAL CO.

Johnny	Georgetown	114 15
J. W. Carder	Georgetown	114 16
Noble Grand	Georgetown	114 13
D. Murphy	Georgetown	115 02
J. Dick	Georgetown	111 11
5 boats	total	570 17

BORDEN

Bertha M. Young	Georgetown	115 13
Maggie B.	Georgetown	113 15
T. B. Lynn	Georgetown	120 19
G. H. Colbert	Georgetown	117 18
4 boats	total	368 05

HAMPSHIRE & BALTIMORE

H. A. Garritt	Georgetown	112 18
Scotia	Georgetown	113 06
2 boats	total	226 04

GEORGE'S CREEK

D. L. Taylor	Georgetown	120 08
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ATLANTIC

J. H. Garrish	Alexandria	104 08
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BLAEN AVON

W. E. Turner	Georgetown	117 06
J. H. Houck	Georgetown	114 06
2 boats	total	231 06

INDIVIDUAL

J. G. Lynn	Washington	110 00
Invincible	Washington	106 00
2 boats	total	216 00

ES, Sat. 8/8/74, p. 1. **Chesapeake and Ohio Canal** – *The Report for July* – The regular meeting of the Board of Directors of the Chesapeake and Ohio Canal Company for August was held at Annapolis yesterday. President Gorman submitted his report for July, stating that the trade of the canal during the past month shows a very considerable increase as compared with the corresponding month of the past year. The tonnage during the month was 117,124 tons, which is an increase of 8,903 tons over July, 1873. The accrued revenue for the month was \$69,099.28, which is an increase over corresponding month of past year on \$7,876.62. Notwithstanding this very gratifying increase in the tonnage and

revenue for the past month, the trade was entirely suspended for several days, owing to a strike in the Cumberland and Pennsylvania railroad, but for which the tonnage would probably have been greater than ever passed over the canal in one month. The ordinary expenses, including pay of officers for the month, were \$19,892.10, and there were expended in dredging Rock Creek, construction of steam pump, stone-crusher and other extraordinary expenses, \$4,460/56, making the total expenses \$24,352.66; which shows the net revenue for the month to be \$44,656.62. During the past month the entire tonnage destined for Alexandria has been passed through Rock Creek basin, the number of boats locked in the Potomac being 840, or more than one-half of the entire tonnage of the canal. To accommodate this trade necessarily requires extensive improvements and consequently largely increased expenses, but the increased trade and revenue attributable to these improvements for the past month alone is not less than \$25,000.

The balance in the various banks to the credit of the company on the first was \$86,789.40. This large balance, together with the accrued revenue, will enable the board to appropriate a sufficient amount to pay the overdue coupon in the preferred construction bonds now next in order.

The appropriation for the coupon was made, and, after the transaction of some routine business, the board adjourned.

Ibid, p. 4. **GEORGETOWN – A Fatal Shooting Case** – Last night a fatal shooting case took place at the Seven Locks, about 8 miles up the Chesapeake and Ohio canal, in which a colored man employed on the canal boat E. D. Hartley was shot, and instantly killed, by Michael McQuade. The information received here is to the effect that the deceased went into the store at that

point, and a dispute occurred between him and McQuade, when it is alleged the deceased called McQuade a --- --- Irish --- of a ---, and made at him with a cheese knife, and that McQuade seized a pistol and fired, the ball entering the eye of the deceased and passing into his brain, killing him instantly. McQuade, who is captain of a canal boat, surrendered himself to Justice Offutt, of Montgomery county, Md. Another account states that the colored man was a lock-tender at the Seven Locks.

Coal Trade – The coal trade for the past week has not been quite so brisk. The receipts of Cumberland coal were 15,638 tons, and the shipments 14,529 tons. Gilmore, Meredith & Co. have received 1,366 tons, and shipped 1,258 tons of the Youghiogheny gas coal, making the total receipts for the week 17,004 tons, and the shipments 15,787 tons.

Grain Trade – The canal boat Wheeler & Barron arrived today with 3,500 bushels wheat for Hartley & Bro., and 600 bushels wheat for H. M. Talbott.

NR, Sat. 8/8/74, p. 4. **LOCAL MISCELLANY** – The canal boat H. M. Talbott has arrived, with 650 bushels of wheat for Hartley & Bro., and 3,000 bushels ditto for H. M. Talbott, and the canal boat Seneca, with 1,000 bushels of corn for T. C. Wheeler, and 300 bushels ditto for H. M. Talbott.

DT, Mon. 8/10/74, p. 1. **Canal Report.** - 48 boats left this port yesterday carrying 5,363 14 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Willie Snyder	Georgetown	106 12
Henry Gerdeman	Georgetown	114 07
G. H. Bradt	Georgetown	112 00
A. E. McQuade	Georgetown	112 03
Cumberland	Georgetown	114 08
Queen City	Georgetown	114 04
F. H. Irvin	Georgetown	110 17

Diligent	Georgetown	115 15
J. M. Hedding	Georgetown	110 03
J. A. Spielman	Georgetown	115 07
T. E. Sheridan	Georgetown	<u>107 09</u>
11 boats	total	1,233 04

CONSOLIDATION COAL CO.

J. Charles	Georgetown	110 00
S. T. Ekis	Georgetown	110 00
A. Bain	Georgetown	110 00
T. Malloy	Georgetown	114 06
P. J. Smith	Georgetown	109 14
Gen. Grant	Georgetown	111 01
Bynon & Goodwin	Georgetown	110 10
Robin	Georgetown	110 00
Dr. Delaplane	Georgetown	113 04
Monongahela	Williamsport	<u>102 03</u>
10 boats	total	1,090 18

AMERICAN

P. G. Uhler	Alexandria	107 13
R. Bender	Alexandria	111 14
A. S. Wintringham	Alexandria	108 01
A. Main	Alexandria	112 08
G. J. Boothe	Alexandria	115 02
H. C. Flagg	Alexandria	114 17
S. S. Howison	Alexandria	114 04
Rechabites	Alexandria	110 06
Weyand Doerner	Alexandria	<u>112 01</u>
9 boats	total	1,006 06

NEW CENTRAL COAL CO.

F. A. Mertens	Georgetown	108 00
Wm. Young	Georgetown	115 04
Viola H. Weir	Georgetown	115 00
Emma	Georgetown	112 08
R. L. Gross	Georgetown	113 06
J. C. Stubblefield	Georgetown	<u>113 19</u>
6 boats	total	677 17

BORDEN

A. C. Greene	Georgetown	119 09
Martha	Georgetown	116 18
Onward	Georgetown	119 02
H. Kraus	Georgetown	<u>114 05</u>
4 boats	total	469 13

HAMPSHIRE & BALTIMORE

Mary Mack	Georgetown	113 02
G. Hamilton	Georgetown	<u>113 01</u>
2 boats	total	226 03

GEORGE'S CREEK

A. Sherman	Georgetown	113 12
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ATLANTIC

W. H. Ash	Alexandria	113 12
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BLAEN AVON

Steamer Alaska	Georgetown	88 15
M. Scally	Georgetown	<u>117 12</u>
2 boats	total	206 07

INDIVIDUAL

T. Dean	Washington	111 00
J. E. West	Washington	<u>115 00</u>
2 boats	total	226 00

C. & O. Canal - Meeting of Directors.

Annapolis, August 7, 1874, - The regular monthly meeting of the Board of Directors of the Chesapeake and Ohio Canal Company for August was held here today. Hon. A. P. Gorman, President, and Directors Biser, Watkins and Stake were present, Benjamin C. Fawcett, Esq., Secretary. President Gorman submitted the following report for July:

I have the honor to report that the trade of the canal during the past month shows a very considerable increase as compared with the corresponding month of the past year. The tonnage during the month was 117,124 tons, which is an increase of 8,903 tons over July, 1873. The accrued revenue for the month was \$69,009.28, which is an increase over corresponding month of the past year of \$7,876.02.

Notwithstanding this very gratifying increase in the tonnage and revenue for the past month, the trade was entirely suspended for several days, owing to a strike on the Cumberland & Pennsylvania Railroad, but for which the tonnage would probably have been greater than ever passed over the canal in one month.

Ibid, p. 4. **Homicide at the Seven Locks. - A Negro Shot Dead.** - A fatal case of shooting occurred at the Seven Locks, Montgomery country, about seven miles above Georgetown, on Friday evening last. We give such particulars as we could obtain. Mr. Michael McQuade, a gentleman well known in this city, where he formerly resided, is the proprietor of a store near the

second lock of the seven. A negro known as Ben had been for some time employed as lock tender at the first lock, and is represented as being violent in disposition and insulting in his bearing toward all with whom he came in contact. He was indebted to Mr. McQuade in a small amount, and upon the evening in question went into his store and asked that gentleman for a further extension of credit. This was refused by Mr. McQuade for reasons perfectly satisfactory to himself. The negro at once became irritated and used some insulting language, when Mr. McQuade ordered him out of the store. Instead of retiring the negro drew a large knife and threw it at McQuade, who almost instantly drew his revolver and fired. The negro ran a few steps and fell dead, the ball having entered his brain. The shooting occasioned but little excitement, as the negro was said to be one of those characters who always, sooner or later, meet a violent end. Mr. McQuade made no effort to get away, but at last accounts had not been arrested.

 We heard it rumored yesterday that Lewis G. Stanhope, Esq., Superintendent of the Hancock Division C. & O. Canal, had resigned, and that Mr. T. J. Baker, of Williamsport, had been appointed to the vacancy.

DT, Tue. 8/11/74, p. 1. **Canal Report.** - 38 boats left this port yesterday carrying 4,134 14 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
J. E. Hughes	Georgetown	114 02
P. Fleckenstein	Georgetown	115 05
J. H. Kindle	Georgetown	115 12
J. B. Slattery	Georgetown	112 04
G. J. Elliott	Georgetown	111 00
H. Resley	Georgetown	107 08
A. K. Syester	Georgetown	114 04
W. T. Hassett	Georgetown	111 01
L. G. Stanhope	Georgetown	114 02

Mattie	Georgetown	114 04
10 boats	total	1,139 02

CONSOLIDATION COAL CO.

S. K. Miller	Georgetown	110 00
C. Slack	Georgetown	110 00
Julia Tyler	Georgetown	118 08
Mayfield & Hieston	Georgetown	116 00
J. M. Forbes	Georgetown	112 15
Grason & Fannie	Williamsport	113 06
6 boats	total	690 05

AMERICAN

Thomas Patton	Alexandria	112 08
M. D. Corse	Alexandria	115 16
Wm. Gregory	Alexandria	116 08
J. L. Reid	Alexandria	115 01
Dr. G. E. Porter	Alexandria	111 14
J. A. Alexander	Alexandria	111 09
American Flagg	Alexandria	115 04
7 boats	total	797 18

NEW CENTRAL COAL CO.

American Boy	Georgetown	111 09
J. Reeves	Georgetown	111 09
Ida J. Kreps	Georgetown	114 18
A. Lincoln	Georgetown	115 05
4 boats	total	455 01

BORDEN

Capt. Masters	Georgetown	122 01
J. A. Spielman	Williamsport	114 08
David Seibert	Williamsport	112 09
L. N. Lovell	Washington	118 03
4 boats	total	467 01

HAMPSHIRE & BALTIMORE

F. F. Davis	Georgetown	111 17
W. R. Shaw	Georgetown	112 04
2 boats	total	224 03

BLAEN AVON

Clara	Georgetown	114 00
G. Hughes	Georgetown	113 19
2 boats	total	227 19

ATLANTIC

City of Hamburg	Alexandria	106 17
H. B. Rohrback	Antietam	113 19
2 boats	total	220 15

GEORGE'S CREEK

E. B. Johnson	Georgetown	122 14
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Fast Time on the Canal.

The two canal boats John A. Spielman, Captain Joseph Poffenberger, and the David Seibert, Captain George Hamilton, plying

between this place and Cumberland, a distance of eighty-four miles, made the fastest time last week on record by canal horse boats. They made the round trip from here to Cumberland loaded and returned in the following time: John A. Spielman, 66 hours; David Seibert, 64 hours and 30 minutes. Having followed that vocation for several years we consider the above remarkable [illegible]. [Transcriber's Note: eighty-four miles from Cumberland was Williamsport.]

ES, Tue. 8/11/74, p. 4. **GEORGETOWN - Grain Trade** – Canal boats W. H. Billmyer, with 2,300 bushels wheat, and the J. N. Thomas, with 1,800 bushels wheat, 1,800 bushels corn, 40 bbls. flour and 5 tons mill-feed, have arrived to J. G. & J. M. Waters.

AG, Tue. 8/11/74, p. 2. **CANAL COMMERCE** – Arrivals – Boats Robert Emmett, M. S. Fernsner, Samuel Swain, Wm. Staples and J. Borden to Hampshire & Baltimore Coal Co.; J. H. Parrott, jr., Daniel Anan, A. J. Clark, C. Clifton, James Dayton, H. O. Claughton and J. H. Stickney to American Coal Co.; M. C. Merryman, E. B. Hartley, Dr. F. M. Davis, J. J. Moore, Four Sisters, A. J. Mills, Nora & Willie, Geo. Couter, Lilly & May, W. H. Boyer, J. M. Resley, Geo. H. Bradt and P. A. Gorman, to J. P. Agnew.

Departures – Boats J. M. Resley, Geo. H. Bradt, Lillie & May, W. H. Boyer, P. A. Gorman and Geo. Couter, by J. P. Agnew.

CA, Wed. 8/12/74, p. 2. **Chesapeake and Ohio Canal - Report for July.** - Annapolis, Md., August 7, 1874.

The regular monthly meeting of the board of directors of the Chesapeake and Ohio Canal Company for August was held here today. Hon. A. P. Gorman, president, and directors Biser, Watkins, and Stake were present;

Benjamin C. Fawcett, Esq., secretary. President Gorman submitted the following report of July.

"I have the honor to report that the trade of the canal during the past month shows a very considerable increase as compared with the corresponding month of the past year. The tonnage during the month was 117,124, which is an increase of 8,903 tons over July, 1873. The accrued revenue for the month was \$69,009.28, which is an increase over the corresponding month of the past year of \$7,876.62.

"Notwithstanding this very gratifying increase in the tonnage and revenue for the past month, the trade was entirely suspended for several days owing to a strike on the Cumberland and Pennsylvania railroad, but for which the tonnage would probably have been greater than ever passed over the canal in one month.

"The ordinary expenses, including pay of officers, for the month were \$19,892.10, and there were expended in dredging Rock creek, construction of steam pump, stone crusher, and other extraordinary expenses \$4,460.56, making the total expenses \$24,352.66, which shows the net revenue for the month to be \$44,656.62.

"During the past month the entire tonnage destined for Alexandria has been passed through Rock creek basin, the number of boats locked in Potomac being eight hundred and forty, or more than one half the entire tonnage of the canal. To accommodate this trade necessarily requires very extensive improvements, and consequently largely increased expenses, but the increased trade and revenue attributable to these improvements for the past month alone is not less than \$25,000.

"The balance in the various banks to the credit of the company on the 1st was \$86,789.40. This large balance, together with the accrued revenue, will enable the board to appropriate a sufficient amount to pay the overdue coupon on the preferred construction bonds now next in order. I, therefore, respectfully recommend that the sum of \$50,985 be appropriated, and that notice be given that the coupon due July, 1860, will be paid at the banking house of Messrs. Alex. Brown & Sons, Baltimore, on Thursday, the 20th."

The appropriation for the coupon was accordingly made, and after the transaction of some routine business, the board adjourned to meet on Thursday, the 10th of September. - *Baltimore Sun*.

CA, Wed. 8/12/74, p. 3. **An Assault Case.** - On Monday, John M. Bloss, the lock-keeper at North Branch, and his sons, George and Stephen, were arraigned before Justice Gonder on the charge of assaulting on the 18th of last July John Byroads, Mary his wife, and Samuel their son, parties who run the boat Okonoko. In passing through the lock on the day mentioned, the tow line of the Okonoko tore off part of the railing of the lock. This mishap led to an altercation between the young men Byroads and Bloss, in which Byroads was struck over the head with a club by Bloss. The latter then hurried to the house, procured a pistol and returned to the boat with it, where he in turn was struck over the head with a club by Mrs. Byroads. By this time all the Byroads and Blosses were pretty well mixed up in the quarrel. In the meanwhile, young Bloss returned to the house again, obtained a loaded shotgun, and pointing it at Mrs. Byroads attempted to discharge it, but the cap snapped twice without going off.

George Bloss was held for the October Court in the sum of \$200; the other cases were *non-prossed*.

A Negro Lock-Keeper Shot. - The negro keeper of seven locks, a station on the Chesapeake and Ohio Canal about ten miles from Washington city, was killed on last Friday night by Mr. Michael McQuade, a store keeper near the Locks, under the following circumstances: The negro who was owing Mr. McQuade a bill called at the latter's store on the evening mentioned and desired to purchase some articles on credit. McQuoid's refusal to comply excited the negro very much. He used extremely

abusive language, and attempted an assault on the store keeper with a cheese knife. Upon this McQuade drew a pistol and shot his adversary through the brain. The negro is represented as a man of violent and ungovernable passions, and there are few regrets for his summary demise.

A Queer Passenger. - The canal boat "Jacob McGraw," captain William Speaker, brought a queer passenger to this port a day or two since. The captain recently unloaded a cargo of coal at Georgetown on a boat in the South American coal trade, from the crew of which captain Speaker procured a live ant-eater, which he brought to Cumberland. He offered it for sale, price \$25, but no finding a purchaser took the queer little fellow away again. The captain warrants the ant-eater to be a good rat-catcher. - *News. 16th.*

DT, Wed. 8/12/74, p. 1. **Canal Report.** - 45 boats left this port yesterday carrying 5,079 05 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Thomas Hassett	Georgetown	104 07
J. C. Hoffman	Georgetown	107 19
Etta & Rena	Georgetown	117 13
Jacob C. Grove	Georgetown	110 13
R. M. Sprigg	Georgetown	110 12
Col. J. D. Tice	Georgetown	108 19
Sprigg S. Lynn	Georgetown	114 18
Dr. Grimes	Georgetown	114 06
Lizzie Haines	Georgetown	113 19
J. V. Norman	Georgetown	108 12
B. L. Slack	Georgetown	119 02
11 boats	total	1,231 07
CONSOLIDATION COAL CO.		
A. F. Lantz	Georgetown	110 00
Kattskill	Georgetown	110 17
L. R. Fechtig	Georgetown	110 00
J. S. Mackie	Georgetown	103 00
Adam Norrie	Georgetown	118 05
A. Campbell	Georgetown	114 12
Okonoko	Georgetown	110 00
7 boats	total	776 14

AMERICAN		
Samuel Lloyd	Alexandria	112 13
Dr. M. M. Lewis	Alexandria	114 03
John P. Moore	Alexandria	116 01
M. Sandford	Alexandria	113 05
James R. Anderson	Alexandria	115 15
Thomas H. Faile	Alexandria	114 02
M. A. Myers	Alexandria	112 04
J. W. Morris	Alexandria	112 06
Chas. R. Hooff	Alexandria	115 07
9 boats	total	<u>1,025.16</u>
NEW CENTRAL COAL CO.		
Wm. Doyle	Georgetown	118 13
Ben Miller	Georgetown	121 15
C. W. Wilson	Georgetown	115 02
B. R. Summers	Georgetown	110 15
C. W. Adams	Georgetown	111 06
5 boats	total	<u>577 11</u>
BORDEN		
Alexander	Georgetown	115 07
R. J. West	Georgetown	112 01
Henry Boley	Georgetown	111 03
Chas. B. Embrey	Georgetown	111 10
F. L. Tilghman	Washington	113 12
5 boats	total	<u>583 13</u>
ATLANTIC		
Jack Topper	Alexandria	107 04
H. B. Rohrback	Antietam	113 19
Chas. Wheatley	Antietam	106 16
3 boats	total	<u>327 19</u>
BLAEN AVON		
M. Mertens	Georgetown	115 06
Lillie & May	Georgetown	114 11
2 boats	total	<u>229 17</u>
HAMPSHIRE & BALTIMORE		
P. Agnew	Georgetown	120 00
M. McNally	Georgetown	113 08
2 boats	total	<u>233 17</u>
GEORGE'S CREEK		
R. T. Semmes	Georgetown	112 11

Ibid, p. 4. The Alexandria *Sentinel* says: The new aqueduct at Four Mile run stood the force of water well, but feeding was stopped Saturday night to caulk the crib work connecting the "trunk" with the canal, consequently the canal will not be ready so soon as expected. The lessees appear determined to make all strong and

permanent beyond doubt before opening the canal for business. It is now thought that loaded boats can pass Tuesday or Wednesday at the outside.

DT, Thu. 8/13/74, p. 1. **Canal Report.** - 43 boats left this port yesterday carrying 4,865 09 tons of coal as follows:

Boats	Destination	Tons cwt
MARYLAND COAL CO.		
A. Spier	Georgetown	111 00
Hanson Willison	Georgetown	112 00
Hollander	Georgetown	119 19
Wren	Georgetown	108 16
Mollie	Georgetown	114 06
M. A. Brady	Georgetown	120 19
M. H. Russell	Georgetown	111 11
Dr. Doyle	Georgetown	118 18
Henry Roland	Georgetown	114 03
Henry Loveridge	Georgetown	124 07
Thos. Wheeler	Georgetown	109 00
11 boats	total	<u>1,256 00</u>
CONSOLIDATION COAL CO.		
H. J. Kenah	Georgetown	115 13
Mohawk	Georgetown	110 13
William M. Hill	Georgetown	113 17
J. & D. Nuse	Georgetown	110 00
W. H. Boyd	Georgetown	110 06
R. Shriver	Georgetown	110 00
Maryland	Georgetown	110 00
D. M. Read	Georgetown	116 00
8 boats	total	<u>896 09</u>
AMERICAN		
Jno J. Swift	Alexandria	117 13
Wm. Darrow	Alexandria	111 18
Charles Robb	Alexandria	114 00
R. S. Grant	Alexandria	111 04
G. P. Lloyd	Alexandria	112 09
R. H. Miller	Alexandria	112 00
Henry Delafield	Alexandria	107 18
7 boats	total	<u>787 02</u>
NEW CENTRAL COAL CO.		
Little Joe	Georgetown	114 13
M. Sinclair	Georgetown	108 00
Annie Bell	Georgetown	111 09
Peter Sinclair	Georgetown	114 17
Iowa	Georgetown	114 19
Col. E. V. White	Georgetown	111 13
6 boats	total	<u>675 11</u>
BORDEN		

Jno. T. James	Georgetown	114 14
Sally H. Taylor	Georgetown	116 04
Round Top	Hancock	107 12
3 boats	total	339 10
BLAEN AVON		
B. F. Rohrback	Georgetown	110 15
J. W. Grant, jr.	Georgetown	121 00
2 boats	total	231 15
GEORGE'S CREEK		
Jno. Spencer	Georgetown	114 09
R. B. Cropley	Georgetown	117 00
2 boats	total	231 09
ATLANTIC		
Elizabeth	Alexandria	113 05
Theo. Embrey	Alexandria	110 09
2 boats	total	223 14
HAMPSHIRE & BALTIMORE		
Loretto	Georgetown	111 19
Wm. P. Woolls	Georgetown	112 00
2 boats	total	223 19

Ibid, p. 4. A **Boatman** named Joseph Colbert from the vicinity of Hancock, Washington county, fell yesterday near the Second National Bank on Liberty street, from the effects of the sun, cutting his head slightly. He was taken in charge by friends and his wound promptly dressed, and suitable remedies applied to his case with success.

 We understand that several workmen at the Cement Mill were compelled to desist from their labor yesterday on account of the intense heat of the sun. A similar stoppage occurred at a Boat Yard for the same cause.

The repair hands on this division of the canal, in charge of Superintendent E. Mulvaney, likewise stopped work early in the afternoon on account of the intense heat, as did also the workmen on the foundation of the new City Hall.

NR, Thu. 8/13/74, p. 4. Benj. C. Fawcett, esq., treasurer, is now engaged in paying off the employees of the Chesapeake and Ohio Canal Company, from Georgetown to Harper's Ferry. The company will

commence on Monday to pay off from Harper's Ferry to Cumberland.

ES, Thu. 8/13/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Hattie & Bessie arrived with 3,600 bushels wheat and 150 barrels flour for Hartley & Bro.

DT, Fri. 8/14/74, p. 1. **Canal Report.** 43 boats left this port yesterday carrying 4,868 08 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Ida & Willie	Georgetown	111 00
Wm. Price	Georgetown	112 06
A. L. Miller	Georgetown	115 07
Busy Bee	Georgetown	112 15
Dr. R. J. Duckett	Georgetown	114 05
T. J. Baker	Georgetown	110 10
Sallie Hassett	Georgetown	120 00
D. A. Carl	Georgetown	111 03
J. E. Stanhope	Georgetown	108 15
R. Herr	Georgetown	110 17
J. McGraw	Georgetown	108 08
Dr. Eliason	Georgetown	114 04
J. S. Welsh	Georgetown	100 10
13 boats	total	1,450 00
AMERICAN		
L. A. Long	Alexandria	116 12
M. Snow	Alexandria	114 13
S. Henry	Alexandria	111 19
J. H. Platte	Alexandria	112 06
T. L. Betts	Alexandria	119 18
5 boats	total	575 08
CONSOLIDATION COAL CO.		
J. P. Agnew	Georgetown	109 05
Hawk	Georgetown	114 01
Monongahela	Georgetown	97 09
J. Hieston	Georgetown	115 08
C. H. Dalton	Georgetown	120 01
H. C. Hicks	Georgetown	118 02
Dove	Georgetown	113 12
7 boats	total	787 18
BORDEN		
M. S. Haines	Georgetown	117 03
N. Williams	Georgetown	114 08
Zacharias & Cragin	Georgetown	114 17
S. H. Sherman	Georgetown	115 19
Little Nan	Georgetown	112 10

Lizzie & Phillie	Georgetown	116 10
R. E. Fugitt	Georgetown	<u>109 18</u>
7 boats	total	801 09

NEW CENTRAL COAL CO.

H. S. Miller	Georgetown	114 17
W. S. Huntingdon	Georgetown	105 02
S. H. Davis	Georgetown	114 05
J. Hammond	Georgetown	<u>114 18</u>
4 boats	total	449 02

HAMPSHIRE & BALTIMORE

G. P. DeWitt	Georgetown	109 13
Mrs. C. E. Charles	Georgetown	117 03
C. Ridgley	Georgetown	<u>113 04</u>
3 boats	total	340 00

GEORGE'S CREEK

Lucinda	Georgetown	117 15
Shipley & Bush	Georgetown	<u>118 03</u>
2 boats	total	235 18

INDIVIDUAL

Belle Resley	Georgetown	114 13
Kate Prather	Georgetown	<u>114 00</u>
2 boats	total	228 13

Horse Thief Arrested and Horses Recovered. - We yesterday received a dispatch from Thomas Gilleece, Esq., of Hancock, announcing the arrest of two men with horses in their possession evidently stolen. One of the men escaped. The other is still in custody, and the horses are in possession of Mr. Gilleece in Hancock, who thinks they were stolen in this neighborhood. We made all the inquiry we could yesterday and learned that Mr. J. W. Pollock, living near North Branch, lost two horses a few days ago, and it is likely these animals are his property.

Ibid, p. 4. The employees on this Division of the Chesapeake & Ohio Canal will be paid off on Monday.

Drowned – Frank Smith, a colored tow boy, aged about fifteen years, on Capt. Capper's boat, D. M. Read, was thrown into the Lock at the Narrows on Wednesday last, and drowned before assistance could reach him. Dr. Blocher, Esq., was called upon to hold an inquest, but not deeming it

necessary, made arrangements through W. E. Beall, County Commissioner, for his interment.

AG, Fri. 8/14/74, p. 2. CANAL
 COMMERCE – Arrivals – Boats Laura Agnew and Chesapeake to George's Creek Coal and Iron Co.; P. G. Uhler, Weyand Doerner, Richard Bender, H. C. Flagg and A. S. Winteringham to American Coal Co.; M. A. West, Tony Rodier and Scotia to Hampshire & Baltimore Coal Co.; Chesapeake and W. H. Ash to J. P. Agnew.
 Departures – Boats Laura Agnew, D. A. Lowe, G. L. Boothe, Andrew Main, Chesapeake, Richard Bender, Weyand Doerner, H. C. Flagg, Nora & Willie, Laura B. Agnew, J. & T. Coulehan and Chesapeake.

DT, Sat. 8/15/74, p. 1. **Canal Report.** 51 boats left this port yesterday carrying 5,826 02 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
B. F. Charles	Georgetown	110 08
Industry	Georgetown	110 00
Carrie & Margie	Georgetown	115 00
M. E. Spier	Georgetown	115 12
C. W. Harper	Georgetown	115 03
Wm. Staples	Georgetown	112 05
Samuel Swain	Georgetown	113 11
Wm. Borden	Georgetown	117 09
Ernst & Holland	Georgetown	107 07
W. H. Boyer	Georgetown	117 03
C. H. Knott	Georgetown	<u>117 11</u>
11 boats	total	1,231 09
AMERICAN		
B. Williamson	Alexandria	115 03
J. Bradburn	Alexandria	118 09
James Green	Alexandria	113 01
Wm. Smith	Alexandria	118 08
W. C. Hunter	Alexandria	116 00
Maj. E. L. Moore	Alexandria	115 00
E. Bayer	Alexandria	110 13
M. Kersey	Alexandria	114 09
D. Annan	Alexandria	<u>113 09</u>
9 boats	total	1,034 03

CONSOLIDATION COAL CO.

A. B. Cunise	Georgetown	110 00
C. W. Brengle	Georgetown	110 00
M. C. Clary	Georgetown	119 15
L. L. Shivers	Georgetown	113 13
Owl	Georgetown	113 06
M. Boyer	Georgetown	110 00
Knights of Pythias	Georgetown	110 00
Grason & Fannie	Georgetown	115 09
Blue Bell	Georgetown	113 05
J. B. Varnum	Georgetown	110 00
M. M. Jane	Georgetown	110 00
11 boats	total	<u>1,235 08</u>

BORDEN

H. Freeland	Georgetown	115 07
Jacob H. Snyder	Georgetown	119 15
S. Charles	Georgetown	120 04
J. H. Percy	Georgetown	106 07
Sally Ardinger	Georgetown	113 02
David Seibert	Georgetown	116 10
6 boats	total	<u>691 05</u>

NEW CENTRAL COAL CO.

T. H. West	Georgetown	118 07
J. T. Scrivener	Georgetown	118 14
J. H. Gatrell	Georgetown	115 03
L. L. Mouse	Georgetown	115 07
Our Sister	Georgetown	111 08
Wm. Moffett	Georgetown	115 01
J. L. Feidt	Georgetown	111 08
7 boats	total	<u>805 08</u>

HAMPSHIRE & BALTIMORE

Nuttie & Billie	Georgetown	114 11
R. A. Goodwin	Georgetown	114 01
2 boats	total	<u>228 12</u>

GEORGE'S CREEK

F. R. M. Bowers	Georgetown	115 14
C. Segerson	Georgetown	115 14
2 boats	total	<u>231 08</u>

BLAEN AVON

W. M. Mertens	Georgetown	117 04
G. W. Knode	Georgetown	117 05
2 boats	total	<u>234 09</u>

INDIVIDUAL

John Weir	Washington	114 00
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AG, Sat. 8/15/74, p. 2. CANAL
 COMMERCE – Arrivals – Boats J. L. Reid,
 Dr. G. E. Porter, T. Patton, M. D. Corse,
 American Flag, J. A. Alexander and W.

Darrow to American Coal Co.; City of
 Hamburg and D. L. Taylor to J. P. Agnew.
 Departures – Boats Thomas Patton,
 Jas. Dayton, American Flag, D. L. Taylor
 and W. H. Ash.

AG, Mon. 8/17/74, p. 2. CANAL
 COMMERCE – Arrivals – Boats George
 Hutton, Merrimack and M. S. Fernsner to
 Hampshire & Baltimore Coal Co.; Adam
 Sherman and E. B. Johnson to George's
 Creek Coal and Iron Co.; Minnie & Cora
 limestone to E. Francis; M. A. Myers, M.
 Sandford, M. M. Lewis, Samuel Lloyd, J. P.
 Moore, J. W. Morris, Thomas H. Faile, J. R.
 Anderson and J. H. Parrott, jr. to American
 Coal Co.

Departures – Boats E. B. Johnson,
 Adam Sherman, Minnie & Cora, M. M.
 Lewis, J. P. Moore, M. Sandford and
 Samuel Lloyd.

AG, Tue. 8/18/74, p. 3. CANAL
 COMMERCE – Arrivals – Boats T.
 Wheeler, F. F. Davis, W. P. Woolls, H. A.
 Garritt, M. McNally and Park Agnew to
 Hampshire & Baltimore Coal Co.; Clara, A.
 Sherman, E. B. Johnson, M. Mertens, Theo.
 Embrey, G. W. Grove and Elizabeth to J. P.
 Agnew; Thomas Wheeler to Maryland Coal
 Co.; R. T. Semmes to George's Creek Coal
 and Iron Co.; Chas. Robb, Wm. Darrow, R.
 H. Miller, John J. Swift, G. P. Lloyd, R. S.
 Grant and H. Delafield to American Coal
 Co.; Park Agnew to Hampshire & Baltimore
 Coal Co.

Departures – Boats M. A. Myers, J.
 W. Morris, T. H. Faile, City of Hamburg, J.
 R. Anderson, C. R. Hooff, Thomas Wheeler,
 Chas. Robb and R. T. Semmes.

CA, Wed. 8/19/74, p. 3. **Desperate Affray
 at Hancock.** - A serious disturbance, which
 might yet produce fatal results, occurred at
 the lock on the Chesapeake and Ohio Canal,
 a short distance below Hancock, on

Saturday evening last, the particulars of which are as follows: The boat J. F. Kriegh, commanded by Capt. S. S. McMachan, of Williamsport, arrived at the place above designated on Saturday, with a quantity of brick consigned to the Canal Company, and to be used in the construction of the Aqueduct over Tonoloway Creek. Mr. Jacob B. Master is a company boss at that place, and he assumed to take charge of the brick. Some disagreement occurred between Mr. Masters and a hand on the boat of the name of John Wolf, a young man who lives in Williamsport, in reference to the removal of the brick from the boat, Wolf declining to assist, claiming that it was not a part of his duty, and that the agent of the company had agreed to load and unload the same. In this Wolf was sustained by Capt. McMachan, who insisted that the Canal Company had agreed to relieve him of all expense attending the loading and unloading. Masters then went to work himself, and no thought of a difficulty existed. Some hours later Wolf placed himself near Masters who was at work in the hull of the boat. Masters ordered him off the boat. Wolf declined to go, whereupon Masters threw a brick striking Wolf on the head, cutting an ugly gash. To this McMachan remonstrated, and finally succeeded in quelling the difficulty for the time, although Wolf declared he would make "Masters bleed as much as he had made him." When all the brick had been removed, Masters came out of the hull and was standing on a pile of hatches when Wolf approached, and with the identical brick which had been used in the assault on him, struck Masters a fearful blow on the side of the head, knocking him into the water, from which he was immediately rescued by McMachan and the canal hands. He was insensible and it was thought dying. The canal hands, who had sympathized with Masters, believing that it was Wolf's place to assist them, commenced to stone the boat,

declaring their determination to kill Wolf, who took refuge in the hay cabin, and with an ax defied the whole party. Masters was finally removed to a house in Hancock where his injuries received medical attention. It has since been ascertained that his wounds are not likely to prove fatal, although his skull was fractured. Wolf was not arrested, and we learn that Masters has expressed an unwillingness to prosecute.

Later - A dispatch from Hancock at nine o'clock last night informs us that Mr. Master is doing well, with symptoms favorable to his recovery. The report of his death current here last evening is therefore without foundation. - *Times*. 18th.

Canal Receipts - The following are the receipts of the canal for the week ending August 8th: From Cumberland, \$17,851.70; Georgetown, \$1,000.00; Hancock, \$29.86; Williamsport, \$225.28. Total, \$19,196.84. Accrued revenue at Cumberland for the same week, \$16,222.35. During the same time 266 boats, carrying 30,023 tons of coal, left Cumberland.

On Last Wednesday morning Mr. E. L. Pollock, who resides at North Branch, Allegany county, five or six miles from here, had two valuable horses stolen from him. Mr. Robert Pollock, a son of the owner of the stolen property, pursued the thief to Hancock, where, on Thursday, the horse was recovered and an arrest of the thief effected. [Transcriber's Note: The Pollock farm then and now lies between Lock 75 and the Potomac river.]

ES, Wed. 8/19/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Wheeler & Barron arrived today with 2,900 bushels wheat, for H. M. Talbott, and 800 bushels wheat for Hartley & Bro., and the boat Irene Knott arrived with 300 bushels wheat for J.

G. & J. M. Waters, and the H. B. Cromwell with 100 bales hay for T. C. Wheeler.

AG, Wed. 8/19/74, p. 2. CANAL COMMERCE – Arrivals – Boats T. L. Betts, W. C. Hunter, James Green, John Bradburn, W. Smith, B. Williamson, M. Kersey, D. Annan, Adam Norrie and W. R. Shaw to American Coal Co.

Departures – Boats Geo. Hutton, P. Agnew, W. C. Hunter, James Green and T. L. Betts.

ES, Thu. 8/20/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Hattie & Bessie arrived today with 3,500 bushels wheat and 100 bbls. flour for Hartley & Bro.

NR, Fri. 8/21/74, p. 4. BUSINESS OF THE CHESAPEAKE AND OHIO CANAL.

Annapolis, August 19, 1874.

The receipts of the canal still continue very respectable in amount. Last week there were received from Cumberland \$14,561.18; from Georgetown, \$1,750; from Williamsport, \$210.01; from Hancock, \$4.68. Total, \$16,526.07. During the same week the accrued revenue at Cumberland was \$16,024.93. The same week 264 boats, carrying 29,851 tons of coal, cleared from Cumberland.

It is a most gratifying fact to the taxpayers of the State that the canal gives promise at no very distant day of returning into the State treasury as interest or dividends on the millions of dollars it has invested in its stock, a large amount of money. The cheering results of the administrations of Presidents Clark and Gorman are harbingers of the good time coming.

In the last four years (fiscal of the company) nearly a million dollars of net revenue remained in the hands of the directors after paying all expenses, some of the extraordinary, to apply, and were

applied, to pay the debts of the company contracted in the construction of the canal. The net revenue of the company, *i.e.* above expenses, was, in 1871, (Mr. Clark, president,) \$190,585.83; in 1872, (Mr. Clark,) \$238, 893.07; in 1873, (Mr. Gorman,) \$245,446; in 1874, (Mr. Gorman,) \$231,649.31. Total, \$906,477.71.

Mr. Gorman, during his administration, has had to contend with several unusual difficulties that doubtless prevented a much handsomer net revenue - the epizootic, two severe breaks in the canal, and the financial crisis of last fall. During the same time the company has purchased a steam-dredge, a stone-crusher, and made extraordinary repairs. The canal is now in better working order than, perhaps, it ever was before. R.

AG, Fri. 8/21/74, p. 2. CANAL COMMERCE – Arrivals – Boat Washington Irving to Maryland Coal Co.; Jacob Snively to Consolidation Coal Co.; John Sammon to George's Creek Coal and Iron Co.

Departures – Boats Maj. E. L. Moore, Charles Clifton, J. H. Parrott, jr., J. H. Stickney, James Dayton, Lucinda, H. O. Claughton, John W. Burke, F. R. M. Bowers, Wash. Irving and Clara, for Cumberland.

ES, Mon. 8/24/74, p. 4. **GEORGETOWN – Arrivals** – Canal boat W. H. Billinger, with 3,800 bushels wheat and 80 barrels flour, and canal boat E. F. Wheeler, with 3,600 bushels wheat, all to J. G. & J. M. Waters; canal boat Round Top, with 850 barrels cement to J. G. & J. M. Waters; boat Medley, with 2,200 bushels wheat for Hartley & Bro.; B. Talbott, with 700 bushels wheat for H. M. Talbott and 900 bushels [wheat] for Hartley & Bro.; boat Seneca, with 800 bushels wheat, 300 bushels corn and 40 barrels flour for T. C. Wheeler, and 700 bushels wheat for H. M. Talbott.

ES, Tue. 8/25/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat C. F. Walters arrived today with 3,200 bushels wheat, and the boat J. C. Hoffman with 180 barrels flour, both consigned to J. G. & J. M. Waters.

AG, Tue. 8/25/74, p. 2. CANAL COMMERCE – Arrivals – Boats J. & T. Coulehan, W. E. Turner, J. T. Dixon & Co., Four Sisters, A. Sherman, J. B. Turton, A. Cropley, Laura, R. Agnew, B. F. Rohrback and Ida & Harry to John P. Agnew; Morning Sun, H. A. Garritt, Loretto, F. F. Davis, Martin O'Connor, J. R. Purcell and M. Fannon to Hampshire & Baltimore Coal Co.; S. S. Howison, John Wilson, A. S. Winteringham, Andrew Main, D. A. Lowe and J. L. Reid to American Coal Co.; Minnie & Cora, limestone, to E. Francis, A. Cropley and J. & T. Coulehan to George's Creek Coal and Iron Co.

Departures – Boats J. & T. Coulehan, A. S. Winteringham, John Wilson, Minnie & Core, John Sheridan, R. Bender, Willie Snyder, G. L. Boothe, Laura, A. Cropley, Rechabites, Four Sisters, A. Sherman, Laura B. Agnew, B. F. Rohrback, Ida & Harry and W. E. Turner.

CA, Wed. 8/26/74, p. 3. On Friday night four or five boys were stealing melons from the premises of Mr. Henry Weber, gardener and fruit-grower, about a half mile above Lynn's wharf. While committing their depredations they were fired upon by the watchman of the place. A lad, aged about 15 years, a son of the late Michael O'Shea, received six shot in his person, four lodging in the back, one in the arm and one in the leg. He was carried by his comrades to the house of Mr. George Rossworm, and removed thence to his residence on North Mechanic street. Drs. Healey and S. P. Smith were summoned. The wounds at first

seemed fatal but there are now fair hopes of his recovery.

Cutting a Man's Throat.

The *News* has the following particulars of a cutting affair which occurred in South Cumberland between nine and ten o'clock on Saturday morning. Mr. Thomas G. Burke, who is now with Mr. R. Wilson, Baltimore street, was engaged in selling melons by delivery wagon, and carried one into Peacock's saloon, on Wineow street, a short distance below the Basin Wharf. While there he was approached by a man named H. H. Fleming, a boatman, who had a pen-knife, (with a blade opened) in his hand. Fleming said to Burke: "I'm going for you," or words to that effect, and aimed at Burke's side, doing no injury however. Burke than retreated a little, and as Fleming advanced on him and raised his hand containing the open knife, the former said "Don't cut me!" Immediately after, Fleming made a pass at Burke's throat, which was cut by the knife - the wound being about three inches long, but shallow, except in one place - where the blade entered. It was very fortunate that the incision was so slight, as the knife crossed the wind-pipe. Mr. Burke, after being cut, ran out in the street and picked up a stone with which to defend himself, when parties ran between them and no affray resulted. He then came up in the city, and had his wound (which had bled pretty profusely) dressed; after which he swore out a warrant for Fleming's arrest.

Officer McDougall arrested Fleming in less than a half hour after the cutting. He was on a boat which was about to leave this port, but on being hailed by the officer came at once upon shore, when they proceeded to Justice Blocher's office where the hearing of the case was held. Fleming was committed to prison, in default of \$150 bail, to await the action of the October grand jury.

Fleming is a larger man than Burke, well up in years - toward fifty - and at time of the alleged assault was not, it is believed, under the influence of liquor. It was stated on Saturday that he has had several temporary aberrations of mind. The knife with which the injury was inflicted is a Wostenholm, of two blades, one of which is broken out; the remaining one being about two inches long and narrow, and is quite sharp.

There are generally two sides to every trouble, and Fleming's story is that he and Burke were old acquaintances (which Burke denies) and had often indulged in friendly tussles and jokes, that he approached Burke in a playful manner, and as he retreated made a pretended pass at his throat, when Burke threw his head around and received the cut, which Fleming declares was never intended. It is difficult to believe that any man in his right mind, without malice, would have committed such an assault as is alleged against the accused.

Female Captains. - Among the captains of the numerous canal boats that come to this port are some four or five who are females. Their sex though does not mitigate against their efficiency, for they can blow as shrill a blast upon a horn, steer as clear of a passing boat, and keep their crews as well in hand as any male captain on the canal, and what is still better, in the inevitable disputes that result from their vocation, always come off victorious. - *Alex. Gazette.*

Canal Receipts. - Last week there were received from Cumberland \$14,562.18; from Georgetown, \$1,750; from Williamsport, \$210.10; from Hancock, \$4.88; total \$16,526.07. During the same week the accrued revenue at Cumberland was \$16,024.93. The same week 264 boats,

carrying 29,851 tons of coal, cleared from Cumberland.

A Violent Assault. - On Wednesday morning two young colored boatmen named Daniel Robinson and Reuben Harris quartered in South Cumberland. Robinson dealt Harris several blows on the head and shoulders with an oak board about two inches thick. The wounds inflicted were very severe, and Harris remained unconscious from their effects several hours. He arraigned Robinson before Justice Blocher later in the day, who held Robinson to bail in the sum of \$500 to await the October Court. Robinson being unable to furnish bail was committed; also Harris as a witness, he, too, not furnishing bail.

ES, Wed. 8/26/74, p. 4. **GEORGETOWN – Coal Oil Explosion and Death** – Yesterday afternoon the canal boat Julia Tyler, Capt. Hebb, arrived here with the remains of a little girl named Katie Belle Spraker, who had been burned to death by the explosion of a coal oil lamp on the boat on Monday evening, when near the six locks.

ES, Thu. 8/27/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Hattie & Bessie arrived today with 375 barrels of flour and 1,800 bushels corn, consigned to Hartley & Bro.

AG, Thu. 8/27/74, p. 2. **CANAL COMMERCE** – Arrivals – Boats J. A. Alexander, Weyand Doerner, M. D. Corse, Wm. Gregory, J. W. Morris, John P. Moore, Samuel Lloyd, Thomas Patton, M. A. Myers, M. M. Lewis and Thomas H. Faile to American Coal Co.

Departures – Boats Andrew Main, David S. Stewart, American Flag, W. J. B. Lloyd, G. E. Porter, H. C. Flag, P. G.

Uhler, J. A. Alexander, Weyand Doerner and M. D. Corse.

ES, Fri. 8/28/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Golden Rule with 200 bushels [wheat] for J. G. & J. M. Waters.

AG, Fri. 8/28/74, p. 2. CANAL COMMERCE – Arrivals – Boats Adam Sherman to George's Creek Coal and Iron Co.; Jacob McGraw to Maryland Coal Co.; Chas. Robb, C. R. Hooff, J. R. Anderson, Wm. Darrow, G. P. Lloyd, R. H. Miller, H. Delafield and Michael Snow to American Coal Co.; J. McGraw, Van Lear Sprigg and A. Adams to Hampshire & Baltimore Coal Co.

Departures – Boats Wm. Gregory, J. W. Morris, John P. Moore, Samuel Lloyd, M. A. Myers, Thomas Patton, M. M. Lewis, T. H. Faile and Adam Sherman.

NR, Sat. 8/29/74, p. 4. The receipts of the Chesapeake and Ohio Canal Company, for the week ending August 22, were \$8,175.32; from Hancock, \$34.92 - total, \$9,265.24. Accrued Revenue at Cumberland for the same week, \$15,736.48. During the same week 259 boats left Cumberland, carrying 29,246 tons of coal. Another strike is on hand among the boatmen, and materially interfered with the shipment of coal this week on the canal.

ES, Sat. 8/29/74, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has not been up to the average, owing to a strike at Cumberland among the boatmen. It seems some of them freight coal to this port for \$1 per ton, while the price agreed upon is \$1.25. The strike is among those who stick to the original price of \$1.25, against those who freight for \$1. The receipts of Cumberland coal for the week were 13,456 tons, and the shipments 15,028

tons; and the Youghiogheny gas coal there were 1,575 tons received and shipped. Total receipts 15,032 tons; total shipments 16,604 tons.

ES, Mon. 8/31/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat J. N. Thomas arrived today with 3,100 bushels wheat, 900 bushels yellow corn, 363 bushels rye and oats, and 22 barrels flour, and the boat Irene Knott with 100 bushels wheat, all consigned to J. G. & J. M. Waters.

CA, Wed. 9/2/74, p. 3. **Man Drowned in the Canal. - Alleged Foul Play.** - Yesterday a party of men, consisting of four colored and one white, were seen coming up the tow path of the canal about nine miles below this city, having three carts, which were drawn by two horses and a mule. When they arrived at a point not far from the place where the new steam pump is located, one of the carts, to which was attached a horse, was backed into the canal, the horse falling in also. The affair was witnessed by Mr. Peter Kelly, who has charge of work there, and several other men in the company's employ, who ran up to the assistance of the party. The men with the carts all appeared to be under the influence of liquor and could not do much; but they informed Mr. Kelly and his party that there was a man in the cart. This led Mr. K. and the others to double their exertions, with little hope, however, of rescuing the man. They managed to get the horse out in time to save it from drowning, but the man was drowned. His body was found in or under the cart, and was drawn out and tied up to the shore. - *News, 31st.*

An inquest was held on Monday on the body of the man who was drowned under the circumstances given above. The jury rendered a verdict that the deceased, Michael Hollins, came to his death by accidental drowning.

The boatmen have been on a strike during the past week. They refuse to load, or allow to be loaded, boats carrying coal freight at less than \$1.35 and \$.40 a ton to Georgetown and Alexandria respectively. Some of the companies have accepted the terms of the boatmen, but others are averse to yielding.

Canal Receipts and Shipments.

- The receipts of the Chesapeake and Ohio Canal Company for the week ending August 22 were: From Cumberland \$8,175.32; from Hancock, \$89.92; total \$8,265.24. Accrued revenue at Cumberland for the same week: \$15,736.48. During the week 259 boats left Cumberland carrying 29,246 tons of coal.

The boatmen on the Chesapeake and Ohio Canal have organized here a "Boat men's Union." The following officers have been elected:

President - G. H. Brooks.

Vice-President - D. D. Martz.

Secretary - Henry Martz

Treasurer - Wm. R. Shaw.

Directory - W. H. Boyer, James Hitechew, Robert Reed, R. T. Seaman and Charles Murray.

ES, Wed/ 9/2/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Hattie & Bessie, with 3,500 bushels wheat and 100 barrels flour for Hartley & Bro.

ES, Fri. 9/4/74, p. 1. **The Cumberland Coal Strike at an End.** – The strike of the boatmen on the Chesapeake and Ohio canal against the various coal companies operating in the Cumberland region, which has held for a month or more past, was terminated yesterday morning. The boatmen demanded an advance of ten cents per ton freight on coal to the District of Columbia, which the companies have at last acceded to. This

would indicate that there must have been some revival of the demand for the semi-bituminous coal after a long, dull season.

Ibid, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Wheeler & Barron arrived today with 1,600 bushels of corn and 500 bushels wheat for H. M. Talbott, and 1,000 bushels wheat and 700 bushels corn for Hartley & bro.; and the boat Seneca with 700 bushels corn and 150 barrels flour for Thos. C. Wheeler.

NR, Fri. 9/4/74, p. 4. The receipts of the Chesapeake and Ohio Canal Company for the week ending August 22, were: from Cumberland \$8,175.32; from Hancock \$89.92; total \$8,265.24. Accrued revenue at Cumberland for the same week \$15,735.48. During the week 259 boats left Cumberland, carrying 29,245 tons of coal.

NR, Sat. 9/5/74, p. 1. The strike of the boatmen of the Chesapeake and Ohio canal against the various coal companies operating in the Cumberland region terminated Thursday.

ES, Sat/ 9/5/74, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been very dull, occasioned mainly by the boatmen's strike at Cumberland. Some of the coal companies have commenced to load again, and it is hoped the strike is ended, but it is not certain that all of the companies will agree to the new arrangement. The receipts of Cumberland coal here for the week were only 8,982 tons and the shipments 13,435 tons, and of the Youghioghney gas coal 701 tons were received and 764 shipped. Total receipts 9,623 tons, and the total shipments 14,199 tons

Grain Trade – The canal boat Irene Knott arrived today with 300 bushels wheat for J. G. & J. M. Waters.

NR, Mon. 9/7/74, p. 4. **LOCAL MISCELLANY** – The canal boat Irene Knott arrived on Saturday with three hundred bushels of wheat for J. G. & J. M. Waters.

The receipts of Cumberland coal in Georgetown, for the week ending, were only 8,982 tons; and the shipments 13,435 tons; and of the Youghiogheny gas coal 701 tons were received, and 764 [tons] shipped. Total receipts 9,623 tons, and the total shipments 14,199 tons.

ES, Mon. 9/7/74, p. 4. **GEORGETOWN - Grain Trade** – The canal boat W. H. Billmyer, with 4,000 bushels wheat and 50 barrels flour, and the boat J. N. Thomas, with 3,700 bushels wheat, 525 bushels corn and 23 barrels flour, consigned to J. G. & J. M. Waters; and the boat H. M. Talbott, with 3,700 bushels wheat, consigned to H. M. Talbott.

The Strike at Cumberland – The recent strike at Cumberland, which was reported as among the boatmen, is about to end. All of the companies are now loading except one. It is believed here by the thinking men engaged in the coal trade that it was not an honest strike, but only a put-up job by the boat building interest, which, if successful, would enable them to repair and build boats at a large profit.

ES, Tue. 9/8/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Hattie & Bessie arrived today with 3,500 bushels wheat for Hartley & Bro.

CA, Wed. 9/9/74, p. 3. **Canal Receipts.** - The receipts of the canal for the week ending Aug. 29, were from Cumberland \$6,078.78. The revenue accruing at Cumberland during the same period was \$5,179.74. The number of boats leaving Cumberland during the same week was 89,

carrying 9,905 tons of coal. During the week ending Aug. 29, were received by the canal, from Georgetown, \$1,450.09. For the month, \$141.04 were received at Hancock, and \$1,008.61 for the same point at Williamsport. During the two days of August in this week, \$5,123.55 were received at Georgetown.

ES, Wed. 9/9/74, p. 4. **GEORGETOWN – Grain Trade** – The only receipts of grain today were 152 bushels wheat, by the boat Golden Rule consigned to J. G. & J. M. Waters.

AG, Wed. 9/9/74, p. 2. **CANAL COMMERCE** – Arrivals – Boats B. F. Price, City of Hamburg and Peter Sinclair to J. P. Agnew.

Departures – Boats B. F. Price, City of Hamburg and Peter Sinclair by J. P. Agnew.

AG, Thu. 9/10/74, p. 2. **CANAL COMMERCE** – Arrivals – Boats Elizabeth to J. P. Agnew; B. Williamson, M. Kersey, D. Annan, C. Clifton, T. L. Betts, J. H. Parrott, jr., H. O. Claughton and D. Stewart to American Coal Co.

Departures – Boats B. Williamson, M. Kersey, D. Annan and T. L. Betts.

Ibid, p. 3. **The Canal** – The strike among the boatmen on the C. & O. Canal having ended, as heretofore stated in the *Gazette*, boats commenced arriving here at four o'clock yesterday afternoon, and will in a short time be coming and departing freely. The Cumberland News of yesterday mentions the departure of a boat for the Hampshire & Baltimore Company – one of the three companies that up to that date had not complied with the striker's terms.

NR, Fri. 9/11/74, p. 4. **LOCAL MISCELLANY** – The canal boat B. Talbott

arrived yesterday with 800 bushels wheat consigned to H. M. Talbott.

AG, Fri. 9/11/74, p. 3. The Cumberland papers of yesterday note the departure of several boats for this city, but there were no arrivals reported here up to noon today, and the Maryland, Blaen Avon and Hampshire & Baltimore Companies have not acceded to the demands of the strikers.

NR, Sat. 9/12/74, p. 4. **LOCAL MISCELLANY** - The canal boat Caledonia [arrived yesterday] with 1,250 bushels of wheat for Hartley & Bro., and 6,000 bushels of corn for T. C. Wheeler, and the canal boat Medley, with 1,600 bushels of corn and 400 bushels of wheat for Hartley & Bro. and 1,000 bushels corn for H. M. Talbott.

ES, Sat. 9/12/74, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been dull. The receipts and shipments have not been more than one half of the average business usually done in one week, as the following figures indicate: Receipts of Cumberland coal, 8,208 tons, and of the Youghiogheny gas coal, 1,646 tons; total receipts, 9,854 tons. Shipments of Cumberland coal, 8,379 tons; shipments of gas coal, 1,597 tons; total shipments, 9,970 tons.

Grain Trade – The canal boat Ida & Harry arrived with 140 bbls. flour, consigned to J. G. & J. M. Waters.

AG, Sat. 9/12/74, p. 2. **CANAL COMMERCE** – Arrivals – Boats J. W. Burke, James Dayton, Wm. Walsh, J. H. Stickney, A. J. Akin, Wm. J. Boothe and W. E. Bell to American Coal Co.

Departures – Boats J. W. Burke, James Dayton, Wm. Walsh, J. H. Stickney, A. J. Akin, Wm. J. Boothe and W. E. Bell.

NR, Mon. 9/14/74, p. 4. On Thursday last at Lock No. 4, on the Chesapeake and Ohio canal, Sammy, aged about five years, the interesting son of Mr. Charles Douglass, and grandson of Mr. William Douglass, well known in this community, was drowned. He was missed about 5 o'clock, and upon search being made he could not be found, when Mr. Miller, of the Pension, went into the lock, and after searching some time found the poor little fellow. He had probably been in the water for an hour or more. He was badly bruised about the face, body and legs.

The receipts and shipments of coal for the week past have been as follows: receipts of Cumberland coal 8,206 tons, and of Youghiogheny gas coal 1,648 tons; total receipts 9,854 tons. Shipments of Cumberland coal 8,379 tons; shipments of gas coal 1,591 tons; total shipments 9,970 tons.

NR, Tue. 9/15/74, p. 4. It was Mr. J. P. Millard, of the Sixth Auditor's Office, who recovered the body of the youth Douglass at Lock No. 4, on the Chesapeake and Ohio canal, on Thursday last.

CA, Wed. 9/16/74, p. 3. **Chesapeake and Ohio Canal.** - At the regular monthly meeting of the Board of Directors of the Chesapeake and Ohio Canal, held at Annapolis on Thursday last, President Gorman submitted the following report:

"The coal tonnage and revenue of the company for the month of August was: Number of tons shipped from Cumberland, 106,874, which is an increase as compared with 1872 of 2,083 tons and an increase over 1873 of 58,569 tons, viz: - Coal tonnage, August, 1872, 104,791 tons; August, 1873, 48,305 tons; August, 1874, 106,874 tons. The revenue that has accrued to your treasury from all sources during the month was \$63,939.85, which shows an increase as

compared with corresponding period of 1872 of \$5,111.32; do. of 1873 of \$35,751.04. The usual ordinary and extraordinary expenses for operating the canal for the past month were \$17,867.42, which shows the net revenue to be \$46,062.42.

"Notwithstanding the very favorable results of the operations of the company for the past month, its tonnage and revenue have been seriously diminished by a strike among the boatmen which occurred on the 25th, but for which the tonnage and revenue would have exceeded any previous month in the history of the canal. From the 1st to the 25th the average shipments were 4,925 tons per day; from the 26th to the 31st the average shipments per day were only 1,394 tons, showing the loss of tonnage attributable to the strike to be 21,186 tons.

"The frequent recurrence of these strikes not only reduce the revenues of this company, but I fear will compel some of the coal companies to withdraw their trade from the canal unless some measures are taken to prevent in the future these frequent interruptions. I fully appreciate the difficulties in adjusting a case of this kind, but I am confident that the main cause can be removed by the thorough cooperation of the coal companies and this company. I therefore respectfully recommend that a committee of this board be appointed to confer with the various coal companies, and to report at an early day. I submit, however, various communications."

The recommendation of the President to appoint a committee to confer with the coal companies was approved, and he appointed Messrs. Bannon, Biser and Watkins as the committee.

The committee appointed by the President on the subject of strikes will report to the board on Thursday, 17th inst., in Baltimore, to which date and place the board adjourned. It is stated that the action of the

president and directors of the canal company looks to the protection of all the parties engaged in trade on the canal, by breaking up the middle men, who are understood to be drawing a large portion of the profits which properly belong to the boatmen.

ES, Wed. 9/16/74, p. 4. **GEORGETOWN – Canal Trade** p- The canal boat Round Top arrived today with 850 barrels cement for J. G. & J. M. Waters, and reports the canal all right and that the boats will all be in this evening,

ES, Thu. 9/17/74, p. 4. **GEORGETOWN – Grain Trade** -The canal boat Wheeler & Barron has arrived, with 500 bushels wheat for H. M. Talbott, and 3,000 bushels wheat for Hartley & Bro.; and the boat C. F. Walters, with 1,450 bushels wheat and 1,600 bushels corn, and the boat E. F. Wheeler, with 275 bushels corn, 2,600 bushels wheat and 160 barrels flour, arrived for J. G. & J. M. Waters.

ES, Fri. 9/18/74, p. 4. **Chesapeake and Ohio Canal – The Boatmen's Strike** – A meeting of the officers and directors of the Chesapeake and Ohio Canal Company was held in Baltimore last night, to consider the strikes of the boatmen on the line of the canal, and to consult with the various representatives of the coal companies and determine what means could be adopted to insure fair rates for the boatmen for the transportation of coal. There were present: President of the Canal Company Gorman, and Directors M. Bannon, James G. Berrett, Daniel S. Biser, Gilmore Meredith, A. K. Stake and M. Watkins. Of the representatives of coal companies there were present Alex. Shaw of the New Central Company; Henry Loveridge vice president of the Maryland Coal Company; Capt. Wm. J. Boothe superintendent of the American Coal Company; Mr. Winship representing

the Youghiogheny gas coal interest; Alex. Ray shipper at Georgetown; J. W. Pierce agent of the Maryland Company; the Hon. Wm. Walsh, of Cumberland, representing the boatmen and other persons of Cumberland who have petitioned for a reduction of tolls charged by the canal company. The conference continued until one o'clock this morning, and it is believed, says the *Baltimore Sun*, "will result in the establishment of a thorough understanding between the canal and the coal companies, which will insure hereafter fair rates of profit to the boatmen, without any reduction of tolls on the part of the company."

GEORGETOWN – The Repairs of the Outlet Locks – The repair of the outlet lock of the Chesapeake and Ohio canal at the mouth of Rock Creek has been commenced by using diving bells. All the work is done under water, and the workman remains beneath the water about four hours each day. This plan was thought to be less expensive than driving piles and pumping the water out.

Grain Trade – The canal boat Hattie & Bessie arrived today with 4,500 bushels wheat, 500 bushels mill-feed, and 105 barrels flour for Hartley & Bro.

NR, Sat. 9/19/74, p. 4. The repair of the outlet-lock of the Chesapeake and Ohio canal at the mouth of Rock creek has been commenced by using diving bells. All the work is done under water, and the workman remains beneath the water about four hours each day. This plan was thought to be less expensive than driving piles and pumping the water out.

ES, Sat. 9/19/74, p. 4. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been limited to about one-half of the usual work, on account of the

interruption to canal navigation. Since the commencement of the arrival of canal boats which had accumulated at the break, the business has been very brisk. The receipts of Cumberland coal were 9,111 tons, and of Youghiogheny gas coal 870 tons. Total receipts for the week, 9,981 tons. The shipments of Cumberland coal were 8,874 tons, and of the Youghiogheny gas coal 898 tons. Total shipments, 9,772 tons.

Grain Trade – J. G. & J. M. Waters received 435 bushels wheat and 75 bushels corn by boat.

ES, Mon. 9/21/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Medley arrived this morning with 1,200 bushels wheat and 100 bushels rye for Hartley & Bro., and 800 bushels wheat for H. M. Talbott and 550 bushels wheat for T. C. Wheeler, and the boat H. M. Talbott, with 1,808 bushels wheat, 600 bushels corn and 200 bushels oats for H. M. Talbott.

AG, Tue. 9/22/74, p. 3. **CANAL COMMERCE** – Arrivals – Boats M. A. Myers, C. R. Hooff, J. R. Anderson, James Green, R. H. Miller and John H. Platte to American Coal Co.; Cumberland, A. H. Bradt, J. F. Kriegh and Mountain City to Maryland Coal Co.; Adam Sherman to George's Creek Coal and Iron Co.; Henry M. Snyder to Hampshire & Baltimore Coal Co.

Departures – Boats K. Prather, Silver Wave, W. Darrow, T. J. Boyer, A. H. Bradt, Chas. Robb, M. D. Corse, Chas. Ridgely, Five Brothers, W. C. Hunter, Samuel Henry, F. F. Davis, A. Sherman, Chesapeake, E. B. Johnson, R. A. Goodwin, M. A. Myers, R. S. Grant and M. Sandford, for Cumberland.

CA, Wed. 9/23/74, p. 3. **STRIKE OF THE BOATMEN - TOLLS ON CANAL, &C.** - The Board of Directors of the Chesapeake and Ohio Canal Company held a special

meeting at Barnum's Hotel, Thursday evening, which lasted until two o'clock yesterday morning. Mr. A. P. Gorman, President of the Company, in the chair, and Mr. B. Fawcett acting as Secretary. The matters under consideration were the strike of the boatmen engaged in carrying coal from Cumberland to Georgetown, and the petition of the boatmen for a reduction of the tolls charged by the Canal Company. A number of representatives of the canal companies doing business on the canal were also present to consult with the Directors what means could be adopted to insure fair rates for the boatmen for the transportation of coal.

Of the Directors of the Company there were present, in addition to the President, Messrs. M. Bannon, James G. Berret, D. J. Biser, Gilmore Meredith, A. K. Stake and M. Watkins. The coal companies were represented by Messrs. Alexander Shaw, of the New Central Company, Henry Loveridge, of the Maryland Coal Company, Captain W. J. Booth, of the American Coal Company, J. W. Pierce, of the Maryland Company, Mr. Winship, representing the gas coal interest, Alex Ray, one of the wharf owners of Georgetown, and Hon. Wm. Walsh, representing the interest of the boatmen, and others who petitioned for the reduction of the tolls. At the meeting of the Directors last month at Annapolis a committee was appointed to inquire and report upon the questions above mentioned, and to recommend the measures to be taken to remedy the evils complained of, provided they were found really to exist.

Without taking any action that meeting adjourned to Baltimore, and at 2 o'clock yesterday the following report of the committee was adopted.

According to the report the strike has been brought to an end by the coal companies yielding to the demand of the boatmen for this season, but the reduction of

the toll on coal is repudiated, as it is denied that excessive rates are charged. An improved system of towage, however, is recommended, and it is expected that by a better understanding between the canal and coal companies the boatmen will receive a fair share of the profit without necessitating a reduction of the tolls.

THE REPORT

The following is the report of the committee:

To the President and Board of Directors: Gentlemen - Your committee to whom was referred the several communications from the shippers of coal, requesting that some action be taken to insure greater regularity in the trade of the canal and furnish them ample protection for their boats and other property, together with the petition of numerous boatmen and others engaged in various occupations on the canal, requesting the canal company to reduce the toll now charged on coal five cents per ton of 2,240 pounds, and to abolish the charge of \$4.08 on each boat when making a trip from Cumberland to Georgetown, loaded, respectfully state that they have given the various communications referred to them, the consideration that the limited time in which they were compelled to report would permit.

We are, however, satisfied that the statements here made and conclusions arrived at could not be materially changed if more time had been allowed for their consideration.

THE "STRIKE" AT CUMBERLAND.

As the Board are aware, on the 25th of August a portion of the boatmen engaged in carrying coal from Cumberland to Georgetown inaugurated a "strike," demanding that all of the shippers of coal should pay them the uniform price of \$1.35 per ton to Georgetown.

Those who inaugurated the strike not only refused to carry coal for a less sum, but

by intimidation and force prevented any boat from loading, or if loaded, from proceeding on its voyage unless the shipper satisfied them that the price they had named would be paid, and no drawback allowed.

A portion of the boatmen were and are now willing to continue boating at the rate of \$1.25 per ton to Georgetown; and what the shippers desire and ask of the company is sufficient police protection to enable their employees to continue their lawful occupations.

Since these communications have been under consideration most of the coal companies have acceded to the demand of the boatmen, and are now paying the advanced price. One of the companies, the Maryland, withdrew their shipments from the canal, and transferred their trade of over one thousand tons per day to the railroad; but on the 15th this company agreed to resume their shipments by canal, and employed a number of their old boatmen at the advanced rate; but the "strikers" then attempted to dictate what boats that company should employ.

To condemn such a course and say that the boatmen in thus compelling the trade to leave the canal and find its way to tide-water by rail is suicidal policy on their part, would only be stating what all know to be true; but with these strikers, as with all that have preceded them, argument would be useless, as a majority of the boatmen have found during the present season, with all the economy possible to practice, that they have not been able to pay expenses with freights at \$1.25 to Georgetown, and they *know that without relief from some quarter their property must be sacrificed*. They have been taught to believe:

First. That higher freights are the sole remedy.

Second. That the coal companies will not accede *permanently* to their demands

without an abatement of toll by the canal company.

Third. As the canal is a semi-political corporation, at this particular time the President and directors would relieve them of the toll on their boats.

Your committee is satisfied that a large portion of the boatmen have not been paying expenses during the present season, and we are convinced that the reason why they have failed to realize fair profits is not the one assigned by them, but we believe that during the balance of this season their only relief can be in an increase of freights, say \$1.35 to Georgetown. To this extent the coal companies have assented by allowing the advance.

To their second proposition, "that this company should reduce the toll on coal five cents a ton," your committee have to say that, so far as they are advised, none of the coal companies have asked for a reduction, nor do your committee see any good reason for making such a demand, as the canal company have, by increasing the expense, not only improved the navigation of the canal, but have furnished an outlet into the Potomac river at Georgetown, which has reduced the cost of transshipment of coal eight cents per ton below what it cost prior to the increase of tolls, thus making a net gain to the coal companies of three cents per ton.

In addition to which these increased accommodations enabled the entire tonnage destined for Alexandria to pass during the six weeks of stoppage of the Alexandria canal.

Heretofore that entire trade would have been suspended or the coal companies compelled to pay exorbitant wharfage in Georgetown.

The number of boats loaded with coal passing out of Rock Creek in July and August was 682 boats, tonnage 76,384 tons.

NO REDUCTION OF TOLL ON COAL

It need no argument to show that it is alike the interest of the canal company, and the coal companies and the boatmen, not only to have the present facilities, but to improve and increase them. To the canal company it increased revenue; it decreased the cost to coal companies and furnished employment to hundreds of boatmen, who would otherwise have been lying idle. We therefore dismiss at once the thought of reducing the toll on coal.

The third proposition is to abandon the charge of \$4.08 on each boat from Cumberland to Georgetown. This charge is, and always has been, made since the organization of the company, and upon all canals it is considered just and reasonable that the owner of each and every boat should pay a reasonable charge for the privilege of using such highways, and for the use of one hundred and eighty-four miles of canal the charge is very moderate and should not be abolished.

And here your committee desire to say, and it is well for all to know, *that while the present management shall control the canal, neither the tolls on produce, or tolls on boats, or any other measure affecting the financial interest of the company will be governed or controlled by any political consideration whatever. As individuals we do entertain decided political opinions; as a canal board, none.*

BOATMEN'S DEMAND REFUSED

Your committee while recommending that the request of the boatmen be denied also deny that the reasons for their financial difficulties are to be attributed to the causes assigned to them.

We will endeavor to explain as briefly as the subject will permit the facts as presented to your committee:

First. The canal is by its charter declared a public highway, free to all boats, under certain conditions and regulations.

Second. No boats are owned or controlled by the canal company.

Third. All boats engaged in the coal trade are built and owned by the coal companies or individuals.

Fourth. A very large proportion of all the boats now navigating the canal have been built by capitalists at a cost of, say \$1,400 each, and the usual custom is for the builder to make an arrangement with the local agent of some of the coal companies to take the boat into the company's line (in other words to use it to transport that company's coal exclusively,) whereupon the boat builder sells it to some boatman (who is generally poor and unable to pay for it in cash) at an advance from \$800 to \$1,200 on the value of the boat, which amount is to be paid in regular installments, to be deducted at the end of each trip out of the amount paid for freight.

It is useless for a boatman to resist. If he does not accept the terms it is impossible for him to obtain employment; hence he commences his work, paying not only a fair value for his boat, but a bonus, which is extortionate. Add to this the cost of his team and outfit, purchased at a price greatly above its value, and it will be seen at once that the boatman must receive high freights from the coal companies; otherwise he cannot pay his trippage of from \$35 to \$40, and live.

It is useless to say that he ought not to submit to this extortion.

It is impossible for him to obtain employment unless he does, and when once engaged in it he struggles on with the hope of obtaining steady employment with high freights and finally pay off his debts. Many of them do so after three or four years of hard labor if the freights are maintained at \$1.35 to Georgetown.

"OUTSIDE" BOATS EMPLOYED.

In the course of time many of these men have paid for their boats, and as soon as

one is paid for the boat builder has another new one ready, and the agent of the coal company throws out of the line the old one so as to make room for the new for the profits to be derived from it. This practice has continued for so long a time that there are now upon the canal a great number of boats owned by boatmen who are not in regular lines, and hence are compelled to get a load wherever and from whomever they can, or pay trippage to get back in the line. The consequence is that there are now a hundred more boats engaged in carrying coal than the wants of the trade require.

In other words, during the season of eight and a half months the carrying capacity of the boats engaged in the coal trade alone, if promptly dispatched, will exceed 1,500,000 tons, when there is more than one million tons to be transported.

During the present season one of the coal companies employed a sufficient number of "outside" boats and made this arrangement:

First. To employ only a sufficient number of boats to accommodate their trade, and agreed not to keep the boats in port over twenty-four hours, which would enable them to make three and a half trips per month, without paying one cent of trippage.

The boatmen accepted the proposition at a reduced rate, and as a consequence all of the coal companies at once reduced their freight. So matters continued until the 25th of August, when the boatmen paying trippage found that they were not making a living, while the boats not paying trippage were realizing fair profits, as will be readily seen by the following calculation:

Boatmen in this line were averaging three and a half trips per month, of 112 tons each trip, at \$1.25 per ton, making the boatman's gross receipts in one month \$490, while the average number of trips of boats in other lines did not exceed two and a half trips per

month, of 112 tons each trip, at \$1.25 per ton, making \$350, from which must be deducted his trippage of \$30 (\$75,) making his gross receipts after paying trippage, per month, \$275; which shows that boats not required to pay trippage, with constant employment, could carry coal at \$1 per ton and make more money than has been made or can be made by the usual management, viz: Three and a half trips per month, of 112 tons, would be 392 tons, at \$1 per ton, \$392, while boats paying trippage, and only making two and a half trips a month, of 112 tons, at \$1.35, would receive \$388, from which deduct trippage, \$75; total \$313. To permit this condition of affairs to exist necessarily destroyed the enormous profits of these "middle men."

There was only one remedy, and it was naturally suggested to the boatmen, if not thought of by themselves, to inaugurate a "strike" and prevent any boat from carrying coal for a less sum than they could make a fair profit from after paying their trippage.

Condemn as we may the folly of strikes, we cannot come to any other conclusion than that it is the duty of this Board to present the facts to the various companies, and, if possible, induce them to break up the entire system of middlemen, and to furnish the boats at a fair price, and then give them constant employment.

If this can be accomplished the cost of transportation can be considerably reduced, while the boatmen will derive greater profits than they now do.

IMPROVED SYSTEM OF TOWAGE.

In addition to which we believe that the time has now arrived when some improved system of towage by horse or other motor should be introduced which would cheapen the cost of transportation.

We are aware that the financial condition of this company has heretofore forbidden (if it has the power under its

charter) to have any agency in providing means of transportation, but such an enterprise can and should be encouraged by this Company.

In response to the request of the shippers of coal for additional police protection, your committee have to say that the action of the President, in conformity to your direction, affords all the protection that is in our power to give.

But we recommend the strict enforcement of the rules which impose heavy penalties on any person interfering with the loading of any boat, or by intimidation or threats of personal violence prevents the master of any boat from proceeding on its voyage when authorized to do so by the proper officer of this company.

EXCESSIVE TOLL IS NOT CHARGED.

Your committee cannot conclude this report without referring to another subject, not directly referred to them, but which necessarily enters into the consideration of this question.

It has long been the custom of interested parties to represent that the tolls charged by this company were excessive, and upon every occasion when there is a depression in the coal trade or trouble with the boatmen to at once appeal to the company for a reduction of tolls.

It is true that the tonnage of the canal will be governed by the demand for coal, and the cost for transportation as compared with the cost by other lines from the mines to tide-water.

During the present year the general depression in all branches of trade has affected the coal trade seriously, but not withstanding this fact the trade by canal has steadily increased.

As hereinbefore stated, the additional facilities at Georgetown reduced the cost of the wharfage 10 cents per ton, which now makes the entire cost of coal by canal per ton: Wharfage at Cumberland, 8 cents;

commission, 2½ cents; freight now paid, \$1.35; tolls, 51 cents; wharfage and handling at Georgetown, 25 cents - \$2.21½; while the cost by railroad, including wharfage, is \$2.76, making the difference in favor of canal per ton 54½ cents; from which it appears that the difference in favor of canal is sufficient to secure its due proportion of the trade.

It is however, the true policy of the company to reduce the entire cost to the lowest possible figure, and we are confident some further reductions can be made.

As is well known to the Board, all the available wharf facilities at Cumberland and Georgetown one year ago were in the hands of private parties, and that their charges were nearly equal to the tolls charged for operating and maintain 184 miles of canal, costing \$11,000,000; and notwithstanding our improvements have compelled a reduction of 10 cents at Georgetown, the wharfage now paid is: at Cumberland, 8 cents per ton; at Georgetown, 25 cents per ton; total 33 cents per ton.

As the owners of some of these wharves are prompt in demanding of us a reduction of tolls, it is well to compare their charges and revenue with that received by the canal company, taking as an example the principal wharf at Cumberland, which is said to have cost \$60,000.

In 1873 the number of boats loaded from it was 3,735. The average tonnage of each boat is 112 tons, or a total of 418,320 tons, at 8 cents per ton, making the gross receipts \$33,465.60. The expenses of operating and maintaining the wharf cannot exceed \$12,000, which would make the profits about \$21,465.60. And yet all the parties who are thus interested are constantly demanding that the canal company shall reduce its tolls, when it is known that at the present rate it does not produce sufficient revenue to pay 2½ per cent on the actual cost of the work.

We believe that the policy heretofore inaugurated will within a few years breakup this entire system, but we cannot urge too strongly the importance of the company, without great delay, furnishing all the facilities of loading and discharging cargoes of boats.

It is not only due to the coal companies that they should be subject to no charges for these facilities other than those imposed by the company, but it is due to the people of the entire State that all the legitimate profits to be derived from this work shall inure to the treasury of the company.

Ibid, p. 3. All is quiet along the Canal now. All the companies are paying \$1.35 to Georgetown and \$1.40 to Alexandria.

NR, Wed. 9/23/74, p. 1. **Alexandria.**

A son of Captain Frank Benner, of the canal boat J. H. Platt, about ten years of age, was accidentally drowned on Monday, while on his way down the canal in his father's boat. His father had just taken him from home and was bringing him to the city on a little pleasure trip.

The canal is now reported to be in good condition from here to Cumberland, and boats are arriving and departing freely. In consequence of the repairs still in progress to the outlet lock of the Chesapeake and Ohio canal at Rock Creek, Georgetown, all boats for this city have to pass over the Alexandria canal.

ES, Wed. 9/23/74, p. 4. **GEORGETOWN – Grain Trade** – The following boats have arrived today, all consigned to Hartley & Bro.; boat Hattie & Bessie, with 1,800 bushels of wheat, 1,700 bushels corn, and 100 barrels flour; boat Caledonia, with 2,700 bushels wheat and 400 bushels corn.

The Canal is now in good condition and boats are arriving freely.

AG, Wed. 9/23/74, p. 2. CANAL COMMERCE – Arrivals – Boat Morning Sun to Hampshire & Baltimore Coal Co.; A. Cropley to George's Creek Coal and Iron Co.; William Smith, T. H. Faile, J. J. Swift, Dr. M. M. Lewis, Daniel Annan, M. Kersey and John Bradburn to American Coal Co.

Departures – Boats James Green, C. R. Hooff, H. M. Snyder, J. E. Anderson, R. H. Miller, M. Allay, J. H. Platte, A. Cropley and Morning Sun, for Cumberland.

ES, Thu. 9/24/74, p. 4. **GEORGETOWN - Grain Trade** – The following boats have arrived with cargoes consigned to J. G. & J. M. Waters: - Canal boat J. N. Thomas, with 3,200 bushels wheat, 500 bushels corn, and 100 barrels flour; boat W. H. Billmyer, with 2,800 bushels wheat, 1,400 bushels corn, and 50 barrels flour; and the boat William Jackson, with 500 bushels wheat.

AG, Fri. 9/25/74, p. 2. CANAL COMMERCE – Arrivals – Boats W. H. Boyd to individual; Jos. Murray to George's Creek Coal and Iron Co.; Martin Scally to Blaen Avon Coal Co.; J. W. Burke, Wm. Walsh, James Dayton and Wm. J. Boothe, jr. to American Coal Co.

Departures – Boats W. H. Boyd, Joseph Murray, J. H. Parrott, jr., H. O. Cloughton, David Stewart, Minnie & Cora and Benj. Williamson, for Cumberland.

ES, Sat. 9/26/74, p. 4. **GEORGETOWN – Coal Trade** - The coal trade for the week past has been quite up to the average, though dull with some companies. The receipts of Cumberland coal for the week were 16,447 tons, and 1,621 tons of Youghiogheny gas coal and the shipments 15,190 tons of Cumberland, and 1,621 tons of the gas coal; making the total receipts for the week 18,068 tons, and the total shipments 16,811 tons.

Grain Trade – The canal boat Hattie & Bessie arrived today with 3,500 bushels wheat and 100 barrels flour for Hartley & Bro., and the boat Seneca, with 300 bushels wheat for H. M. Talbott, and 300 barrels flour, 400 bushels wheat, 500 bushels corn, and 100 bushels rye for T. C. Wheeler.

AG, Sat. 9/26/74, p. 2. CANAL COMMERCE – Arrivals – Boats J. H. Stickney, W. E. Bell, C. Clifton and A. J. Akin to American Coal Co.; Carrie & Margie, O. D. Robbins and Excelsior to Maryland Coal Co.; L. B. Agnew, J. Spencer, and H. Willison to George's Creek Coal & Iron Company.

Departures – Boats J. W. Burke, Wm. Walsh, James Dayton, M. O'Conner, W. J. Boothe, John Spencer, H. Willison, Carrie & Margie, W. E. Bell, J. H. Stickney, Chas. Clifton and O. D. Robbins, for Cumberland.

NR, Mon. 9/28/74, p. 4. **LOCAL MISCELLANY** – The coal trade for the week past has been quite up to the average, though dull with some of the companies. The receipts of Cumberland coal for the week were 16,447 tons, and 1,621 tons of Youghiogheny gas coal, and the shipments 15,190 tons of Cumberland, and 1,621 tons of the gas coal, making the total receipts for the week 18,068 tons, and the total shipments 16,811 tons.

The canal boat Hattie & Bessie arrived Saturday with 3,500 bushels wheat and 100 barrels flour for Hartley & Bro., and the boat Seneca, with 300 bushels wheat for H. M. Talbott, and 300 barrels flour, 400 bushels wheat, 560 bushels corn, and 100 bushels rye for T. C. Wheeler.

AG, Mon. 9/28/74, p. 2. CANAL COMMERCE – Arrivals – Boats R. Bender, G. L. Boothe, E. L. Moore, Rechabites, S. S. Howison and J. L. Reid to American Coal

Co.; R. T. Semmes to George's Creek Coal and Iron Co.; J. H. Garrish to Maryland Coal Co.

Departures – Boats O. D. Robbins, L. B. Agnew, A. J. Akin, Excelsior, J. R. Purcell, Wm. Marbury, G. L. Boothe, G. P. DeWitt, E. L. Moore and R. Bender.

NR, Tue. 9/29/74, p. 4. **LOCAL MISCELLANY** – Two canal barges arrived at the navy yard yesterday with Cumberland coal for the Bureau of Ordnance.

The boat Wheeler & Barron arrived yesterday with 3,000 bushels of wheat and 350 bushels of corn for Hartley & Bro.

CA, Wed. 9/30/74, p. 3. **Canal Receipts.** - The receipts of the canal company for the week ending September 19 were from Cumberland, \$20,351.47; Georgetown, \$1,000.00; Hancock, \$26.12; Williamsport, \$471.85; total \$21,849.44. Accrued revenue at Cumberland for the same period, \$13,485.59. During the same week 225 boats left Cumberland, carrying 25,354 tons of coal.

A Curious Animal. - Captain William Speaker, of the boat Jacob McGraw, now lying in port in this city, has an ant eater, a curious animal, which is native to Guiana, Brazil and Paraguay, and, as its name imports, it lives, in its native country, principally upon ants. The one owned by Captain Speaker eats spiders and all kinds of insects it can catch; also, rats and mice, of which it is very fond. It is an excellent "ratter," and can kill a rat very quickly. When the rat or mouse is dead it begins to eat it, and always, commences upon the tail, which it devours first, then the feet and lastly the body and head.

The animal is a curious one, not only in habits but also in appearance. It has a tolerably small head, with a long snout. They procure ants by thrusting their long

slender tongue among them, which adhere to it by a gummy saliva; when the tongue is covered it is rapidly retracted and the ants swallowed. It has short legs and long claws, which leads one to suppose that its pace is slow and constrained, but it is said that when chased it runs off with a peculiar and very rapid trot. It has a body about the size of and resembling a coon's and has a bushy tail.

The one on the McGraw knows its name - "Charley" - and is tame with the men on the boat. It has a trick of going into the cabin when the colored boat-hands are asleep, stealing tobacco from their pockets, and carrying the same upon deck, when it seemingly takes delight in tearing it to small pieces. It will also take cigars from persons and pull them into small pieces. It very much dislikes or fears a cow or a mule. - *News, 32nd.*

The steam canal boat, "The Pride of Erin," was launched from the boat-yard of Messrs. R. & M. Coulehan, on Saturday afternoon. Several weeks will elapse before the trial trip can be made.

The President and a number of the members of the Board of Directors of the Chesapeake and Ohio Canal, with several invited guests, left here yesterday on a tour of inspection over the Canal.

Shooting Affray in Alexandria.
On Monday night last a canal boatman named Samuel Eichelberger, from Millstone Point, in the upper portion of this county, was shot and killed in a dance house, in Alexandria by a woman named Nettie Green. It appears that Eichelberger being drunk, interrupted the festivities of the occasion by interfering with the fiddlers, and generally conducting himself riotously. He was remonstrated with by the woman Green, whom he threatened to whip, when she put him out of the house. Returning, he again

made threatening demonstrations, when she drew a pistol from her bosom and shot him through the head, from which he shortly afterward died. The woman was arrested and committed for trial. - *Hagerstown Twice a Week, 26th.*

NR, Wed., 9/30/74, p. 4. **STEAM CANAL-BOAT - Launch of the Pride of Erin at Cumberland.** - Captain Edward Lynch, of Georgetown, who has for some time past been engaged upon the labor of perfecting that long-sought for desideratum, a steam-canal boat, has so far succeeded that on Monday last he launched one at Cumberland, Md., speaking of which, the *Times* says: "The beautiful boat which has for some time past attracted so much attention on the stocks in the boat-yard of Messrs. R. & M. Coulehan, of this city, was successfully launched at 3:30 o'clock on Saturday. This boat is a steamer, built under the immediate supervision of Captain Edward Lynch, an experienced naval engineer and constructor, after a design of his own, and will be propelled by engines constructed under a principle differing materially from any now in use on canals. Two wheels in the center of the boat and a propeller at the stern constitute the motorial power, which it is expected will solve the difficult problem of successfully navigating canals by steam. The greater portion of the machinery - in fact we believe about all except the boiler - was placed in the boat before she was launched.

"It was manufactured at the extensive works of W. W. McKaig & Son, of this city, and is of first-class workmanship. The boat is constructed mainly of oak, of great strength and beauty, and reflects credit upon the builders, the Messrs. Coulehan, who are among the best of Cumberland's mechanics. A large crowd assembled to witness the launching, many of whom were ladies, all seemingly anxious to

testify their interest in the success of the new enterprise. Captain Lynch appeared still as sanguine as when the keel of the boat was laid, and welcomed the visitors in the most courtly manner.

After an account of the christening of the vessel by Miss Clara Steele, of Brooklyn, M. Y., as the *Pride of Erin*, the article continues: "The *Pride of Erin* so far meets every expectation. Her draft of water is as follows: Bow eleven inches, midship and stern, one foot. The machinery yet to be added does not weigh quite one ton, and can therefore increase the draft of water but little. As soon as her machinery is all on board, the necessary trial trip will be taken, and the gallant captain's most sanguine expectations either realized or blasted. We sincerely trust that they may be fully realized, as they certainly deserve to be. Several weeks will yet be consumed in the completion of the necessary details before the trial trip can be made. Captain Lynch expects the *Pride of Erin* to carry one hundred and twenty tons of coal on four feet six inches of water."

AG, Wed. 9/30/74, p. 2. CANAL COMMERCE – Arrivals – Boats A. J. Clark, Ed. Bayer, American Flag, A. Main, D. A. Lowe and G. E. Porter to American Coal Co.; T. Wheeler and Sharpsburg to Maryland Coal Co.; John W. Grant and Clara to Blaen Avon Coal Co.; Doctor Duckett, John Sammon, Shipley & Bush, J. H. Garrish, M. Sinclair, E. Rizer, D. L. Taylor and R. T. Semmes to J. P. Agnew.

Departures – Boats Geo. Sherman, A. J. Clark, Rd. Bayer, American Flag, D. L. Taylor, Edward Rizer, Dr. Duckett, R. T. Semmes, John Sammon and Shipley & Bush.

DT, Thu. 10/1/74, p. 4. **Canal Report.** 37 boats left this port yesterday carrying 4,219 03 tons of coal as follows:

Boats *Destination* *Tons cwt*

MARYLAND COAL CO.		
G. J. Elliott	Georgetown	115 11
J. F. Kriegh	Georgetown	117 10
Col. J. D. Tice	Georgetown	117 09
H. Loveridge	Georgetown	117 08
Mountain City	Georgetown	110 11
M. E. Spier	Georgetown	117 06
P. Fleckenstein	Georgetown	117 07
Etta & Rena	Georgetown	118 16
A. K. Syester	Georgetown	114 01
A. E. McQuade	Georgetown	117 10
J. B. Slattery	Georgetown	110 14
11 boats	total	<u>1,260 03</u>
AMERICAN		
John Bradburn	Alexandria	112 17
Theo. L. Betts	Alexandria	118 03
John H. Parrott, jr.	Alexandria	118 01
John W. Burke	Alexandria	117 10
H. O. Claughton	Alexandria	117 01
5 boats	total	<u>590 12</u>
CONSOLIDATION COAL CO.		
S. S. Cunningham	Georgetown	114 16
Kattskill	Georgetown	105 02
Blue Bell	Georgetown	109 07
G. W. Barnett	Georgetown	116 08
M. C. Clay	Georgetown	110 00
Morning Star	Georgetown	112 04
J. V. Norman	Williamsport	104 14
W. Thompson	Williamsport	110 00
Grason & Fannie	Williamsport	113 15
9 boats	total	<u>996 06</u>
BORDEN		
Johnny & Frankie	Georgetown	114 00
Borden & Lovell	Georgetown	120 16
Fall River	Georgetown	117 12
David Seibert	Williamsport	113 04
Thomas J. Boyer	Williamsport	108 17
5 boats	total	<u>594 09</u>
NEW CENTRAL COAL CO.		
G. Blackburn	Georgetown	111 10
W. H. Coin	Georgetown	111 10
H. S. Miller	Georgetown	114 10
3 boats	total	<u>338 13</u>
HAMPSHIRE & BALTIMORE		
Ben Bissell	Georgetown	110 10
GEORGE'S CREEK		
Alexander	Georgetown	115 10
Isaac Wilson	Georgetown	115 02
Laura Agnew	Georgetown	117 18
3 boats	total	<u>348 10</u>

Five boats, carrying five hundred and forty-eight tons of coal, left this port for Williamsport yesterday.

Mr. A. P. Gorman, President of the Canal Company, with Messrs. A. K. Stake and Daniel Biser, directors, Mr. Lewis G. Stanhope, Superintendent of the Hancock division, and Sprigg Harwood, Esq., of Annapolis, left this city yesterday to go down the line of the canal on a tour of inspection we suppose. While here they paid a visit to Capt. Lynch's new steamer the "Pride of Erin." Engineer Hutton, who was one of the party, gave the boat a close inspection, measuring her displacement and announcing his satisfaction with her in every respect, especially as to her carrying capacity. In expressing his admiration of the steamer, he alluded to the story told of Mr. Mozart and his difficult piece of music. The story is the Mozart arranged his music so that at the very instant when a particular note was to be made both hands were at the opposite ends of the piano. The result was that all failed to play the piece perfectly, being unable to make this particular note in time. Mozart solved the difficulty by *using his nose*. So, we are informed, Mr. Hutton thinks Capt. Lynch has made the difficult note, has solved the perplexing problem which has puzzled so many scientific minds. Capt. Lynch didn't do it with his nose, however. He did it very likely with his head.

ES, Thu. 10/1/74, p. 8. **GEORGETOWN – Grain Trade** – The canal boat Medley, with 2,400 bushels wheat, consigned to Hartley & Bro.; and the canal boat J. N. Thomas, with 2,700 bushels wheat, 550 bushels corn, and 40 barrels flour for J. G. & J. M. Waters, and 400 bushels wheat for H. M. Talbott.

AG, Thu. 10/1/74, p. 2. **CANAL COMMERCE – Arrivals – Boats** H. C. Flagg, A. S. Winteringham, J. P. Moore, Kate, J. A. Alexander and W. J. B. Lloyd to American Coal Co.

Departures – Boats H. C. Flagg, A. S. Winteringham, Sharpsburg, Ed. Mulvaney, Shipley & Bush, J. B. Winslow, G. E. Porter, D. A. Lowe and A. Main.

DT, Fri. 10/2/74, p. 4. **Canal Report.** 38 boats left this port yesterday carrying 4,322 19 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
L. G. Stanhope	Georgetown	114 05
H. Roland	Georgetown	108 09
Dr. Grimes	Georgetown	110 15
Thomas Hasset	Georgetown	112 02
Joseph Murray	Georgetown	112 05
H. Willison	Georgetown	114 03
S. S. Lynn	Georgetown	114 06
B. L. Slack	Georgetown	120 19
Lizzie Haines	Georgetown	115 11
Cherokee Tribe	Georgetown	109 05
Carrie & Margie	Georgetown	118 03
11 boats	total	1,250 03
AMERICAN		
J. Dayton	Alexandria	114 00
B. Williamson	Alexandria	117 11
D. Stewart	Alexandria	115 00
Wm. Walsh	Alexandria	118 00
W. J. Boothe, jr.	Alexandria	114 18
5 boats	total	579 09
CONSOLIDATION COAL CO.		
Allen Campbell	Georgetown	110 00
J. R. Ray	Georgetown	114 00
J. T. Davis	Georgetown	110 00
J. & D. Nuse	Georgetown	110 00
Knights of Pythias	Georgetown	110 00
W. H. Boyd	Georgetown	110 07
Miner	Georgetown	111 06
Laura	Georgetown	113 19
8 boats	total	889 12
BORDEN		
C. L. Brengle	Georgetown	116 03
J. R. Haines	Georgetown	113 01
R. Lynn	Georgetown	116 07
T. B. Lynn	Georgetown	110 05

Donna Tilghman	Georgetown	<u>115 04</u>
5 boats	total	571 00

NEW CENTRAL COAL CO.

Ben Miller	Georgetown	117 12
P. Sinclair	Georgetown	111 15
Wm. Doyle	Georgetown	114 12
Elizabeth	Georgetown	117 17
American Boy	Georgetown	<u>114 12</u>
5 boats	total	576 08

GEORGE'S CREEK

Lucinda	Georgetown	116 08
Dr. Eliason	Georgetown	<u>112 12</u>
2 boats	total	229 00

INDIVIDUAL

C. B. Embrey	Williamsport	110 04
E. M. Stanhope	Williamsport	<u>117 03</u>
2 boats	total	227 07

NR, Fri. 10/2/74, p. 4. **LOCAL MISCELLANY** - The canal boat Medley [arrived yesterday], with 2,400 bushels wheat consigned to Hartley & Bro.; and the canal boat J. N. Thomas, with 2,700 bushels wheat, 550 bushels corn, and 40 barrels flour for J. G. & J. M. Waters, and 400 bushels wheat for H. M. Talbott.

DT, Sat. 10/3/74, p. 4. **Canal Report.** 38 boats left this port yesterday carrying 4,360 16 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
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MARYLAND COAL CO.

A. Spier	Georgetown	114 01
Johnny & Tommy	Georgetown	117 09
F. H. Irwin	Georgetown	110 15
Excelsior	Georgetown	122 07
Fannie & Estella	Georgetown	117 08
H. Resley	Georgetown	114 06
H. W. Dellinger	Georgetown	108 14
O. D. Robbins	Georgetown	112 05
Ida & Willie	Georgetown	108 00
W. H. Ash	Georgetown	110 11
Noble Grand	Georgetown	114 16
M. Whitson	Georgetown	<u>112 16</u>
12 boats	total	1,363 08

AMERICAN

J. H. Stickney	Alexandria	115 12
Charles Clifton	Alexandria	119 05
A. J. Akin	Alexandria	115 18

W. E. Bell	Alexandria	117 18
R. Bender	Alexandria	<u>118 14</u>
5 boats	total	587 07

CONSOLIDATION COAL CO.

G. Meredith	Georgetown	110 00
D. A. Miller	Georgetown	110 00
Linnet	Georgetown	110 00
Dr. A. A. Biggs	Georgetown	113 11
W. Irving	Georgetown	116 12
J. Tyler	Georgetown	116 11
T. J. Nimmo	Georgetown	110 04
Dove	Georgetown	<u>115 18</u>
8 boats	total	901 18

BORDEN

R. J. West	Georgetown	117 12
B. M. Young	Georgetown	115 13
Martha	Georgetown	118 15
S. H. Sherman	Georgetown	113 14
Geo. H. Colbert	Georgetown	118 05
J. A. Spielman	Williamsport	<u>114 10</u>
6 boats	total	698 09

NEW CENTRAL COAL CO.

Col. E. V. White	Georgetown	111 07
A. Bain	Georgetown	118 00
T. H. West	Georgetown	118 01
A. Lincoln	Georgetown	<u>111 19</u>
4 boats	total	460 07

GEORGE'S CREEK

H. Freeland	Georgetown	115 13
W. H. Boyer	Georgetown	117 18
R. T. Semmes	Georgetown	<u>115 16</u>
3 boats	total	349 07

ES, Sat. 10/3/74, p. 9. **GEORGETOWN – Coal Trade** – The coal trade for the week past has been dull, especially in the shipments, owing to the scarcity of vessels, which has been caused by the extremely low freights, they being at least 100 percent lower now than they were at this time last year. The receipts of Cumberland coal were 13,424 tons, and of the Youghiogheny gas coal, 1,393 tons. Total receipts, 14,817, and the shipments of Cumberland coal were 13,647 tons, and of gas coal, 1,396. Total shipments 15,043. Messrs. Gilmore, Meredith & Co., who are the agents here for the gas coal, have received several orders for this coal from Baltimore, and are weekly

receiving it from Pittsburg, Pa., and re-shipping it here from the canal boats into schooners which carry it to Baltimore. This shows conclusively that the proper thing is to ship coal via water instead of railroad, and as coal travels at least three times the distance by water it would have to go by rail and at less freights.

DT, Mon. 10/5/74, p. 4. **Canal Report.** 38 boats left this port yesterday carrying 4,350 05 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Hollander	Georgetown	112 05
Baltimore	Georgetown	116 06
Ida & Harry	Georgetown	100 11
A. J. Mills	Georgetown	117 18
T. Embrey	Georgetown	117 14
Nora & Willie	Georgetown	115 12
John Weir	Georgetown	110 12
D. A. Carl	Georgetown	116 17
M. H. Russell	Georgetown	117 12
Sharpsburg	Georgetown	110 15
B. F. Charles	Georgetown	110 11
11 boats	total	1,246 15
AMERICAN		
G. L. Boothe	Alexandria	118 01
John L. Reid	Alexandria	117 10
Rechabites	Alexandria	117 13
Maj. E. L. Moore	Alexandria	116 07
4 boats	total	469 11
CONSOLIDATION COAL CO.		
J. W. Turner	Georgetown	116 00
J. K. Whitford	Georgetown	117 08
Owl	Georgetown	110 00
Monongahela	Georgetown	109 06
J. N. Clary	Georgetown	118 15
C. P. Manning	Georgetown	118 07
6 boats	total	689 16
BORDEN		
C. H. Knott	Georgetown	115 15
Susan Charles	Georgetown	116 14
Julia Borden	Georgetown	112 16
S. H. Taylor	Georgetown	116 02
Henry Boley	Georgetown	117 04
John T. James	Georgetown	113 10
Pattie Dunlop	Georgetown	113 00
7 boats	total	805 01

NEW CENTRAL COAL CO.

Annie Bell	Georgetown	111 17
J. Noble	Georgetown	111 18
2 boats	total	223 15

GEORGE'S CREEK

E. M. Bynon	Georgetown	113 15
John Sammon	Georgetown	114 01
Shipley & Bush	Georgetown	115 01
Capt. Marmaduke	Georgetown	119 15
4 boats	total	462 18

BLAEN AVON

Geo. Hughes	Shepherdstown	117 13
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HAMPSHIRE & BALTIMORE

P. L. Lemen	Georgetown	115 10
Charles Wheatley	Georgetown	114 06
2 boats	total	229 16

INDIVIDUAL

Alex Adams	Georgetown	105 00
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ES, 10/5/74, p. 4. **GEORGETOWN – Grain Trade** – The only receipts of grain today were 3,500 bushels wheat, 300 bushels corn and 100 barrels flour per canal boat W. H. Billmyer for J. G. & J. M. Waters.

DT, Tue. 10/6/74, p. 1. **Canal Report.** 46 boats left this port yesterday carrying 5,210 12 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Industry	Georgetown	109 02
Col. J. C. Lynn	Georgetown	112 02
Mattie	Georgetown	117 05
Annie	Georgetown	110 17
J. H. Kindle	Georgetown	117 08
Henry Gerdeman	Georgetown	112 03
Thomas Wheeler	Georgetown	112 12
A. L. Miller	Georgetown	117 14
J. E. Stanhope	Georgetown	121 00
Dr. F. Doyle	Georgetown	120 16
Geo. B. Oswald	Georgetown	118 08
J. W. Carder	Oldtown	10 00
12 boats	total	1,279 07
AMERICAN		
Geo. Sherman	Alexandria	116 08
American Flagg	Alexandria	118 17
Edward Bayer	Alexandria	112 13
S. S. Howison	Alexandria	118 17

Kate	Alexandria	<u>111 01</u>
5 boats	total	577 17

CONSOLIDATION COAL CO.

Dr. Delaplane	Georgetown	110 00
C. W. Brengle	Georgetown	110 00
J. V. Norman	Georgetown	106 08
Grason & Fannie	Georgetown	107 10
T. Malloy	Georgetown	110 00
W. L. Read	Georgetown	110 00
Capt. J. Sheridan	Georgetown	110 00
Wm. Moorehead	Georgetown	117 03
M. Boyer	Georgetown	115 07
Creole	Georgetown	114 07
Dr. C. F. Russell	Georgetown	<u>111 16</u>
11 boats	total	1,222 11

BORDEN

Zacharias & Cragin	Georgetown	116 16
Jacob H. Snyder	Georgetown	122 08
Little Nan	Georgetown	115 03
David Seibert	Williamsport	114 11
Thomas J. Boyer	Williamsport	111 07
Charles B. Embrey	Williamsport	<u>112 19</u>
6 boats	total	793 04

NEW CENTRAL COAL CO.

Lucy Lee Mouse	Georgetown	114 15
Iowa	Georgetown	111 13
Wm. Moffett	Georgetown	114 16
Little Joe	Georgetown	<u>114 14</u>
4 boats	total	455 18

GEORGE'S CREEK

D. L. Taylor	Georgetown	117 14
F. R. M. Bowers	Georgetown	<u>112 02</u>
2 boats	total	229 16

HAMPSHIRE & BALTIMORE

F. F. Davis	Georgetown	118 05
Morning Sun	Georgetown	109 08
Elmer & Kate	Georgetown	<u>112 09</u>
3 boats	total	340 02

INDIVIDUAL

H. T. Weld	Harper's Ferry	37 04
W. M. Price	Georgetown	<u>105 03</u>
2 boats	total	162 07

GAS COAL

Mrs. Kate Prather	Georgetown	119 10
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AG, Mon. 10/5/74, p. 2. CANAL
 COMMERCE – Arrivals – Boats W. C.
 Hunter, J. Willison, M. Sandford, S. Henry,
 Chas. Robb, Wm. Borden, R. B. Cropley, J.
 & T. Coulehan, E. B. Johnson, Silver Wave,

T. J. Boyer and Five Brothers to George's
 Creek Coal and iron Co.

Departures – Boats Willie Snyder,
 Wm. Gregory, Queen City, L. A. Long, M.
 S. O'Donnell, W. P. Woolls, W. C. Hunter,
 John Wilson, Wm. Borden, R. B. Cropley, J.
 & T. Coulehan, E. B. Johnson, Silver Wave,
 T. J. Boyer and Five Brothers.

ES, Tue. 10/6/74, p. 4. **GEORGETOWN –
 Grain Trade** – The only receipts of grain
 today was 1,800 bushels of wheat by the
 canal boat Caledonia, consigned to Hartley
 & Bro.

AG, Tue. 10/6/74, p. 2. CANAL
 COMMERCE – Arrivals – Boats
 Chesapeake, A. Sherman and A. Cropley to
 George's Creek Coal and Iron Co.; M. A.
 Myers, James Green, J. H. Platte, E. S.
 Grant and M. D. Corse to American Coal
 Co.

Departures – Boats M. Sandford, S.
 Henry, P. Agnew, Belle Resley,
 Chesapeake, A. Sherman and A. Cropley.

DT, Wed. 10/7/74, p. 1. **Canal Report.** 41
 boats left this port yesterday carrying 4,659
 02 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
H. C. Winship	Georgetown	119 04
J. M. Hedding	Georgetown	112 00
J. C. Hoffman	Georgetown	105 18
Samuel Charles	Georgetown	108 17
Willie & Annie	Georgetown	113 18
M. A. Brady	Georgetown	107 10
Kate Brooks	Georgetown	117 03
Wren	Georgetown	110 13
Henry Boyd	Georgetown	<u>117 09</u>
9 boats	total	1,022 12

CONSOLIDATION COAL CO.

M. Topper	Georgetown	108 08
Okonoko	Georgetown	116 14
L. L. Shivers	Georgetown	110 00
James S. Welsh	Georgetown	102 13
P. J. Smith	Georgetown	110 00
S. K. Miller	Georgetown	110 00

C. H. Dalton	Georgetown	119 11
J. McGraw	Georgetown	113 12
A. Bruce	Georgetown	112 14
9 boats	total	1,003 12

BORDEN

Capt. J. R. Masters	Georgetown	122 03
M. S. Haines	Georgetown	115 03
Nathan Williams	Georgetown	114 16
Lizzie & Phillie	Georgetown	114 08
S. Ardinger	Georgetown	112 07
F. Ensminger	Georgetown	117 09
F. J. Laing	Georgetown	121 15
7 boats	total	818 01

GEORGE'S CREEK

Five Brothers	Georgetown	117 10
J. & T. Coulehan	Georgetown	120 16
R. Cropley	Georgetown	117 14
3 boats	total	365 00

HAMPSHIRE & BALTIMORE

M. O'Conner	Georgetown	113 18
Loretto	Georgetown	106 15
2 boats	total	220 13

NEW CENTRAL COAL CO.

P. A. Gorman	Georgetown	114 14
Geo. H. Bradt	Georgetown	115 00
E. J. Hammond	Georgetown	118 00
B. F. Price	Georgetown	111 10
4 boats	total	460 04

AMERICAN

Andrew Main	Alexandria	115 02
A. S. Winteringham	Alexandria	111 13
D. A. Lowe	Alexandria	114 14
Dr. G. E. Porter	Alexandria	117 11
4 boats	total	459 00

INDIVIDUAL

Tony Rodier	Williamsport	100 00
D. L. Taylor	Williamsport	108 09
Scotia	Georgetown	113 00
3 boats	total	321 09

Ibid, p. 4. The boatmen naturally support Mr. Walsh. They feel that his interest in the canal is identical with their own. The election of Mr. Lowndes will only serve to keep the Democracy of Western Maryland without any voice in canal management. Our interest in that great work can only be protected by a Democratic triumph. The election of Lowndes two years

ago lost us a voice in the Board of Directors of that work, and his re-election will perpetuate the injury inflicted. Remember this when you come to vote.

CA, 10/7/74, p. 3. On last Thursday morning a colored boatman on the boat J. C. Stubblefield was drowned in the Canal, on the Four Mile Level, while climbing out of the stable in an intoxicated condition.

ES, Wed. 10/7/74, p. 4. **GEORGETOWN – Grain Trade** – The canal boat Seneca arrived today with 3,000 barrels flour and 1,100 bushels mill-feed, and the canal boat Round Top with 795 barrels cement, for J. G. & J. M. Waters, and the boat William A. Stephens arrived with 2,000 bushels wheat, for H. M. Talbott.

DT, Thu. 10/8/74, p. 4. **Canal Report.** 38 boats left this port yesterday carrying 4,326 19 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Diligent	Georgetown	117 13
R. M. Sprigg	Georgetown	110 00
Willie Snyder	Georgetown	107 12
W. T. Hassett	Georgetown	115 19
A. H. Bradt	Georgetown	114 01
5 boats	total	565 04

CONSOLIDATION COAL CO.

C. Slack	Georgetown	110 00
Mohawk	Georgetown	112 12
Ino	Georgetown	111 07
H. J. Kennah	Georgetown	110 00
J. A. Millholland	Georgetown	118 07
H. C. Hicks	Georgetown	117 13
6 boats	total	679 19

BORDEN

Dr. O. M. Schindel	Georgetown	112 18
C. A. Greene	Georgetown	115 07
Thomas Drennen	Georgetown	109 02
A. H. Blackiston	Georgetown	110 03
4 boats	total	447 10

AMERICAN

A. J. Clark	Alexandria	113 15
H. C. Flagg	Alexandria	119 05

W. J. B. Lloyd	Alexandria	118 13
J. W. Morris	Alexandria	118 03
J. J. Moore	Alexandria	<u>118 16</u>
5 boats	total	598 12

HAMPSHIRE & BALTIMORE

J. H. Woodburn	Georgetown	115 16
J. R. Purcell	Georgetown	111 10
Mrs. C. E. Charles	Georgetown	<u>115 17</u>
3 boats	total	342 13

NEW CENTRAL COAL CO.

Johnny	Georgetown	114 14
C. W. Adams	Georgetown	111 08
Four Sisters	Georgetown	114 10
J. T. Scrivener	Georgetown	117 13
Friendship	Georgetown	<u>107 19</u>
5 boats	total	566 09

GEORGE'S CREEK

G. F. Smith	Georgetown	118 18
Silver Wave	Georgetown	111 02
E. B. Johnson	Georgetown	117 10
T. J. Boyer	Georgetown	<u>112 08</u>
4 boats	total	459 18

INDIVIDUAL

E. M. Stanhope	Williamsport	115 08
J. W. Grant	Shepherdstown	<u>117 06</u>
2 boats	total	232 14

ATLANTIC

G. Couter	Alexandria	110 11
Dr. R. J. Duckett	Alexandria	110 05
B. R. Summers	Alexandria	110 04
Wm. Young	Alexandria	<u>113 10</u>
4 boats	total	444 10

ES, Thu. 10/8/74, p. 2. President Gorman, it will be seen, makes a decidedly rose-colored exhibit of the operations of the Chesapeake and Ohio canal in his report for September. We hope his figures and expectations are reliable. It is satisfactory, anyway, to note that the conviction has reached him that the time has arrived for furnishing increased facilities for the shipment of coal at Georgetown.

NR, Thu. 10/8/74, p. 4. **POTOMAC DAM** - The cut-stone dam over the Maryland channel of the Potomac river was recently examined and found to be in good condition. In July advantage was taken of the low stage

of water in the river to replace a portion of the riprap protection above the dam, and which had been carried over the dam by the spring freshets. To a certain extent similar work has been done once a year, and comprises the only repairs made on this structure since its completion in 1867. The feeder under the Chesapeake and Ohio canal was cleaned out from end to end.

AG, Thu. 10/8/74, p. 2. **CANAL COMMERCE** - Arrivals - Boats Walter Thompson to W. A. Smoot; C. Ridgley, Geo. H. Hutton, H. A. Garritt, Ben Bissell and P. L. Lemon to Hampshire & Baltimore Coal Co., via Potomac river; Lucinda and J. Willison to George's Creek Coal and Iron Co.; John H. Parrott, jr., T. L. Betts, J. Bradburn and J. W. Burke to American Coal Co.

Departures - Boats C. R. Hooff, M. Kersey, R. A. Goodwin, J. Willison and Lucinda.

DT, Fri. 10/9/74, p. 4. **Canal Report.** 33 boats left this port yesterday carrying 3,708 14 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
J. C. Grove	Georgetown	115 12
Queen City	Georgetown	120 09
T. J. Mahaffey	Georgetown	114 02
Cumberland	Georgetown	<u>114 02</u>
4 boats	total	464 05

CONSOLIDATION COAL CO.

Monongahela	Georgetown	112 05
A. B. Turner	Georgetown	110 00
Ernst & Holland	Georgetown	110 00
R. Shriver	Georgetown	115 07
Wm. Hill	Georgetown	116 06
Gen. Grant	Georgetown	114 03
Robin	Georgetown	116 13
Maryland	Georgetown	<u>110 00</u>
8 boats	total	904 14

BORDEN

Sallie E. Hassett	Georgetown	109 14
J. H. Percy	Georgetown	105 14
Rudolph Herr	Georgetown	112 10

R. E. Fugitt	Georgetown	111 13
G. W. Thacker	Georgetown	113 19
J. A. Spielman	Williamsport	111 10
6 boats	total	665 00

AMERICAN

J. A. Alexander	Alexandria	112 12
P. G. Uhler	Alexandria	114 09
Weyand Doerner	Alexandria	117 01
G. P. Lloyd	Alexandria	110 11
4 boats	total	454 13

HAMPSHIRE & BALTIMORE

M. McNally	Georgetown	109 17
G. P. DeWitt	Georgetown	109 01
2 boats	total	218 18

NEW CENTRAL COAL CO.

Ohio	Georgetown	111 07
J. L. Feidt	Georgetown	111 06
R. L. Gross	Georgetown	111 03
M. C. Merryman	Georgetown	114 16
4 boats	total	448 09

GEORGE'S CREEK

M. S. Fernsner	Georgetown	111 05
Invincible	Georgetown	104 01
2 boats	total	215 06

ATLANTIC

J. H. Garrish	Alexandria	106 19
Wm. Young	Alexandria	113 10
2 boats	total	220 09

GAS COAL

Onward	Washington	117 00
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NR, Fri., 10/9/74, p. 4. **LOCAL**

MISCELLANY - The canal boat Ida & Harry arrived yesterday with 202 barrels of flour, and the boat J. N. Thomas with 2,750 bushels of wheat and 975 bushels of corn, all for J. G. & J. M. Waters.

ES, Fri. 10/9/74, p. 4. **GEORGETOWN - Grain Trade** - The canal boat B. Talbott arrived today with 200 bushels wheat for J. G. & J. M. Waters.

AG, Fri. 10/9/74, p. 2. **CANAL COMMERCE** - Arrivals - Boats D. Stewart, H. O. Cloughton and T. H. Faile to American Coal Co.; W. H. Boyer, John Sammon and R. T. Semmes to George's Creek Coal and Iron Co.; Minnie & Cora to

E. Francis; Ida J. Kreps, W. H. Coin, P. Sinclair and Elizabeth to J. P. Agnew.

Departures - Boats Ben Bissell, J. W. Burke, J. H. Parrott, jr., T. L. Betts, D. Annan, Minnie & Cora, J. Bradburn, P. Sinclair and Elizabeth, for Cumberland.

DT, Sat. 10/10/74, P. 4. **Canal Report.** 16 boats left his port yesterday carrying 1,789 01 tons of coal as follows:

Boat	Destination	Tons cwt
MARYLAND COAL CO.		
J. E. Hughes	Georgetown	117 04
CONSOLIDATION COAL CO.		
Grason & Fannie	Georgetown	108 12
Julia Manning	Georgetown	107 14
Magpie	Georgetown	110 00
3 boats	total	326 06

BORDEN

L. N. Lovell	Georgetown	116 18
J. G. Lynn	Georgetown	114 10
Wm. Borden	Georgetown	117 07
T. J. Baker	Williamsport	109 09
4 boats	total	457 13

AMERICAN

Samuel Lloyd	Alexandria	114 00
HAMPSHIRE & BALTIMORE		
E. Mulvaney	Alexandria	114 11
Dr. J. P. Broderick	Georgetown	107 06
Samuel Swain	Georgetown	113 08
3 boats	total	333 00

GEORGE'S CREEK

Wm. Marbury	Georgetown	97 11
C. Segerson	Georgetown	115 10
2 boats	total	213 01

INDIVIDUAL

Clara	Georgetown	110 09
BLAEN AVON		
Martin Scally	Alexandria	113 17

ES, Sat. 10/10/74, p. 8. **GEORGETOWN - Coal Trade** - The coal trade for the week past has been dull, and owing to the lateness of the season, with low freights and consequently a scarcity of vessels much increase is not expected. The receipts of Cumberland coal for the week were 12,823 tons, and of the Youghiogheny gas coal, 1,637 tons, making the total receipts for the

week 14,460 tons. The shipments of Cumberland coal were 10,155 tons, and of Youghiogheny gas coal 1,553 tons, making the total shipments for the week 11,708 tons.

AG, Sat. 10/10/74, p. 2. CANAL COMMERCE – Arrivals – Boats B. Williamson, W. Walsh, C. Clinton, J. J. Swift, M. M. Lewis, R. Bender, A. J. Akin and W. Bell to American Coal Co.; H. Freeland, Wm. Boyer, E. M. Bynon and Dr. Eliason to George’s Creek Coal Co.; A. Bain, I. J. Kreps, T. H. West and Lucy L. Mouse to J. P. Agnew; Morning Sun and P. L. Lemon to Hampshire & Baltimore Coal Co.

Departures – Boats John Sammon, R. J. Semmes, H. O. Claughton, A. R. Fisher, B. Williamson, T. H. Faile, Nora & Willie, C. Clinton, W. Walsh, J. J. Swift, M. M. Lewis and R. Bender.

DT, Mon. 10/12/74, p. 1. The coal trade between this city and Williamsport is rapidly increasing. Five boats are to be added to the trade.

Ibid, p. 4. **Canal Report.** 38 boats left this port Saturday carrying 4,359 10 tons of coal as follows:

Boats	Destination	Tons cwt
CONSOLIDATION COAL CO.		
Lark	Georgetown	115 17
Consolidation	Georgetown	110 00
M. M. Jane	Georgetown	114 00
J. V. Norman	Georgetown	110 16
Wm. Weber	Georgetown	115 13
J. R. Cruzen	Georgetown	116 03
6 boats	total	632 00

NEW CENTRAL COAL CO.		
Jack Topper	Georgetown	113 15
Emma	Georgetown	118 03
E. B. Hartley	Georgetown	111 10
Viola H. Weir	Georgetown	114 14
C. B. Embrey	Williamsport	111 09
David Seibert	Williamsport	113 13
6 boats	total	684 04

MARYLAND COAL CO.

Etta & Rena	Georgetown	114 02
G. J. Elliott	Georgetown	114 05
Henry Loveridge	Georgetown	113 16
A. E. McQuade	Georgetown	114 04
A. K. Syester	Georgetown	117 13
5 boats	total	574 00

AMERICAN

John Wilson	Alexandria	119 00
Wm. Gregory	Alexandria	115 01
Michael Snow	Alexandria	118 11
L. A. Long	Alexandria	117 12
Charles Robb	Alexandria	116 01
5 boats	total	586 05

BORDEN

Theo Dean	Georgetown	120 02
Wm. Staples	Georgetown	114 12
J. E. West	Georgetown	113 16
Johnnie & Frankie	Georgetown	116 17
A. C. Greene	Georgetown	114 07
5 boats	total	534 14

GEORGE'S CREEK

Edward Rizer	Georgetown	112 06
John Spencer	Georgetown	110 19
F. L. Tilghman	Georgetown	110 01
Nuttie & Billie	Georgetown	112 17
4 boats	total	446 03

BLAEN AVON

Lillie & May	Alexandria	114 01
J. H. Houck	Alexandria	117 11
G. H. Hughes	Alexandria	117 10
3 boats	total	349 02

HAMPSHIRE & BALTIMORE

W. P. Woolls	Alexandria	116 05
R. Emmett	Alexandria	105 14
2 boats	total	221 19

INDIVIDUAL

P. Agnew	Georgetown	119 10
Belle Resley	Georgetown	110 04
2 boats	total	229 14

AG, Mon. 10/12/74, p. 2. CANAL COMMERCE – Arrivals – Boats J. L. Reid, W. J. Boothe, jr., James Dayton, J. B. Stickney and E. L. Moore to American Coal Co.; E. M. Bynon and Dr. J. Eliason to George’s Creek Coal and iron Co.; F. R. M. Bowers and B. R. Summers to J. P. Agnew; M. O’Conner and J. H. Woodburn to Hampshire & Baltimore Coal Co.

Departures – Boats E. M. Bynon, Dr. J. Eliason, J. L. Reid, W. J. Boothe, jr., James Dayton, J. H. Stickney and E. L. Moore.

DT, Tue. 10/13/74, p. 1. **Canal Report.** 34 boats left this port yesterday carrying 3,911 04 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
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CONSOLIDATION COAL CO.

C. H. Dalton	Georgetown	110 00
V. S. Brashears	Georgetown	120 14
Uno	Georgetown	109 04
I. Crane	Georgetown	118 06
H. Kraus	Georgetown	114 10
J. M. Forbes	Georgetown	119 19
Dove	Georgetown	116 17
7 boats	total	807 10

NEW CENTRAL COAL CO.

F. A. Mertens	Georgetown	114 18
J. C. Stubblefield	Georgetown	118 00
J. W. Carder	Georgetown	114 11
3 boats	total	347 09

MARYLAND COAL CO.

P. Fleckenstein	Georgetown	120 17
J. B. Slattery	Georgetown	115 15
Dr. Grimes	Georgetown	114 03
Henry Roland	Georgetown	117 09
Lizzie Haines	Georgetown	117 12
5 boats	total	585 16

AMERICAN

Samuel Henry	Alexandria	111 15
Wm. Darrow	Alexandria	114 19
Wm. C. Hinter	Alexandria	115 15
M. A. Myers	Alexandria	113 05
4 boats	total	455 14

BORDEN

R. J. West	Georgetown	115 10
Alexander	Georgetown	115 01
Maggie B	Georgetown	116 10
J. A. Spielman	Williamsport	111 18
E. M. Stanhope	Williamsport	113 00
5 boats	total	571 09

GEORGE'S CREEK

L. B. Agnew	Georgetown	119 02
Lucinda	Georgetown	112 05
Geo. H. Colbert	Georgetown	115 12
3 boats	total	347 09

BLAEN AVON

Four Sisters	Georgetown	120 19
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HAMPSHIRE & BALTIMORE

V. L. Sprigg	Georgetown	114 07
Lillie Lemen	Georgetown	103 13
M. Fannon	Georgetown	120 03
3 boats	total	338 03

INDIVIDUAL

M. S. O'Donnell	Georgetown	110 00
H. B. Rohrback	Georgetown	111 15
J. T. Davis	Washington	108 00
3 boats	total	329 15

NR, Tue., 10/13/74, p. 4. Forty canal boats have been registered at the canal office since Saturday. The total number of arrivals during the month ending October 11 was 374. There have been 2,318 tons of coal received since Friday. Of this the Borden company received 500 tons; the New Central, 672 tons; the Maryland, 685 tons; and the Consolidation, 461 tons.

ES, Tue. 10/13/74, p. 4. **GEORGETOWN – Coal and Canal Matters** – There have been 24 boats registered at the canal office since yesterday. All brought coal, averaging about 115 tons each, and aggregating 2,875 tons. Several vessels are expected up the river, but their arrival is uncertain, owing to the northerly winds which are prevailing. Coal merchants complain of a general depression in the demand for bituminous coal, owing to the light order which are arriving from eastern cities, where many of the manufactories are making only half and quarter time. The prices delivered free on board are about the same as last year, but the freights are said to be much lower; that for Boston alone having been reduced from \$3 and \$3.25 last year to \$1.75 at the present time. Such a reduction in cost to the consumer, with the light orders arriving would indicate a strong depression in the manufacturing cities of the east, where most of our bituminous coal is shipped.

Grain Trade – Messrs. Hartley & Bro. report the arrival of the Hattie & Bessie with 2,000 bushels wheat, 1,000 bushels

mill-feed and 300 barrels flour, from Berlin, Frederick county, Md.

AG, Tue. 10/13/74, p. 2. CANAL COMMERCE – Arrivals – Boats F. F. Davis, Mrs. C. E. Charles, Elmer & Katie and M. McNally to Hampshire & Baltimore Coal Co.; E. B. Johnson, Five Brothers and J. & T. Coulehan to George’s Creek Coal and Iron Co.; Rechabites, S. S. Howison and American Flag to American Coal Co.

Departures – Boats E. B. Johnson, J. & T. Coulehan, Rechabites, S. S. Howison, American Flag and Five Brothers.

CA, Wed., 10/14/74, p. 3. **Chesapeake and Ohio Canal.** - *Report of President Gorman.* - The board of canal directors met in Annapolis last Wednesday. President Gorman submitted the monthly report for September. It states the coal tonnage during the month to be 100,635 tons, a decrease of 5,890 tons as compared with the same month of 1873. The total revenue for the month was \$63,379.18; expenses, \$17,766.19; net revenue, \$45,602.99. The decreased tonnage is due to the strike of the boatmen, but the tonnage for the year shows a decided increase over last year, viz.: From opening of navigation to October 1, 1873, 644,581 tons; do. for 1873, 582,790 tons; increase in 1873, 61,791 tons. The increase in the revenue in the same period was \$36,673.41. The company has been enabled during the present year to pay four overdue coupons on the preferred construction bonds which bear a face value of \$203,940, and have left on the 3rd instant \$110,117.91, which will enable them to appropriate \$50,985 to pay the coupon due Jan. 1st, 1861, making the appropriations on this account this year \$254,925, the largest amount that has ever been paid in one year. As there yet remains more than two months of navigation, it is confidently expected that another coupon can be paid before the close

of the season. The rapid extinguishment of this debt is, I am sure, not only gratifying to the board, but will be appreciated by the people of the state and all other creditors, as the state of Maryland cannot realize one dollar from her investment in this work until the overdue and accruing interest on the preferred construction bonds, together with principal has been paid. The principal of this debt is \$1,669,500; overdue interest to July, 1874 \$1,376,595. Total \$3,076,095. That this debt can be liquidated within a reasonable time if the resources of the company are properly husbanded, is no longer a question. I am convinced that the time has arrived when the increased facilities heretofore recommended for the shipment of coal at Georgetown should be furnished, and which will so increase the revenue without advancing the present rate of tolls, as will enable the company to pay off the debt within ten years.

DT, Wed. 10/14/74, p. 4. **Canal Report.** 33 boats left this port yesterday carrying 3,780 09 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
H. E. Chaplin	Georgetown	116 16
Energy	Georgetown	113 05
J. Hieston	Georgetown	116 11
A. Norrie	Georgetown	118 15
J. A. Graham	Georgetown	118 16
Monongahela	Georgetown	109 10
6 boats	total	693 13
NEW CENTRAL COAL CO.		
Jacob Couter	Georgetown	114 12
M. Sinclair	Georgetown	111 00
Lilly & Nanny	Georgetown	115 00
J. H. Gatrell	Georgetown	115 19
J. B. Turton	Georgetown	114 16
5 boats	total	571 07
MARYLAND COAL CO.		
Hollander	Georgetown	110 17
Jos. Murray	Georgetown	113 16
M. E. Spier	Georgetown	110 19
Mountain City	Georgetown	108 14
Sprigg S. Lynn	Georgetown	111 00

5 boats	total	<u>555 06</u>
AMERICAN		
M. Sandford	Alexandria	114 00
J. R. Anderson	Alexandria	115 00
James Green	Alexandria	116 05
M. D. Corse	Alexandria	<u>115 00</u>
4 boats	total	<u>460 05</u>
BORDEN		
Fall River	Georgetown	122 18
Harry Borden	Georgetown	116 11
Alice Borden	Georgetown	113 04
Ida & Sally	Georgetown	114 19
Borden & Lovell	Georgetown	119 00
R. I. Morris	Georgetown	<u>119 03</u>
6 boats	total	<u>705 15</u>
GEORGE'S CREEK		
Julia Borden	Georgetown	115 01
John Sammon	Georgetown	110 02
W. H. Boyer	Georgetown	<u>111 12</u>
3 boats	total	<u>336 15</u>
BLAEN AVON		
Wm. Foley	Georgetown	117 05
HAMPSHIRE & BALTIMORE		
W. H. Ash	Georgetown	112 11
R. A. Goodwin	Georgetown	<u>116 14</u>
2 boats	total	<u>229 05</u>
INDIVIDUAL		
C. Wheatley	Georgetown	110 12

NR, Wed., 10/14/74, p. 4. **Georgetown Affairs** - GRAIN TRADE - The canal boat Hattie & Bessie arrived [yesterday] with 2,000 bushels wheat, 300 barrels flour and 1,000 bushels mill feed for Hartley & Brother.

DROWNED - About 9:15 o'clock last evening a colored woman, named Mary Tucker, while crossing the bridge over the Chesapeake and Ohio canal at Market street, intoxicated, fell into the water and was drowned. Her body was soon recovered by a colored man named Willis, and removed to her home on Sugar Hill. The coroner was notified and examined the body this morning, but deemed an inquest unnecessary, and gave a certificate of burial.

AG, Wed. 10/14/74, p. 3. CANAL COMMERCE – Arrivals – Boats T. J. Boyer and G. F. Smith to George's Creek Coal & Iron Co.; G. Sherman, A. Main, Kate and A. S. Winteringham to American Coal Co.; Loretto and Dr. Broderick to J. P. Agnew.

Departures – Boats T. J. Boyer, G. F. Smith, G. Sherman, A. Main, Kate and A. S. Winteringham.

DT, Thu. 10/15/74, p. 1. **Canal Report.** 32 boats left this port yesterday carrying 3,665 06 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
A. F. Lantz	Georgetown	115 18
D. Hoadley	Georgetown	108 18
D. M. Read	Georgetown	116 09
Grason & Fannie	Georgetown	116 04
S. S. Cunningham	Georgetown	<u>116 10</u>
5 boats	total	<u>572 19</u>
NEW CENTRAL COAL CO.		
J. W. Rhind	Georgetown	117 18
J. M. Resley	Georgetown	111 08
Dr. F. M. Davis	Georgetown	117 13
J. J. Moore	Georgetown	<u>111 04</u>
4 boats	total	<u>458 09</u>
MARYLAND COAL CO.		
Thomas Hassett	Georgetown	110 14
New Boat	Georgetown	120 05
H. Willison	Georgetown	114 09
L. G. Stanhope	Georgetown	<u>116 18</u>
4 boats	total	<u>461 18</u>
AMERICAN		
J. H. Platte	Alexandria	117 14
R. S. Grant	Alexandria	112 08
C. R. Hooff	Alexandria	119 04
R. H. Miller	Alexandria	119 08
Wm. Smith	Alexandria	<u>117 00</u>
5 boats	total	<u>585 14</u>
BORDEN		
J. R. Haines	Georgetown	114 14
Emerald	Georgetown	118 05
Pattie Dunlop	Georgetown	114 19
I. Wilson	Georgetown	113 12
Thomas J. Boyer	Williamsport	<u>113 10</u>
5 boats	total	<u>558 09</u>
GEORGE'S CREEK		
A. Sherman	Georgetown	114 13

A. Croyley	Georgetown	111 11
R. T. Semmes	Georgetown	<u>110 13</u>
3 boats	total	337 07

BLAEN AVON

C. C. Kelly	Georgetown	120 19
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HAMPSHIRE & BALTIMORE

J. A. Spielman	Georgetown	112 18
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C. Ridgley	Georgetown	115 09
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W. E. Turner	Georgetown	105 00
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G. W. Knode	Georgetown	<u>105 00</u>
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4 boats	total	438 07
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INDIVIDUAL

W. H. Lowe	Georgetown	119 03
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DT, Fri. 10/16/74, p. 4. **Canal Report.** 32 boats left this port yesterday carrying 3,632 05 tons of coal as follows:

Boats *Destination* *Tons cwt*

CONSOLIDATION COAL CO.

Kattskill	Georgetown	106 08
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Morning Star	Georgetown	112 17
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Blue Bell	Georgetown	109 05
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Capt. S. T. Ekis	Georgetown	110 00
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A. P. Gorman	Georgetown	119 02
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Yonkers	Georgetown	117 05
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Col. G. W. Barnett	Georgetown	110 07
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J. V. Norman	Williamsport	<u>110 07</u>
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8 boats	total	889 04
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MARYLAND COAL CO.

F. H. Irwin	Georgetown	115 10
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B. L. Slack	Georgetown	122 07
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Fannie & Estella	Georgetown	111 00
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Excelsior	Georgetown	<u>114 09</u>
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4 boats	total	463 07
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AMERICAN

Daniel Annan	Alexandria	118 08
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Col. M. Kersey	Alexandria	117 04
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John Bradburn	Alexandria	118 04
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T. H. Faile	Alexandria	<u>116 03</u>
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4 boats	total	469 19
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BORDEN

H. Freeland	Georgetown	118 05
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R. B. Lynn	Georgetown	119 16
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T. B. Lynn	Georgetown	110 18
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D. Tilghman	Georgetown	111 04
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C. L. Brengle	Williamsport	<u>116 00</u>
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5 boats	total	576 08
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GEORGE'S CREEK

F. R. M. Bowers	Georgetown	111 00
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S. H. Sherman	Georgetown	113 19
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W. H. Ash	Georgetown	<u>114 18</u>
3 boats	total	339 17

BLAEN AVON

J. B. Winslow	Alexandria	113 18
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HAMPSHIRE & BALTIMORE

Tony Rodier	Alexandria	109 17
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Geo. Hutton	Alexandria	112 16
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Alex Adams	Alexandria	<u>118 05</u>
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3 boats	total	340 18
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NEW CENTRAL COAL CO.

J. Dick	Georgetown	107 18
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INDIVIDUAL

David Seibert	Williamsport	106 19
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Chas. B. Embrey	Williamsport	114 05
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Mollie	Antietam	<u>114 03</u>
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3 boats	total	336 01
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ES, Fri. 10/16/74, p. 4. **Coal Trade** – The bituminous coal trade is exceedingly dull; in fact, it is pretty well over for the year, so far as new orders are concerned. The diminished output and low prices are likely to have one good effect, by drawing the attention of the managers of the coal companies to the little "leaks" that are ignored in more prosperous times. The Chesapeake and Ohio canal commission have issued orders along the line that the license of any captain or owner of a boat who interferes in any way with the movements of any licensed boat shall be immediately withdrawn. It is hoped that this will tend to stop the system now in force at Cumberland by which boatmen who have paid for their boats, and are free from the incubus of "trippage," are prevented by force or intimidation from carrying coal at such rates as are satisfactory to them. During the past week there have been received by the different companies 12,466 tons, and 9,525 tons have been shipped. This leaves a balance on hand for the week of 2,941 tons. The small shipments arise from the unusually few vessels that have come up, owing to the prevalence of northerly winds. A large number of vessels are reported down the river. Below are the receipts and shipments by the different

companies: Consolidation received 2,831 tons, shipped 2,192; Gilmore, Meredith & Co., Youghioghenny gas coal received 1,320 tons, shipped 1,300; New Central Co. received 3,226 tons, shipped 3,226; Maryland Co. received 3,400 tons, shipped 1,098; Borden Co. received 3,009 tons; shipped 3,009.

NR, Fri. 10/16/74, p. 4. **GEORGETOWN AFFAIRS – Grain Trade** - The receipts of grain are very small at present, owing to the farmers being busily engaged in sowing their wheat crops. The boat Seneca has arrived with 1,250 bushels wheat, 75 bushels corn, 230 bushels mill-feed and 160 barrels flour for T. C. Wheeler and 200 bushels corn for H. M. Talbott.

The Canal - The arrivals registered at the register's office, Chesapeake and Ohio Canal, up to Wednesday was 22 boats; all but one brought coal.

DT, Sat. 10/17/1874. p. 4. **Canal Report.** 37 boats left this port yesterday carrying 4,277 17 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
W. Thompson	Georgetown	113 00
Laura	Georgetown	110 00
A. J. Center	Georgetown	109 18
J. P. Agnew	Georgetown	110 14
M. C. Clary	Georgetown	118 15
A. J. Akin	Georgetown	120 18
Knights of Pythias	Georgetown	116 12
W. H. Boyd	Georgetown	110 00
8 boats	total	908 17
MARYLAND COAL CO.		
H. Resley	Alexandria	114 13
Carrie & Margie	Alexandria	115 12
H. W. Dellinger	Alexandria	117 16
A. Spier	Alexandria	115 10
Sharpsburg	Alexandria	110 11
Ida & Willie	Alexandria	114 00
6 boats	total	688 08
BORDEN		
H. Boley	Georgetown	118 09
B. M. Young	Georgetown	119 13

S. H. Taylor	Georgetown	116 06
Martha	Georgetown	120 19
E. M. Stanhope	Georgetown	117 10
5 boats	total	592 12

AMERICAN COAL CO.

T. L. Betts	Alexandria	118 09
H. O. Claughton	Alexandria	115 12
J. J. Swift	Alexandria	116 10
J. H. Parrott, jr.	Alexandria	117 15
4 boats	total	467 17

NEW CENTRAL COAL CO.

J. Reeves	Georgetown	114 18
D. Murphy	Georgetown	117 14
Ida J. Kreps	Georgetown	117 18
S. H. Davis	Georgetown	117 17
Nora & Willie	Georgetown	121 06
5 boats	total	589 07

HAMPSHIRE & BALTIMORE

H. A. Garritt	Alexandria	109 19
P. L. Lemen	Alexandria	113 09
B. Bissell	Alexandria	113 02
Morning Sun	Alexandria	109 12
4 boats	total	446 01

GEORGE'S CREEK

Shipley & Bush	Georgetown	115 14
Five Brothers	Georgetown	115 12
R. B. Cropley	Georgetown	113 08
3 boats	total	344 14

BLAEN AVON

M. Mertens	Alexandria	121 00
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INDIVIDUAL

F. J. Laing	Georgetown	118 16
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NR, Sat. 10/17/74, p. 4. **COAL TRADE** – The coal trade for the week past has been quite small, owing partly to the detention of vessels by northerly winds. The receipts by all the companies here for the week past were as follows: Cumberland coal, 13,146 tons received and 10,147 tons shipped; Messrs. Gilmore, Meredith & Co., agents here for the Youghioghenny gas coal, received 1,320 tons, and shipped 1,300 tons, making the total receipts for the week 14,466 tons, and the total shipped 11,447 tons.

AG, Sat. 10/17/74, p. 3. **CANAL COMMERCE** – Arrivals – Boats Lucinda

and M. S. Fernsner to George's Creek Coal Co.; L. A. Long, Thomas Patton, Weyand Doerner, H. Delafield and A. J. Clark to American Coal Co.; Viola H. Weir to John P. Agnew; J. H. Houck, Lillie & May, G. P. DeWitt and E. Mulvaney to Hampshire & Baltimore Coal Co.

Departures – Boats L. A. Long, Thomas Patton, Lucinda, M. S. Fernsner, Weyand Doerner, H. Delafield and A. J. Clark, for Cumberland.

DT, Mon. 10/19/74, p. 1. **Letters from the People.**

Mr. Editor:

As the Lowndes papers throughout this District are continually harping about Mr. Walsh being an enemy to the boatmen and opposed to their interests, we just want to say to the public that if the reasons they give for these charges are the best they can find, and if they expect to make capital for Mr. Lowndes among the boatmen out of these charges they are, and will be, sadly mistaken.

Let us look at the reasons. They tell us that because Mr. Walsh is part owner of a wharf that brings him in a great revenue yearly, he is an enemy, and oppressor of the boatmen. Now we know that this is sheer nonsense, and that the fact of Mr. Walsh having such a wharf as he has links his interests so closely with the boatmen, that his loss is their loss and his gain is their gain. We know that that fact gives him a greater personal interest in the proper management of the Canal than any other single individual in the District.

We know that that fact must make him most anxious to have the canal kept in good repair and the boatmen busy during the entire season of transportation. We know the busier the season is, the more constantly the boatmen are employed, the more money it brings to him. His 8 percent wharfage has never been objected to by the Coal

Companies that ship over his wharf. They are perfectly satisfied with the fairness of the charge, even though they advanced money with which to build the wharf. They had been paying a great deal more and less accommodations given them. The companies pay him the 8 percent cheerfully and have never charged him with extortion.

Again! Mr. Walsh is asked by a committee of boatmen to go to Annapolis before the Canal Board and present their petition to said Board, begging that a certain charge made by the company on each boat of \$4.08 per trip, should be suspended or dropped. Because he kindly acceded to the request of these boatmen, had interests identical with them, and happened to be a nominee for Congress at the time, a regular howl went up against him from the pack of Lowndes journals in the District. They took their cue from the report of the Canal Board Committee, which endeavored by contrasting the revenues derived in a private enterprise with those of a great public corporation which they were using for private interests, to prejudice the boatmen and others against him and thus shift on to other shoulders the responsibility which they alone should bear.

I tell you, Mr. Editor, the boatmen are not fools, and unable to see who their true friends are. We have been on the ditch for a number of years, and know something of the temper of those of our vocation; those whose all is wrapped up with the boating interests of the Canal. We will not forget what Mr. Walsh tried to do for us; we know that he was unsuccessful, he is not to blame. We are not so ungrateful as to denounce a man for doing what we asked him to do. (*Civilian, News, &c.*, to the contrary notwithstanding). We can see through the flimsy arguments used by those papers for our *enlightenment* and if the election in this District depended upon us, Mr. Lloyd

Lowndes might as well "step down and out" just now.

Boatmen

Ibid, p. 4. **Canal Report.** 35 boats left this port Saturday carrying 4,058 07 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
J. R. Ray	Georgetown	121 15
W. Irving	Georgetown	116 19
Miner	Georgetown	115 11
T. J. Nimmo	Georgetown	108 12
Monongahela	Georgetown	105 15
5 boats	total	568 17
MARYLAND COAL CO.		
Baltimore	Georgetown	120 09
Cherokee Tribe	Georgetown	114 06
Johnny & Tommy	Georgetown	124 07
B. F. Charles	Georgetown	114 01
Mollie	Georgetown	116 01
D. A. Carl	Georgetown	117 06
6 boats	total	706 19
BORDEN		
C. H. Knott	Georgetown	115 17
J. T. James	Georgetown	112 12
H. Kraus	Georgetown	114 02
Capt. J. R. Masters	Georgetown	117 13
Jacob H. Snyder	Georgetown	124 16
5 boats	total	585 00
AMERICAN COAL CO.		
Dr. M. M. Lewis	Alexandria	116 14
David Stewart	Alexandria	114 18
J. W. Burke	Alexandria	118 17
Ben Williamson	Alexandria	117 12
Wm. Walsh	Alexandria	115 01
5 boats	total	583 02
NEW CENTRAL COAL CO.		
City of Hamburg	Georgetown	111 07
H. S. Miller	Georgetown	117 16
C. W. Wilson	Georgetown	124 10
W. H. Coin	Georgetown	114 02
4 boats	total	467 15
HAMPSHIRE & BALTIMORE		
J. H. Woodburn	Alexandria	116 08
M. O'Conner	Alexandria	110 11
Mary Mack	Alexandria	116 19
3 boats	total	343 18
GEORGE'S CREEK		
Capt. Marmaduke	Georgetown	117 18
D. L. Taylor	Georgetown	117 13

E. B. Johnson	Georgetown	121 01
3 boats	total	356 12
INDIVIDUAL		
Wm. Mertens	Georgetown	105 00
J. W. Grant	Georgetown	120 16
Dr. Eliason	Antietam	108 00
J. A. Spielman	Williamsport	113 02
4 boats	total	446 18

NR, Mon. 10/19/74, p. 4. **GEORGETOWN AFFAIRS. – Drowned in the Canal. -**

About 11:30 o'clock Saturday evening a colored man named Charles Honesty, about 55 years of age, while returning to his home in Virginia, and when near the Green Spring gate, accidentally walked into the Chesapeake and Ohio canal, and was drowned. He was seen to walk into the water by Lewis Fisher, a colored man employed on board canal boat J. H. Boyer, and he called to him to swim toward the shore, but he made no reply, and made an effort to get aboard the boat, but sank before assistance could be rendered. The captain of the boat reported the facts in the case at the police station about 10 o'clock yesterday, and arrangements were immediately made for the recovery of the body. Wm. Burroughs succeeded in catching it about 2 o'clock. The coroner was notified and examined the body, but deemed an inquest unnecessary, and gave a certificate of burial. The body was turned over to his friends.

Grain Trade.

The canal boat Wheeler & Barron arrived yesterday, with 1,500 bushels of wheat and 800 bushels of corn for Hartley & Bro., and 1,200 bushels of wheat for H. M. Talbott.

AG, Mon. 10/19/74, p. 2. CANAL COMMERCE – Arrivals – Boats G. P. Lloyd, Wm. Gregory, P. G. Uhler, M. A. Myers and W. C. Hunter to American Coal Co.; L. B. Agnew to George's Creek Coal and Iron Co.

Departures – Boats G. P. Lloyd, Wm. Gregory, P. G. Uhler, M. A. Myers, W. C. Hunter and L. B. Agnew for Cumberland.

DT, Tue. 10/20/74, p. 1. **Letters from the People.** - Editor *Times*: The *Civilian* and would be organ yclept *garbage cart*, in order to draw off the votes of boatmen from Mr. Walsh, keep up a continual reference to the enormous (?) profits the latter is receiving from the boatmen through the medium of his wharf. All this noise about a small matter. being borrowed thunder, would be scarcely worth answering, but for the fact that many believe there is some bottom to it. I have thought over the matter very carefully and have arrived at the conclusion that Mr. Walsh is in about the same position as all the businessmen in Cumberland and elsewhere. For instance, Mr. Walsh saw a good opening for business and with his partner, built a wharf to accommodate the increasing coal trade by canal. He charges a toll on the traffic which will after deducting expenses for repairs, &c., allow him a fair profit on his investment, the same as any other business man would do. Mr. Lowndes as president of a bank, will shave the paper of a boatman provided he has good security. Now, would it not be as fair to ask Mr. Lowndes when he presides at the meetings of the board to advocate the discounting of boatmen's paper at a lower rate as to ask Mr. Walsh to lower his toll on the wharf? Another, some of the largest dealers in feed, provisions, &c., are politically of Mr. Lowndes' faith, and it is well known that their profits far exceed those of Mr. Walsh's wharf. Why don't they cut down their profits so as to allow the boatman to live within his income? Should the toll on this bug-bear of a wharf be lowered, who would reap the benefit? The boatmen? No; the shippers, because they consider their profits small enough, and any

little advantage that could accrue would do so to the benefit of the operators.

I would advise the military hero of last fall to let the *garbage cart* run itself and accompany the Hon. Lloyd Lowndes through the campaign. He'll get plenty of free feeding in the other counties of the district as well as in Montgomery, but if the sight of him does not draw off voters from Mr. Lowndes, then I am not an Ex-Boatman.

Ibid, p. 4. **Canal Report.** 30 boats left this port yesterday carrying 3,445 11 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
G. Meredith & Co.	Georgetown	117 00
Dr. A. A. Biggs	Georgetown	115 06
Julia Tyler	Georgetown	115 14
3 boats	total	<u>348 00</u>
MARYLAND COAL CO.		
Dr. F. C. Doyle	Georgetown	121 10
Col. J. C. Lynn	Georgetown	113 19
Annie	Georgetown	115 06
M. H. Russell	Georgetown	117 14
Thomas Wheeler	Georgetown	111 11
A. L. Miller	Georgetown	117 08
J. H. Kindle	Georgetown	118 04
George B. Oswald	Georgetown	122 09
8 boats	total	<u>938 01</u>
NEW CENTRAL COAL CO.		
W. S. Huntingdon	Georgetown	100 15
Ida & Harry	Georgetown	114 12
Wm. Doyle	Georgetown	120 06
Peter Sinclair	Georgetown	114 12
4 boats	total	<u>450 05</u>
AMERICAN COAL CO.		
James Dayton	Alexandria	115 15
W. J. Boothe, jr.	Alexandria	116 07
Charles Clifton	Alexandria	115 19
J. H. Stickney	Alexandria	115 04
4 boats	total	<u>463 05</u>
BORDEN		
Nathan Williams	Georgetown	114 19
T. J. Baker	Williamsport	113 02
David Seibert	Williamsport	110 07
3 boats	total	<u>338 08</u>
HAMPSHIRE & BALTIMORE		
F. F. Davis	Georgetown	112 07

M. McNally	Georgetown	111 15
2 boats	total	224 02
GEORGE'S CREEK		
G. F. Smith	Georgetown	114 11
John Spencer	Georgetown	114 01
J & T Coulehan	Georgetown	121 00
3 boats	total	350 11
BLAEN AVON		
J. T. Dixon	Shepherdstown	117 09
GAS COAL		
Scotia	Georgetown	110 10
Fleming & Motter	Georgetown	105 00
2 boats	total	215 10

By private advice from Cherry Run we learn that Mr. John Walker, captain of the canal boat "Knights of Pythias," and his son were both drowned in the Chesapeake and Ohio Canal at a point known as "Big Pond." It appears that the son fell overboard and the heroic father plunged into his rescue, and seizing the boy as he rose to the surface, the father swam with his burden until within about ten feet of the shore, when they both sank and perished in the water. The bodies were both subsequently recovered. While the particulars of this sad affair bring with them a burden of sorrow, they yet serve to exhibit one of the grandest pictures of manly courage and fatherly affection.

NR, Tue. 10/20/74, p. 4. **GEORGETOWN AFFAIRS – Grain Trade** – The canal boat J. N. Thomas arrived yesterday with 2,300 bushels wheat, 1,300 bushels corn and 60 barrels flour, consigned to J. G. & J. M. Waters, and the canal boat Medley arrived with 2,000 bushels wheat, 400 bushels corn, and 400 bushels oats for Hartley & Bro., and 200 bushels corn for H. M. Talbott.

ES, Tue. 10/20/74, p. 4. **GEORGETOWN – Grain Trade** – Messrs. Hartley & Bro. report arrival of the Hattie & Bessie with 3,300 bushels red wheat, 70 barrels flour, 800 bushels mill-feed.

Canal Arrivals – Eighty-seven boats have been registered at the canal office since Saturday, with 9,800 tons of coal, and one load of brick.

CA, Wed. 10/21/74, p. 3. The trial of "Nettie Green" at Alexandria, for the murder of a boatman named Samuel Eichelberger, was concluded last Friday and resulted in a verdict of "Guilty of murder in the second degree," and she was sentenced to the penitentiary for eleven years.

Theft. - On last Friday morning forty-eight dollars in money were stolen from Capt. John Chambers, of the boat "J. A. Millholland," while lying at Georgetown. A colored boy, named George Lee, aged 18, employed on the boat, decamped about the same time and has not been seen since. The negro has relations in Frostburg and this city. A vigorous effort will be made to recover the property stolen. One of the notes was a ten-dollar treasury note numbered 513,663. The general knowledge of this fact may lead to the capture of the thief.

Some time since a watch was stolen from Capt. Chamberlin, and it is supposed that it disappeared under auspices similar to those under which the money was stolen.

DT, Wed. 10/21/74, p. 1. **Canal Report.** 29 boats left this port yesterday carrying 3,369 07 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
NEW CENTRAL COAL CO.		
Elizabeth	Georgetown	114 09
J. H. Garrish	Georgetown	111 03
E. M. Bynon	Georgetown	118 00
American Boy	Georgetown	117 14
Ben Miller	Georgetown	121 08
5 boats	total	572 13
AMERICAN COAL CO.		
J. L. Reid	Alexandria	118 00
Maj. E. L. Moore	Alexandria	116 04
G. L. Boothe	Alexandria	119 16

W. E. Bell	Alexandria	119 13
R. Bender	Alexandria	118 14
5 boats	total	<u>592 07</u>

MARYLAND COAL CO.

Industry	Georgetown	113 17
J. E. Stanhope	Georgetown	118 01
Willie & Annie	Georgetown	112 06
3 boats	total	<u>344 04</u>

BLAEN AVON

B. F. Rohrback	Georgetown	116 19
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CONSOLIDATION COAL CO.

C. P. Manning	Georgetown	121 15
Grason & Fannie	Georgetown	115 11
Loretto	Georgetown	112 12
J. K. Whitford	Georgetown	117 10
D. A. Miller	Georgetown	121 16
J. N. Clary	Georgetown	120 11
Linnet	Georgetown	111 11
J. W. Turner	Georgetown	120 09
8 boats	total	<u>941 15</u>

BORDEN

M. S. Haines	Georgetown	107 07
Geo. W. Thecker	Georgetown	120 09
2 boats	total	<u>227 16</u>

GEORGE'S CREEK

T. J. Boyer	Georgetown	114 05
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INDIVIDUAL

Park Agnew	Georgetown	119 18
C. B. Embrey	Williamsport	112 11
G. W. Grove	Hancock	105 06
C. W. Brengle	Antietam	111 13
4 boats	total	<u>449 08</u>

NR, Wed. 10/21/74, p. 4.

GEORGETOWN AFFAIRS – The remains of John W. Walker and his son, Eddie Walker, arrived here yesterday afternoon on the canal boat Knights of Pythias, in charge of a committee of Potomac Lodge K. of P., of Williamsport, Md. They report that about 7 o'clock on Monday morning, while crossing what is known as the "Big Pool," on the fourteen-mile level of the Chesapeake and Ohio canal, one hundred and sixteen miles above this city, where the river and canal are one, and where the water is from twenty to forty feet deep, the little boy, who was only six years old, fell into the water, and the father

jumped in after him and succeeded in reaching him and clasped him in his arms, but for some cause could not swim further and sank. In a few minutes his pocket book rose to the surface of the water and remained there until the grab-hooks were lowered and the bodies recovered. The wife and family of the deceased were on board the boat, and all arrived at their home, corner of Twenty-third and G streets, Washington, yesterday afternoon. Capt. Walker was a member of Harmony Lodge, No. 21, of Washington, and will be buried by them this (Wednesday) afternoon, at 3 o'clock.

Grain Trade

The canal boat Hattie & Bessie arrived yesterday afternoon with 3,300 bushels wheat, 800 bushels mill-feed and 70 barrels flour for Hartley & Bro., and the canal boat Golden Rule with 200 bushels corn for J. G. & J. M. Waters.

ES, Wed. 10/21/74, p. 4. **GEORGETOWN – Grain Market** – Messrs. J. G. & J. M. Waters report arrival of canal boat Golden Age, from Shepherdstown, Va., with 340 bushels white corn.

Canal Arrivals - Sixty-two boats have been registered at the canal office since yesterday bringing 723 tons of coal.

DT, Thu. 10/22/74, p. 4. **Canal Report.** 23 boats left this port yesterday carrying 2,677 08 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
J. V. Norman	Georgetown	110 16
Hawk	Georgetown	114 11
M. Boyer	Georgetown	121 13
Joel Charles	Georgetown	118 10
John Daniel	Georgetown	114 08
Dove	Georgetown	116 18
6 boats	total	<u>696 16</u>

MARYLAND COAL CO.

M. A. Brady	Georgetown	119 04
Kate Brooks	Georgetown	116 12
Henry Gerdeman	Georgetown	115 10
O. D. Robbins	Georgetown	112 11

H. C. Winship	Georgetown	118 17
5 boats	total	582 14
GEORGE'S CREEK		
Silver Wave	Georgetown	112 05
Lucinda	Georgetown	115 09
2 boats	total	227 14
AMERICAN COAL CO.		
Rechabites	Alexandria	115 08
G. Sherman	Alexandria	116 16
S. S. Howison	Alexandria	118 00
American Flag	Alexandria	118 09
4 boats	total	468 13
NEW CENTRAL COAL CO.		
Col. E. V. White	Georgetown	114 08
T. H. West	Georgetown	121 04
A. Bain	Georgetown	120 08
3 boats	total	356 00
BORDEN		
Zacharias & Cragin	Georgetown	121 08
E. M. Stanhope	Williamsport	109 08
2 boats	total	230 16

ES, Thu. 10/22/74, p. 4. **Canal Arrivals** – President A. P. Gorman, of the Chesapeake and Ohio canal, was at the office today. Fifty-six boats have been registered at the canal office since our last report.

AG, Thu. 10/22/74, p. 2. **CANAL COMMERCE** – Arrivals – Boats M. A. West and J. Spielman to Hampshire & Baltimore Coal Co.; Julia Borden to George's Creek Coal and Iron Co.; Minnie & Cora, limestone, to E. Francis.

Departures – Boats Minnie & Cora and Julia Borden.

DT, Fri. 10/23/74, p. 4. **Canal Report.** 30 boats left this port yesterday carrying 3,347 03 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Dr. C. F. Russell	Georgetown	113 00
W. L. Read	Georgetown	113 00
Owl	Georgetown	111 00
Wm. Morehead	Georgetown	114 15
I. M. Boyer	Georgetown	120 04
Monongahela	Georgetown	102 03
6 boats	total	674 03

MARYLAND COAL CO.		
R. M. Sprigg	Georgetown	110 06
Diligent	Georgetown	122 15
Henry Boyd	Georgetown	121 00
J. M. Hedding	Georgetown	112 01
J. C. Grove	Georgetown	117 09
A. H. Bradt	Georgetown	112 02
Will Schneider	Georgetown	106 18
7 boats	total	802 11
AMERICAN COAL CO.		
Edward Bayer	Alexandria	115 19
Andrew Main	Alexandria	114 08
A. S. Winteringham	Alexandria	113 15
Kate	Alexandria	113 16
4 boats	total	449 09
NEW CENTRAL COAL CO.		
A. Lincoln	Georgetown	111 07
J. Noble	Georgetown	114 01
Annie Bell	Georgetown	111 04
Lucy Lee Mouse	Georgetown	112 08
4 boats	total	449 09
GEORGE'S CREEK		
Chesapeake	Georgetown	107 08
John Weir	Georgetown	114 05
2 boats	total	221 12
BORDEN		
R. E. Fugitt	Georgetown	121 08
Lizzie & Phillie	Georgetown	115 13
2 boats	total	237 01
INDIVIDUAL		
J. A. Spielman	Williamsport	111 00
Lizzie A. Long	Williamsport	120 07
C. F. Walters	Sharpsburg	87 08
T. E. Sheridan	Hancock	93 07
H. T. Weld	Antietam	97 04
5 boats	total	509 06

ES, Fri. 10/23/74, p. 4. **GEORGETOWN – Cost of Coal** – Speaking especially of Cumberland coal, we should call attention of consumers to the low price of this valuable fuel. During the year the coastwise freights have been comparatively low, owing to the building of steam colliers and large schooners, carrying about an average of between 500 and 700 tons. They are able, therefore, to take coal at less rates than the old coasters with only half the capacity; and yet we find almost three times as much

tonnage in the coal trade as formerly. The price of Cumberland coal at Georgetown during the season has been about \$4.50, and the average freight to Boston about \$1.50. This would make the cost of coal delivered there about \$6 per ton. The result of this is that Cumberland coal has been able to hold its own in the eastern markets, and the prospect for future trade in that direction is toward a considerable increased consumption next year, particularly if we compare the price and steam qualities with anthracite.

Grain Trade – T. C. Wheeler reports arrival of boat Seneca, from Seneca, with 200 barrels flour, 1,100 bushels mill-feed sold at \$22 a ton; 500 bushels red wheat, sold at \$1.20 to \$1.25, and 100 bushels oats.

Canal Arrivals – Only seventeen boats have been registered at the canal office since noon yesterday, although there are a large number at this end of the canal waiting to be unloaded.

AG, Fri. 10/23/74, p. 3. CANAL COMMERCE – Arrivals – Boats Ben Bissell to Hampshire & Baltimore Coal Co.; H. O. Claughton, T. H. Faile, M. Kersey and J. W. Burke to American Coal Co.; Wm. H. Ash to George's Creek Coal & Iron Co.

Departures – Boats H. O. Claughton, Thomas H. Faile, M. Kersey, Wm. H. Ash and J. W. Burke.

DT, Sat. 10/24/74, p. 4. **Canal Report.** 26 boats left this port yesterday carrying 3,196 18 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Queen City	Georgetown	117 15
W. T. Hassett	Georgetown	114 02
Cumberland	Georgetown	115 14
Col. J. D. Tice	Georgetown	113 19
Etta & Rena	Georgetown	<u>118 18</u>
5 boats	total	580 08
CONSOLIDATION COAL CO.		

A. Bruce	Georgetown	117 08
A. Campbell	Georgetown	113 00
M. Topper	Georgetown	107 08
Geo. Couter	Williamsport	<u>115 14</u>
4 boats	total	453 09

AMERICAN COAL CO.

D. A. Lowe	Alexandria	115 17
Dr. G. E. Porter	Alexandria	115 18
A. J. Clarke	Alexandria	115 10
H. C. Flagg	Alexandria	<u>118 06</u>
4 boats	total	465 11

NEW CENTRAL COAL CO.

Noble Grand	Georgetown	114 16
Wm. Young	Georgetown	114 15
Iowa	Georgetown	<u>117 18</u>
3 boats	total	347 09

GEORGE'S CREEK

C. Segerson	Georgetown	115 10
John Sammon	Georgetown	112 03
Laura B. Agnew	Georgetown	<u>124 06</u>
3 boats	total	252 02

BORDEN

Little Nan	Georgetown	116 17
Susan Charles	Georgetown	116 19
T. J. Baker	Williamsport	<u>87 08</u>
3 boats	total	347 13

HAMPSHIRE & BALTIMORE

W. M. Price	Georgetown	111 15
Elmer & Kate	Georgetown	<u>110 01</u>
2 boats	total	221 16

INDIVIDUAL

J. T. Davis	Georgetown	108 00
M. Scally	Georgetown	<u>105 00</u>
2 boats	total	213 00

NR, Sat. 10/24/74, p. 4. **GEORGETOWN AFFAIRS – Grain Trade** – The canal boat Seneca has arrived with 1,100 bushels mill-feed, 200 barrels flour, 100 bushels oats and 500 bushels wheat for T. C. Wheeler.

AG, Sat. 10/24/74, p. 2. CANAL COMMERCE – Arrivals – Boats M. McNally, F. F. Davis, M. O'Connor, C. C. Kelly and J. B. Winslow to Hampshire & Baltimore Coal Co.; John Bradburn, R. H. Miller, C. R. Hooff and J. H. Parrott, jr., to American Coal Co.

Departures – Boats J. Bradburn, R. H. Miller, C. R. Hooff and J. H. Parrott, jr.

DT, Mon. 10/26/74, p. 4. **Canal Report. 31** boats left this port Saturday carrying 3,592 04 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
A. E. McQuade	Georgetown	114 01
J. E. Hughes	Georgetown	112 19
J. F. Kriegh	Georgetown	114 09
T. J. Mahaffey	Georgetown	116 18
4 boats	total	458 07
CONSOLIDATION COAL CO.		
C. H. Dalton	Georgetown	121 08
Capt. J. Sheridan	Georgetown	118 05
Mohawk	Georgetown	116 18
T. Malloy	Georgetown	120 00
Mayfield & Hieston	Georgetown	117 09
John Hieston	Georgetown	114 15
Ino	Georgetown	113 07
7 boats	total	822 02
AMERICAN COAL CO.		
John P. Moore	Alexandria	118 10
J. W. Morris	Alexandria	116 00
James A. Alexander	Alexandria	113 04
W. J. B. Lloyd	Alexandria	118 08
A. J. Akin	Alexandria	115 00
5 boats	total	581 02
NEW CENTRAL COAL CO.		
A. J. Mills	Georgetown	121 11
Theo. Embrey	Georgetown	118 09
Wm. Moffett	Georgetown	121 01
M. Whitson	Georgetown	117 17
4 boats	total	478 18
GEORGE'S CREEK		
L. N. Lovell	Georgetown	119 00
BORDEN		
Sally Ardinger	Georgetown	115 00
Amanda	Georgetown	115 12
F. Ensminger	Georgetown	116 19
David Seibert	Williamsport	113 14
4 boats	total	461 06
HAMPSHIRE & BALTIMORE		
Mrs. C. E. Charles	Georgetown	117 03
Samuel Swain	Georgetown	110 16
J. R. Purcell	Georgetown	114 11
3 boats	total	342 14
INDIVIDUAL		
Clara	Georgetown	103 00

Geo. Hughes	Georgetown	105 00
Kate Prather	Antietam	118 16
3 boats	total	381 16

ES, Mon. 10/26/74, p. 4. **GEORGETOWN – Grain Trade** – Messrs. Hartley & Bro. report arrival of boat H. M. Talbott, from Monocacy, with 300 bushels of wheat. H. M. Talbott received 3,100 bushels of wheat from Monocacy; also, 700 bushels corn.

AG, Mon. 10/26/74, p. 2. **CANAL COMMERCE** – Arrivals – Boats J. H. Stickney, W. E. Bell, C. Clifton and A. J. Akin to American Coal Co.; Carrie & Margie, O. D. Robbins and Excelsior to Maryland Coal Co.; L. B. Agnew, J. Spencer, H. Wilson to George's Creek Coal & Iron Company.

Departures – Boats J. W. Burke, Wm. Walsh, James Dayton, M. O'Conner, W. J. Boothe, John Spencer, H. Wilson, Carrie & Margie, W. E. Bell, J. H. Stickney, Chas. Clifton and O. D. Robbins, for Cumberland.

DT, Tue. 10/27/74, p. 4. **Canal Report. 35** boats left this port yesterday carrying 3,987 14 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
G. J. Elliott	Georgetown	116 18
Clearspring	Georgetown	106 16
A. K. Syester	Georgetown	113 16
Henry Roland	Georgetown	119 05
H. Loveridge	Georgetown	121 06
Lizzie Haines	Georgetown	117 00
J. B. Slattery	Georgetown	119 04
Dr. Grimes	Georgetown	115 12
8 boats	total	929 17
CONSOLIDATION COAL CO.		
S. K. Miller	Georgetown	110 00
Loretto	Georgetown	108 17
J. A. Millholland	Georgetown	110 00
P. J. Smith	Georgetown	110 00
J. V. Norman	Georgetown	109 00
Grason & Fannie	Georgetown	112 12
Dr. Delaplane	Georgetown	115 16

J. McGraw	Georgetown	107 02
L. L. Shrives	Georgetown	117 08
J. S. Welsh	Georgetown	<u>100 09</u>
10 boats	total	1,101 04

AMERICAN COAL CO.

P. G. Uhler	Alexandria	113 08
Samuel Lloyd	Alexandria	118 06
G. P. Lloyd	Alexandria	112 12
Weyand Doerner	Alexandria	<u>115 10</u>
4 boats	total	459 16

NEW CENTRAL COAL CO.

B. R. Summers	Georgetown	114 12
Dr. R. J. Duckett	Georgetown	115 03
Little Joe	Georgetown	<u>117 19</u>
3 boats	total	347 14

BORDEN

C. A. Greene	Georgetown	119 16
Invincible	Georgetown	110 07
E. M. Stanhope	Williamsport	115 06
C. B. Embrey	Williamsport	113 02
J. A. Spielman	Williamsport	<u>116 05</u>
5 boats	total	594 16

HAMPSHIRE & BALTIMORE

Dr. J. P. Broderick	Georgetown	110 13
Nuttie & Billie	Georgetown	<u>112 02</u>
2 boats	total	222 15

GEORGE'S CREEK

Wm. Staples	Georgetown	114 04
W. H. Boyer	Georgetown	<u>121 00</u>
2 boats	total	235 04

INDIVIDUAL

H. B. Rohrback	Georgetown	116 03
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DT, Wed. 10/28/74, p. 4. **Canal Report.** 29 boats left this port yesterday carrying 3,360 04 tons of coal as follows:

Boats Destination Tons cwt

MARYLAND COAL CO.

P. Fleckenstein	Georgetown	119 00
Samuel Charles	Georgetown	107 03
S. S. Lynn	Georgetown	116 00
Thomas Hassett	Georgetown	<u>111 00</u>
4 boats	total	453 03

CONSOLIDATION COAL CO.

William M. Hill	Georgetown	117 09
Okonoko	Georgetown	122 04
H. J. Kenah	Georgetown	119 13
R. Shriver	Georgetown	119 00
A. B. Turner	Georgetown	115 00
Robin	Georgetown	113 00

H. C. Hicks	Georgetown	120 00
Monongahela	Georgetown	<u>104 01</u>
8 boats	total	932 07

AMERICAN COAL CO.

Wm. Gregory	Alexandria	112 02
John Wilson	Alexandria	118 05
H. Delafield	Alexandria	116 10
Thomas Patton	Alexandria	<u>115 04</u>
4 boats	total	467 02

NEW CENTRAL COAL CO.

B. F. Price	Georgetown	117 16
J. Hammond	Georgetown	113 01
Geo. H. Bradt	Georgetown	121 15
P. A. Gorman	Georgetown	<u>118 15</u>
4 boats	total	466 09

BORDEN

T. Drennen	Georgetown	109 04
J. H. Farrow	Georgetown	117 11
Maggie B.	Georgetown	120 02
F. L. Tilghman	Georgetown	<u>116 15</u>
4 boats	total	463 12

HAMPSHIRE & BALTIMORE

Wm. P. Woolls	Alexandria	110 14
E. Mulvaney	Alexandria	113 09
M. S. Fernsner	Alexandria	<u>116 07</u>
3 boats	total	340 10

GEORGE'S CREEK

F. R. M. Bowers	Georgetown	118 17
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INDIVIDUAL

Dr. O. M. Schindel	Washington	115 04
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AG, Wed. 10/28/74, p. 2. CANAL COMMERCE – Arrivals – Boats W. M. Price to Hampshire & Baltimore Coal Co.; D. L. Taylor, R. B. Croypley and A. Sherman to George's Creek Coal and Iron Co.; Maj. E. L. Moore, W. E. Bell and G. L. Bothe to American Coal Co.

Departures – Boats D. L. Taylor, R. B. Croypley, A. Sherman, Maj. E. L. Moore, W. E. Bell and G. L. Boothe, for Cumberland.

DT, Thu. 10/29/74, p. 4. **Canal Report.** 29 boats left this port yesterday carrying 3,215 18 tons of coal as follows:

Boats Destination Tons cwt

MARYLAND COAL CO.

Fannie & Estella	Georgetown	117 15
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H. B. Lemen	Georgetown	115 11
M. E. Spier	Georgetown	108 15
F. H. Irwin	Georgetown	111 11
L. G. Stanhope	Georgetown	111 05
5 boats	total	570 05

CONSOLIDATION COAL CO.

C. Slack	Georgetown	116 12
Geo. Colbert	Georgetown	108 13
J. B. Varnum	Georgetown	110 00
Ernst & Holland	Georgetown	117 09
Maryland	Georgetown	118 17
5 boats	total	573 01

NEW CENTRAL COAL CO.

Bethany	Georgetown	114 13
Four Sisters	Georgetown	111 00
Friendship	Georgetown	110 00
Ohio	Georgetown	111 09
4 boats	total	452 01

AMERICAN COAL CO.

Michael Snow	Alexandria	116 00
L. A. Long	Alexandria	114 00
Charles Robb	Alexandria	116 05
S. Henry	Alexandria	112 10
W. C. Hunter	Alexandria	118 00
5 boats	total	579 09

BORDEN

G. Meredith	Georgetown	116 10
Alonzo Berry	Georgetown	120 00
A. H. Blackiston	Williamsport	114 02
Thomas J. Boyer	Williamsport	116 17
4 boats	total	473 14

HAMPSHIRE & BALTIMORE

M. Fannon	Alexandria	114 17
R. A. Goodwin	Alexandria	116 07
C. Ridgley	Alexandria	111 17
3 boats	total	343 01

GEORGE'S CREEK

R. T. Semmes	Georgetown	116 12
Shipley & Bush	Georgetown	117 03
2 boats	total	233 15

INDIVIDUAL

Belle Resley	Georgetown	105 00
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ES, Thu. 10/29/74, p. 4. **GEORGETOWN**
 – **Grain trade** – Messrs. J. G. & J. M.
 Waters report arrival of the boat J. N.
 Thomas from the Point of Rocks with 2,800
 bushels red wheat and 375 bushels corn;
 also 150 bushels of corn by boat Irene

Knott. Messrs. Hartley & Bro. report boat
 Hattie & Bessie, from Berlin, 2,300 bushels
 wheat, 1,000 bushels corn, 20 barrels ear
 corn; boat Wheeler & Barron, White's
 Ferry, 1,800 bushels wheat, 1,000 bushels
 corn; boat Medley, Edward's Ferry, 1,000
 bushels wheat; boat Caledonia, Knoxville,
 2,200 bushels wheat, 300 bushels corn; boat
 J. N. Thomas, Point of Rocks, 310 bushels
 wheat, 175 bushels corn. Mr. T. C. Wheeler
 reports arrival of boat Wheeler & Barron
 from Edward's Ferry with 1,200 bushels red
 wheat and 5 tons hay. Mr. H. M. Talbott
 reports boat Medley from Edward's Ferry
 with 1,600 bushels wheat; also 500 bushels
 on boat Wheeler & Barron; also 4,000
 bushels wheat and 100 bushels meal on boat
 J. N. Thomas; also, 20 barrels of corn on
 boat C. W. Wilson.

DT, Fri. 10/30/74, P. 4. **Canal Report.** 25
 boats left this port yesterday carrying 2,845
 16 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
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MARYLAND COAL CO.

Excelsior	Georgetown	120 07
B. L. Slack	Georgetown	117 07
Sharpsburg	Georgetown	116 15
H. W. Dellinger	Georgetown	114 07
Joseph Murray	Georgetown	112 10
Horace Resley	Georgetown	117 10
6 boats	total	692 17

CONSOLIDATION COAL CO.

W. H. Lowe	Georgetown	125 00
Magpie	Georgetown	112 06
Julia Manning	Georgetown	107 18
L. R. Fechtig	Georgetown	110 00
Uno	Georgetown	109 13
Lark	Georgetown	114 14
M. M. Jane	Georgetown	110 00
Jacob Snively	Georgetown	110 00
8 boats	total	899 11

NEW CENTRAL COAL CO.

J. L. Feidt	Georgetown	110 17
R. L. Gross	Georgetown	113 03
C. W. Adams	Georgetown	117 16
3 boats	total	341 16

AMERICAN COAL CO.

M. A. Myers	Alexandria	112 04
Wm. Darrow	Alexandria	113 15
2 boats	total	<u>226 19</u>

BORDEN

James H. Percy	Georgetown	110 01
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HAMPSHIRE & BALTIMORE

G. P. DeWitt	Alexandria	110 15
Alex Adams	Alexandria	116 10
2 boats	total	<u>227 05</u>

GEORGE'S CREEK

Five Brothers	Georgetown	123 07
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INDIVIDUAL

David Seibert	Williamsport	115 00
Scotia	Georgetown	110 00
2 boats	total	<u>225 00</u>

DT, Sat. 10/31/74, p. 4. **Canal Report.** 28 boats left this port yesterday carrying 3,196 15 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
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MARYLAND COAL CO.

Mountain City	Georgetown	112 06
Carrie & Margie	Georgetown	110 15
A. Spier	Georgetown	112 00
Mattie	Georgetown	119 15
Ida & Willie	Georgetown	112 04
5 boats	total	<u>567 00</u>

CONSOLIDATION COAL CO.

C. H. Dalton	Georgetown	119 12
Wm. Weber	Georgetown	114 06
Consolidation	Georgetown	121 03
C. W. Brengle	Georgetown	116 00
Henry Kraus	Williamsport	120 07
5 boats	total	<u>591 06</u>

NEW CENTRAL COAL CO.

J. T. Scrivener	Georgetown	118 02
Our Sister	Georgetown	121 15
E. J. Hammond	Georgetown	111 16
G. W. Grove	Georgetown	111 03
W. R. Shaw	Georgetown	111 02
5 boats	total	<u>573 18</u>

AMERICAN COAL CO.

J. R. Anderson	Alexandria	114 10
R. S. Grant	Alexandria	115 16
J. H. Platte	Alexandria	117 07
R. H. Miller	Alexandria	118 14
4 boats	total	<u>466 07</u>

HAMPSHIRE & BALTIMORE

George Hutton	Georgetown	112 12
P. L. Lemen	Georgetown	114 07

Robert Emmett	Georgetown	109 03
3 boats	total	<u>335 19</u>

GEORGE'S CREEK

Pattie Dunlop	Georgetown	121 01
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INDIVIDUAL

*E. M. Stanhope	Williamsport	116 09
*R. B. Lynn	Hancock	114 16
J. H. Houck	Georgetown	105 00
Lilly & May	Georgetown	95 00
Charles Wheatley	Georgetown	109 17
5 boats	total	<u>541 02</u>

*These carry Borden coal, but are consigned to individuals, and have always been reported as "Individual."

Some time ago the boat "D. M. Read" was purchased by the heirs of the late John Chaney of Williamsport to be converted into a steamer. The work is being done at the yard of Messrs. Coulehan, and the machinery has already been placed in the boat and she will be launched in a few days. This is no new experiment, the engine and propeller having been in use on the Beaver canal, (Pa.,) where it proved a perfect success. The capitalist at the back of this movement is Thos. Moore, Esq., of Pittsburg, well known as one of the heaviest coal dealers of the country. Mr. Moore expects to have twenty-five steamers on this canal next summer. Mr. Adams, the gentleman, who is superintending the work for Mr. Moore, informs us that these steamers are capable of making twelve miles an hour on slack water, and are particularly suited for river navigation.

AG, Sat. 10/31/74, p. 2. CANAL COMMERCE – Arrivals – Boats Dr. Broderick and Nuttie & Billie to Hampshire & Baltimore Coal Co.; Kate, A. Main, J. A. Alexander and G. E. Porter to American Coal Co.; L. B. Agnew and William Staples to George's Creek Coal Co.; A. K. Syester and Henry Roland to Maryland Coal Co.; Mayfield & Hieston to Mayfield & Hieston.

Departures – Boats Kate, A. Main, J. A. Alexander, G. E. Porter, L. B. Agnew, Wm. Staples, Mayfield & Hieston, A. K. Syester and H. Roland, for Cumberland.

NR, Mon. 11/2/74, p. 4. Messrs. Hartley & Bro. report arrival of canal boat Hattie and Bessie, from Berlin, Md., with 3,500 bushels wheat; and boat W. H. Billmyer, from Shepherdstown, W. Va., with 80 barrels of flour.

DT, Tue. 11/3/74, p. 4. **Canal Report.** 27 boats left this port yesterday carrying 3,613 03 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Baltimore	Georgetown	120 08
Annie	Georgetown	115 16
D. A. Carl	Georgetown	120 16
3 boats	total	<u>350 00</u>

CONSOLIDATION COAL CO.		
J. V. Norman	Georgetown	108 14
S. S. Cunningham	Georgetown	110 00
Grason & Fannie	Georgetown	108 16
S. T. Ekis	Georgetown	110 00
D. Hoadley	Georgetown	110 00
J. R. Cruzen	Georgetown	116 02
Blue Bell	Georgetown	106 03
G. W. Barnett	Georgetown	115 11
D. M. Read	Georgetown	114 11
C. C. Kelly	Georgetown	124 10
10 boats	total	<u>1,623 15</u>

NEW CENTRAL COAL CO.		
J. C. Stubblefield	Georgetown	118 17
J. W. Carder	Georgetown	115 00
2 boats	total	<u>233 17</u>

AMERICAN COAL CO.		
T. L. Betts	Alexandria	118 02
H. O. Cloughton	Alexandria	118 02
M. Kersey	Alexandria	118 19
John Bradburn	Alexandria	118 06
4 boats	total	<u>473 09</u>

GEORGE'S CREEK		
E. B. Johnson	Georgetown	121 06
Capt. Marmaduke	Georgetown	122 13
2 boats	total	<u>243 19</u>

BORDEN		
Wm. Borden	Georgetown	120 00

T. J. Baker	Williamsport	116 02
David Seibert	Williamsport	112 11
3 boats	total	<u>348 13</u>

INDIVIDUAL		
M. S. O'Donnell	Georgetown	110 00
F. J. Laing	Washington	118 16
2 boats	total	<u>228 16</u>

BLAEN AVON		
Col. E. V. White	White's ferry	110 15

ES, Tue. 11/3/74, p. 4. **GEORGETOWN – Grain Trade** – Canal boat Wheeler & Barron arrived from Edward's ferry today with 2,300 bushels wheat for Messrs. Hartley & Bro., and 1,500 bushels [wheat] for Mr. H. M. Talbott.

Coal Trade – The receipts of coal for the week have been very light; some of the agents report they have not experienced such depression in the Cumberland coal trade for years, orders from the east and north being very limited, notwithstanding the extreme low rates of freight.

C. & O. Canal – Collector Blunt reports 924 boats registered at his office for the month of October.

CA, Wed. 11/4/74, p. 3. The New Central Coal Company has suspended the shipment by canal for this season. None of the companies are doing much business at present.

DT, Wed. 11/4/74, p. 4. **Canal Report.** 24 boats left this port yesterday carrying 2,783 11 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Col. J. C. Lynn	Georgetown	110 14
T. Wheeler	Georgetown	110 15
M. H. Russell	Georgetown	117 11
M. A. Brady	Georgetown	115 06
J. H. Kindle	Georgetown	121 04
G. B. Oswald	Georgetown	122 06
Willie & Annie	Georgetown	114 06
7 boats	total	<u>811 15</u>

CONSOLIDATION COAL CO.		
W. Thompson	Georgetown	121 04

Yonkers	Georgetown	109 11
Laura	Georgetown	115 16
W. H. Boyd	Georgetown	109 06
Monongahela	Georgetown	104 09
5 boats	total	<u>560 13</u>

AMERICAN COAL CO.

J. H. Parrott	Alexandria	116 06
J. J. Swift	Alexandria	119 03
Dr. M. M. Lewis	Alexandria	119 09
J. W. Burke	Alexandria	117 09
D. Stewart	Alexandria	114 04
5 boats	total	<u>587 01</u>

BORDEN

Theo. Dean	Georgetown	127 05
Fall River	Georgetown	119 18
Sallie E. Hassett	Georgetown	118 08
John G. Lynn	Georgetown	119 12
4 boats	total	<u>485 03</u>

HAMPSHIRE & BALTIMORE

J. A. Spielman	Georgetown	115 07
Morning Sun	Georgetown	111 18
2 boats	total	<u>227 07</u>

INDIVIDUAL

Nora & Willie	Georgetown	111 12
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ES, Wed. 11/4/74, p. 4. **GEORGETOWN** – **Grain Trade** – Messrs. Hartley & Bro. report arrival today of boat Caledonia from Knoxville, Md., with 2,300 bushels wheat and 800 bushels corn. Messrs. J. G. & J. M. Waters report arrival of boat Irene Knott, from Shepherdstown, West Virginia, with 250 bushels wheat and 70 bushels corn.

NR, Wed. 11/4/74, p. 4. **LOCAL MISCELLANY** – Collector Blunt reports 924 boats registered at his office for the month of October.

The canal boat Wheeler & Barron arrived from Edward's ferry yesterday with 2,300 bushels of wheat for Hartley & Bro., and 1,500 bushels [wheat] for H. M. Talbott.

DT, Thu. 11/5/74, p. 4. **Canal Report.** 32 boats left this port yesterday carrying 3,724 05 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
	MARYLAND COAL CO.	

Kate Brooks	Georgetown	118 19
H. C. Winship	Georgetown	118 00
J. E. Stanhope	Georgetown	117 17
A. L. Miller	Georgetown	124 04
Dr. F. C. Doyle	Georgetown	119 06
R. M. Sprigg	Georgetown	110 14

6 boats	total	<u>709 00</u>
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CONSOLIDATION COAL CO.

A. P. Gorman	Georgetown	114 00
A. J. Center	Georgetown	106 17
John Hieston	Georgetown	111 14
Mayfield & Hieston	Georgetown	113 07
Morning Star	Georgetown	117 02
M. C. Clay	Georgetown	115 07

6 boats	total	<u>678 07</u>
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NEW CENTRAL COAL CO.

J. B. Turton	Georgetown	114 17
J. H. Gattrell	Georgetown	108 17
M. Sinclair	Georgetown	112 09
Jacob Couter	Georgetown	115 16
Lilly & Nanny	Georgetown	114 16

5 boats	total	<u>567 14</u>
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AMERICAN COAL CO.

Ben Williamson	Alexandria	119 11
Wm. Walsh	Alexandria	118 18
James Dayton	Alexandria	117 10
Wm. J. Boothe, jr.	Alexandria	114 17

4 boats	total	<u>470 16</u>
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GEORGE'S CREEK

G. F. Smith	Georgetown	116 16
D. L. Taylor	Georgetown	124 05
A. Sherman	Georgetown	115 14
A. Cropley	Georgetown	110 19

4 boats	total	<u>467 14</u>
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BORDEN

Ida & Sally	Georgetown	115 19
Julia Borden	Georgetown	120 00
A. C. Greene	Georgetown	125 00
E. M. Stanhope	Williamsport	114 03

Borden & Lovell	Georgetown	120 05
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5 boats	total	<u>596 07</u>
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HAMPSHIRE & BALTIMORE

Van Lear Sprigg	Georgetown	113 15
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INDIVIDUAL

Mary Mack	Georgetown	101 12
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NR, Thu. 11/5/74, p. 4. **LOCAL MISCELLANY** – Arrived yesterday: Boat Caledonia, from Knoxville, Md., with 2,300 bushels wheat and 800 bushels corn; boat

Irene Knott, from Shepherdstown, West Va., with 250 bushels wheat and 70 bushels corn.

ES, Thu. 11/5/74, p. 4. **GEORGETOWN – Grain Trade** – Messrs. Hartley & Bro. report the arrival today of canal boat Hattie & Bessie, from Berlin, Md., with 3,500 bushels of wheat.

AG, Thu. 11/5/74, p. 2. CANAL COMMERCE – Arrived – Boats Weyand Doerner, S. Lloyd, M. Snow, Thomas Patton, M. A. Myers, Wm. Gregory, L. A. Long, John Wilson and W. C. Hunter to American Coal Co.; Wm. Staples, Capt. John Weir and W. H. Boyer to George’s Creek Coal and Iron Co.

Departures – Boats Weyand Doerner, S. Lloyd, M. Snow, Thomas Patton, M. A. Myers, W. Gregory, L. A. Long, John Wilson, W. C. Hunter, William Staples, Capt. John Weir and W. H. Boyer.

DT, Fri. 11/6/74, p. 1. **Canal Report.** 27 boats left this port yesterday carrying 3,111 05 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
Industry	Georgetown	112 04
A. H. Bradt	Georgetown	114 18
Diligent	Georgetown	123 09
J. M. Hedding	Georgetown	113 10
Henry Gerdeman	Georgetown	115 11
5 boats	total	578 12
CONSOLIDATION COAL CO.		
Dr. A. A. Biggs	Georgetown	117 08
Miner	Georgetown	115 14
Knights of Pythias	Georgetown	122 19
J. R. Ray	Georgetown	124 09
J. & D. Nuse	Georgetown	115 19
Loretto	Georgetown	109 14
6 boats	total	706 03
NEW CENTRAL COAL CO.		
J. W. Rhind	Georgetown	119 05
J. J. Moore	Georgetown	110 03
J. M. Resley	Georgetown	119 05
Dr. F. M. Davis	Georgetown	113 16
4 boats	total	462 09

AMERICAN COAL CO.

J. H. Stickney	Alexandria	115 08
W. E. Bell	Alexandria	118 00
Charles Clifton	Alexandria	115 15
Richard Bender	Alexandria	118 02
4 boats	total	467 05

GEORGE’S CREEK

John Spencer	Georgetown	112 16
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BORDEN

C. B. Embrey	Williamsport	112 02
J. A. Spielman	Williamsport	109 19
2 boats	total	212 01

HAMPSHIRE & BALTIMORE

J. H. Woodburn	Georgetown	118 16
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INDIVIDUAL

P. Agnew	Georgetown	115 10
C. W. Harper	Georgetown	106 17
Little Nan	Georgetown	116 00
3 boats	total	388 07

BLAEN AVON

Geo. Blackburn	Georgetown	114 16
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AG, Fri. 11/6/74, p. 2. CANAL COMMERCE – Arrivals – Boats C. Robb, Samuel Henry, J. H. Platte, Wm. Smith and M. Sandford to American Coal Co.; F. R. M. Bowers and Shipley & Bush to George’s Creek Coal and Iron Co.; Minnie & Cora, limestone, to E. Francis.

Departures – Boats Chas Robb, S. Henry, J. H. Platte, Wm. Smith, M. Sandford, F. R. M. Bowers, Shipley & Bush and Minnie & Cora.

DT, Sat. 11/7/74, p. 4. **Canal Report.** 25 boats left this port yesterday carrying 2,884 09 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
H. Boyd	Georgetown	120 04
Willie Snyder	Georgetown	106 11
J. C. Grove	Georgetown	111 11
Etta & Rena	Georgetown	112 07
4 boats	total	456 13
CONSOLIDATION COAL CO.		
W. Irving	Georgetown	119 04
T. J. Nimmo	Georgetown	112 09
Kattskill	Georgetown	108 12
Julia Tyler	Georgetown	119 02

Grason & Fannie	Georgetown	111 15
H. S. Miller	Georgetown	109 14
Jimmy M., Jr.	Georgetown	122 16
7 boats	total	803 12
NEW CENTRAL COAL CO.		
D. Murphy	Georgetown	119 01
AMERICAN COAL CO.		
G. L. Boothe	Alexandria	116 01
J. L. Reid	Alexandria	117 10
S. S. Howison	Alexandria	118 04
3 boats	total	351 15
GEORGE'S CREEK		
H. A. Garritt	Georgetown	113 00
M. McNally	Georgetown	112 13
2 boats	total	225 13
BORDEN		
Donna Tilghman	Georgetown	116 03
Emerald	Georgetown	120 04
J. E. West	Georgetown	121 05
Thomas J. Baker	Williamsport	111 03
4 boats	total	468 15
HAMPSHIRE & BALTIMORE		
Lucinda	Georgetown	113 00
Thomas J. Boyer	Georgetown	116 11
2 boats	total	229. 11
INDIVIDUAL		
H. B. Rohrback	Georgetown	113 12
BLAEN AVON		
Wm. Mertens	Harper's Ferry	110 13

AG, Sat. 11/7/74, p. 2. CANAL
 COMMERCE – Arrivals – Boats M. D.
 Corse, J. R. Anderson and Daniel Annan to
 American Coal Co.; R. T. Semmes to
 George's Creek Coal and Iron Co.
 Departures – Boats M. D. Corse, J.
 R. Anderson, D. Annan and R. T. Semmes,
 for Cumberland.

DT, Mon. 11/9/74, p. 4. **Canal Report.** 28
 boats left this port yesterday carrying 3,246
 12 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
J. F. Kriegh	Georgetown	117 11
Cherokee Tribe	Georgetown	111 06
Col. J. D. Tice	Georgetown	114 06
Queen City	Georgetown	122 01
Cumberland	Georgetown	118 16

5 boats	total	582 19
CONSOLIDATION COAL CO.		
J. T. Davis	Georgetown	114 05
D. A. Miller	Georgetown	116 18
A. Campbell	Georgetown	116 05
G. Meredith	Georgetown	120 17
J. P. Agnew	Georgetown	110 12
J. V. Norman	Georgetown	107 01
W. H. Lowe	Georgetown	120 14
7 boats	total	896 10
AMERICAN COAL CO.		
Kate	Alexandria	117 12
E. Boyer	Alexandria	115 08
American Flagg	Alexandria	120 13
George Sherman	Alexandria	117 04
Rechabites	Alexandria	115 13
3 boats	total	586 10
GEORGE'S CREEK		
Silver Wave	Georgetown	110 18
BORDEN		
Alexander	Georgetown	116 19
Jos. R. Haines	Georgetown	114 00
David Seibert	Williamsport	118 18
3 boats	total	349 17
HAMPSHIRE & BALTIMORE		
M. A. West	Alexandria	115 06
INDIVIDUAL		
W. M. Price	Georgetown	113 02
J. H. Garrish	Georgetown	110 00
Congress	Georgetown	119 01
3 boats	total	342 03
BLAEN AVON		
G. W. Knode	Georgetown	120 18
S. H. Davis	Hancock	114 04
James Noble	Hancock	117 07
3 boats	total	352 09

AG, Mon. 11/9/74, p. 2. CANAL
 COMMERCE – Arrivals – Boats L. Lemon,
 R. Smith, Morning Sun and Tony Rodier to
 Hampshire & Baltimore Coal Co.; T. H.
 Faile, T. L. Betts, R. S. Grant and C. R.
 Hooff to American Coal Co.; Five Brothers
 to George's Creek Coal and Iron Company.
 Departures – Boats T. H. Faile, T. L.
 Betts, Five Brothers, W. Smith and James R.
 Anderson.

DT, Tue. 11/10/74, p. 4. **Canal Report.** 28 boats left this port yesterday carrying 2,288 16 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
A. K. Syester	Georgetown	120 18
O. D. Robbins	Georgetown	112 04
A. E. McQuade	Georgetown	114 04
Wm. T. Hassett	Georgetown	120 16
4 boats	total	468 02
CONSOLIDATION COAL CO.		
Monongahela	Georgetown	102 05
J. N. Clary	Georgetown	118 05
J. K. Whitford	Georgetown	116 04
C. P. Manning	Georgetown	121 06
M. Boyer	Georgetown	117 16
Onward	Georgetown	119 12
6 boats	total	695 09
AMERICAN COAL CO.		
A. S. Wintringham	Alexandria	108 04
Dr. G. E. Porter	Alexandria	118 07
G. P. Lloyd	Alexandria	116 05
H. C. Flagg	Alexandria	116 05
4 boats	total	452 07
GEORGE'S CREEK		
J. & T. Coulehan	Georgetown	117 09
John Sammon	Georgetown	120 04
2 boats	total	237 13
BORDEN		
Henry Freeland	Georgetown	116 03
E. M. Stanhope	Williamsport	112 17
Geo. W. Thecker	Georgetown	117 03
3 boats	total	346 03
HAMPSHIRE & BALTIMORE		
F. F. Davis	Georgetown	115 02
M. O'Conner	Georgetown	110 11
Elmer & Kate	Georgetown	113 17
3 boats	total	339 10
INDIVIDUAL		
Steamer, H. T. Weld	Washington	104 07
C. B. Embrey	Williamsport	111 15
2 boats	total	216 02
BLAEN AVON		
Four Sisters	Georgetown	117 10

NR, Tue. 11/10/74, p. 4. **LOCAL MISCELLANY** – Boat H. M. Talbott arrived yesterday with 2,600 bushels wheat and 600 bushels corn; boat Wheeler &

Barron, with 3,700 bushels of wheat; boat C. F. Walters, with 2,000 bushels wheat and 600 bushels corn.

DT, Wed. 11/11/74, p. 4. **Canal Report.** 17 boats left this port yesterday carrying 1,971 12 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
MARYLAND COAL CO.		
T. J. Mahaffey	Georgetown	114 08
J. E. Hughes	Georgetown	113 07
Sprigg S. Lynn	Georgetown	119 00
H. Roland	Georgetown	110 17
4 boats	total	457 12
CONSOLIDATION COAL CO.		
Dove	Georgetown	118 12
J. W. Turner	Georgetown	115 19
Capt. J. Sheridan	Georgetown	119 06
Hawk	Georgetown	116 09
4 boats	total	470 06
AMERICAN COAL CO.		
H. Delafield	Alexandria	115 01
BORDEN		
Johnny & Frankie	Georgetown	114 10
G. H. Colbert	Georgetown	115 14
2 boats	total	230 04
HAMPSHIRE & BALTIMORE		
J. R. Purcell	Alexandria	115 13
GEORGE'S CREEK		
C. Segerson	Georgetown	117 12
BLAEN AVON		
W. E. Turner	Georgetown	117 10
J. W. Grant	Shepherdstown	120 14
2 boats	total	238 04
INDIVIDUAL		
Scotia	Georgetown	110 00
Wm. Young	Georgetown	116 15
2 boats	total	226 15

DT, Thu. 11/12/74, p. 4. **Canal Report.** 22 boats left this port yesterday carrying 2,686 07 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
AMERICAN COAL CO.		
J. W. Morris	Alexandria	116 19
A. J. Akin	Alexandria	116 05
J. A. Alexander	Alexandria	116 18
John P. Moore	Alexandria	114 11
Andrew Main	Alexandria	115 01

5 boats	total	579 14
HAMPSHIRE & BALTIMORE		
J. R. Purcell	Georgetown	117 08
Samuel Swain	Georgetown	115 00
Mrs. C. E. Charles	Georgetown	118 17
3 boats	total	351 05
BORDEN		
C. L. Brengle	Georgetown	118 19
J. A. Spielman	Williamsport	115 10
T. B. Lynn	Georgetown	111 07
3 boats	total	345 16
BLAEN AVON		
Geo. Hughes	Georgetown	124 05
Belle Resley	Georgetown	120 05
2 boats	total	244 10
MARYLAND COAL CO.		
Dr. Grimes	Georgetown	117 11
Lizzie Haines	Georgetown	119 07
G. J. Elliott	Georgetown	114 06
J. B. Slattery	Georgetown	114 07
4 boats	total	465 11
CONSOLIDATION COAL CO.		
Wm. Morehead	Georgetown	117 06
Dr. C. F. Russell	Georgetown	115 14
Thomas Malloy	Georgetown	119 08
M. Topper	Georgetown	109 05
4 boats	total	461 04
GEORGE'S CREEK		
L. B. Agnew	Georgetown	123 04

ES, Thu. 11/12/74, p. 4. **GEORGETOWN Grain Trade** – Arrived, canal boat J. N. Thomas, from Point of Rocks, Md., with 2,925 bushels wheat, 875 bushels corn and 43 barrels flour, for J. G. & J. M. Waters; boat Jacob H. Snyder, from Clear Spring, Md., with 3,000 bushels wheat for T. C. Wheeler.

Drowned – Samuel Wylands, captain and owner of canal boat Ida & Willie, was knocked overboard this morning by the tiller stick of his boat on Log-wall Level, and before assistance could be rendered he was drowned.

DT, Fri. 11/13/74, p. 4. **Canal Report.** 22 boats left this port yesterday carrying 2,486 07 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
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AMERICAN COAL CO.		
Thomas Patton	Alexandria	114 18
HAMPSHIRE & BALTIMORE		
Wm. P. Woolls	Alexandria	117 08
M. S. Fernsner	Alexandria	116 18
2 boats	total	234 06
BORDEN		
T. J. Baker	Williamsport	114 18
David Seibert	Williamsport	116 07
Lizzie & Phillie	Hancock	111 07
3 boats	total	342 06
BLAEN AVON		
M. Scally	Georgetown	120 17
MARYLAND COAL CO.		
F. H. Irwin	Georgetown	115 08
Fannie & Estella	Georgetown	110 17
H. Loveridge	Georgetown	122 00
Clearspring	Georgetown	106 18
T. Hassett	Georgetown	105 13
5 boats	total	560 16
CONSOLIDATION COAL CO.		
Mohawk	Georgetown	111 09
Linnet	Georgetown	114 07
Ino	Georgetown	120 00
A. Bain	Georgetown	114 07
Ida & Harry	Williamsport	116 03
Theo. Embrey	Williamsport	115 13
Loretto	Williamsport	107 12
J. V. Norman	Williamsport	107 12
8 boats	total	907 03
GEORGE'S CREEK		
W. H. Boyer	Georgetown	119 19
INDIVIDUAL		
Chas. Wheatley	Georgetown	110 12

NR, Fri. 11/13/74, p. 4. **GEORGETOWN AFFAIRS** – In the grain trade yesterday, the following arrivals were reported: Canal boat J. N. Thomas, from Point of Rocks, Maryland, with 2,925 bushels wheat, 875 bushels corn, and 43 barrels flour for J. G. & J. M. Waters; boat Jacob H. Snyder, from Clear Spring, Md., with 3,000 bushels wheat for T. C. Wheeler.

ES, Fri. 11/13/74, p. 4. **GEORGETOWN – Two Men Drowned in the Canal** – The body of a white man was found in the Chesapeake and Ohio canal at Ray's dock,

in Georgetown, this morning by John W. Castle, and the dead body of another man was discovered by some boatmen in the canal above the aqueduct. They are supposed to be the bodies of Martin Bramnan, formerly of Georgetown, and _____ Regan, both stonecutters. They were taken to the 3rd precinct station house, where a coroner's inquest was held.

Grain Trade – Arrived, canal boat Seneca, from Seneca, Md., with 500 bushels wheat, 60 bushels oats, 620 bushels mill-feed and 217 barrels flour for T. C. Wheeler; also 120 bushels oats for H. M. Talbott; boat Benson Talbott, with 125 barrels ear corn for Hartley & Bro.

DT, Sat. 11/14/74, p. 4. **A New Steamer.** – About half past nine o'clock yesterday morning we went (by invitation) on board Mr. Hill's new steamer, "Alpha," where we found steam up and everything ready to start, but were delayed by the tardy arrival of some of his friends who were invited to witness the experimental trip. We think the trip highly successful and must be very gratifying to the inventor of the machinery. The peculiarity of his machinery consists of running with propellers (right and left) in opposite directions without benefit of gearing. The engine is oscillating, and the piston rod at each end connects directly to the propeller behind. The cylinder, of course, being in the center of the two propeller shafts. Another peculiarity of the design is the valve motion, having less complication and friction than valve motions of this class of engines generally. The engine is of eleven inch bore and of twelve-inch stroke. The propellers are forty inches in diameter and four and a half feet pitch. The boiler is upright and has one hundred and twenty-four two-inch flues. The trip only extended to Dougherty's wide water and back, the speed attained was one mile in fourteen minutes, upstream and a brisk wind

and with forty pounds *pressure*. Before starting, Mr. Hill stated that he would now show some croakers whether his invention was a fizzle or not, and had there been parties who up till yesterday evening had asserted, it would not do as he represented, and that one poor fool in his frenzy, frantically offered to bet one thousand dollars it would fail. Mr. Hill intends making some trifling changes, which does not alter the principal at all and will probably load and leave port in about a week, at which time the cabins of the boat will be completed and painted. We wish him a hearty success and hope he may be amply paid for all his labor and expenses. The design and execution of the machinery are entirely due to Mr. Hill's genius, and it heaps much credit upon him as a mechanic. The boat was built by Doerner & Bender, and is much the same as the general run of boats built by this firm, except she is somewhat sharper at bow and stern. These gentlemen accompanied the boat on her first trip, and are perfectly satisfied with the new steamer in every particular.

 On last Saturday a colored man named William Rohr was brought before Justice Blocher on the charge of stealing on the night previous two sets of lines and several other articles of boatman's outfit from Captain Hill, of the E. V. White. The charge was proven and Rohr was committed to jail to await trial at the October term of Court.

 Rohr was employed on the boat George Clark, of Sharpsburg.

Canal Report. 17 boats left this port yesterday carrying 1,968 03 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Monongahela	Georgetown	108 08
Grason & Fannie	Georgetown	111 00
Dr. Delaplane	Georgetown	116 17

Creole	Georgetown	112 16
W. L. Read	Georgetown	119 09
Joel Charles	Georgetown	114 09
J. McGraw	Georgetown	121 08
7 boats	total	804 07

MARYLAND COAL CO.

Sharpsburg	Georgetown	108 18
Mattie	Georgetown	117 13
L. G. Stanhope	Georgetown	115 09
3 boats	total	342 00

BORDEN

E. M. Stanhope	Williamsport	116 03
Maggie B.	Georgetown	115 15
S. H. Sherman	Georgetown	119 17
3 boats	total	351 15

HAMPSHIRE & BALTIMORE

Dr. J. P. Broderick	Georgetown	115 13
G. P. DeWitt	Georgetown	112 10
Nuttie & Billie	Georgetown	115 12
3 boats	total	343 15

GEORGE'S CREEK

F. R. M. Bowers	Georgetown	120 05
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AG, Sat. 11/14/74, p. 2. CANAL COMMERCE – Arrivals – Boats Emily West to Hampshire & Baltimore Coal Co.; Lucinda to George's Creek Coal and Iron Co.; James Dayton, Benj. Williamson, J. H. Stickney, R. Bender, American Flag and E. Bayer to American Coal Co.

Departures – Boats Lucinda, J. Dayton, Benj. Williamson, J. H. Stickney, R. Bender, American Flag and Ed. Bayer, for Cumberland.

DT, Mon. 11/16/74, p. 4. **Canal Report.** 21 boats left this port yesterday carrying 2,379 11 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
J. A. Millholland	Georgetown	117 04
S. K. Miller	Georgetown	118 04
L. L. Shivers	Georgetown	118 14
William M. Hill	Georgetown	110 00
Okonoko	Georgetown	116 13
H. J. Kenah	Georgetown	119 00
H. C. Hicks	Georgetown	117 02
R. Shriver	Georgetown	116 05
A. B. Turner	Georgetown	117 16

9 boats	total	1,051 08
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MARYLAND COAL CO.

B. L. Slack	Georgetown	117 11
H. W. Dellinger	Georgetown	117 18
H. B. Simonds	Georgetown	120 19
P. Fleckenstein	Georgetown	114 08
M. E. Spier	Georgetown	110 13
Farmer	Mercerville	40 03
6 boats	total	621 17

BORDEN

Pattie Dunlop	Georgetown	120 13
Henry Boley	Georgetown	111 18
Charles Embrey	Williamsport	113 04
3 boats	total	345 15

GEORGE'S CREEK

Shipley & Bush	Georgetown	122 06
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HAMPSHIRE & BALTIMORE

Alex Adams	Alexandria	120 11
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INDIVIDUAL

E. Mulvaney	Georgetown	117 08
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The George's Creek Coal Company ceased the shipment of coal by canal for the season on Saturday.

The Borden Coal Company will continue to ship coal by canal until the 26th, in order to accommodate local trade. Through shipments will continue light with all the companies during the remainder of the season.

ES, Mon. 11/16/74, p. 4. **GEORGETOWN – Grain Trade** – Arrived, canal boat Medley, from White's Ferry, with 2,100 bushels wheat for Hartley & Bro., and 500 bushels [wheat] for H. M. Talbott.

AG, Mon. 11/16/74, p. 2. CANAL COMMERCE – Arrivals – Boats Maj. E. L. Moore, Rechabites, S. S. Howison, Wm. Bell, G. L. Boothe, J. L. Reid, Kate, Dr. E. G. Porter, H. Delafield and H. C. Flag to American Coal Co.; D. L. Taylor and Silver Wave to George's Creek Coal and Iron Co.; F. F. Davis and Van Lear Sprigg to Hampshire & Baltimore Coal Co.

Departures – Boats Maj. E. L. Moore, Rechabites, S. S. Howison, Wm. Bell, Silver Wave and D. L. Taylor.

DT, Tue. 11/17/74, p. 4. **Canal Report.** 19 boats left this port yesterday carrying 2,204 15 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Robin	Georgetown	114 12
Gen. Grant	Georgetown	110 13
C. Slack	Georgetown	113 05
Onward	Georgetown	121 11
Loretto	Georgetown	111 03
5 boats	total	<u>581 04</u>
MARYLAND COAL CO.		
Thomas Malloy	Georgetown	112 14
Horace Resley	Georgetown	114 09
A. Spier	Georgetown	114 11
Hollander	Georgetown	110 18
Mountain City	Georgetown	110 19
5 boats	total	<u>563 17</u>
HAMPSHIRE & BALTIMORE		
M. Fannon	Georgetown	116 14
R. A. Goodwin	Georgetown	120 03
Chas. Ridgley	Georgetown	118 02
3 boats	total	<u>354 18</u>
BLAEN AVON		
J. B. Winslow	Georgetown	117 05
J. T. Dixon	Georgetown	117 08
2 boats	total	<u>234 13</u>
BORDEN		
Sally H. Taylor	Georgetown	114 00
Martha	Georgetown	123 12
J. A. Spielman	Williamsport	117 05
3 boats	total	<u>354 17</u>
INDIVIDUAL		
F. J. Laing	Georgetown	115 12

AG, Tue. 11/17/74, p. 2. CANAL COMMERCE - Arrivals – Boats W. P. Woolls to Hampshire & Baltimore Coal Co.; G. P. Lloyd, A. S. Winteringham and J. W. Morris to American Coal Co.; Nora & Willie to Geo. R. Hill & Co.; T. J. Boyer and J. & T. Coulehan to George's Creek Coal and Iron Co.

Departures – Boats J. L. Reid, G. L. Boothe, jr., Kate, H. C. Flag, J. J. Swift, M.

M. Lewis, G. P. Lloyd, A. S. Winteringham, J. W. Morris, T. J. Boyer and J. & T. Coulehan.

CA, Wed. 11/18/74, p. 3. The Alexandria Gazette says that owing to the diminished demand for coal, in consequence of the depression in manufacturing business in the north, and to the prevailing low freights, large stacks of Cumberland coal are accumulating at all the depots in that city. The freights, which three years ago were \$4; are now but \$1.20 per ton.

DT, Thu. 11/19/74, p. 1. Mr. Gorman insists that the canal is in such excellent state of repair that no expenditures will be necessary this winter. With a surplus of one hundred thousand dollars in the banks (for someone to speculate with this winter) the people are told that economy demands a cessation of the usual work of repair. Mr. Gorman may deceive the people of lower Maryland by the extraordinary statement that the canal is in better condition today than it ever was, but those who live along the canal know better. Perhaps Mr. Gorman anticipates *trouble in the spring*, and cares not to indulge in improvements for the benefit of those who are to come after him. Perhaps the *Democrat* may desire to control the canal hereafter, and perhaps they do not relish the idea of its being used as a political machine *against* the candidates of their party by those who have been placed at the head of its management by party favor. All those little matters will come up for ventilation in due time, Mr. Gorman. We are neither idle nor sleeping.

Ibid, p. 4. **Canal Report.** 25 boats left this port yesterday carrying 2,910 04 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
I. Crane	Georgetown	118 16
J. A. Graham	Georgetown	120 04

A. Norrie	Georgetown	115 17
Energy	Georgetown	116 11
J. V. Norman	Georgetown	109 06
M. M. Jane	Georgetown	110 00
J. Snively	Georgetown	110 00
L. R. Fechtig	Georgetown	117 19
Lark	Georgetown	114 10
V. S. Brashears	Georgetown	115 03
Consolidation	Georgetown	116 00
A. F. Lantz	Georgetown	121 04
12 boats	total	1,385 10

MARYLAND COAL CO.

Johnny & Tommy	Georgetown	117 12
Willie & Annie	Georgetown	117 18
Carrie & Margie	Georgetown	115 10
Geo. B. Oswald	Georgetown	124 11
4 boats	total	475 13

BORDEN

Chas. H. Knott	Georgetown	122 16
David Seibert	Williamsport	114 17
2 boats	total	247 13

HAMPSHIRE & BALTIMORE

M. Mack	Alexandria	115 18
Geo. Hutton	Alexandria	114 08
2 boats	total	230 06

BLAEN AVON

M. Mertens	Georgetown	123 17
Lillie & May	Georgetown	117 07
2 boats	total	241 04

NEW CENTRAL

A. Lincoln	Georgetown	110 15
Iowa	Georgetown	105 11
2 boats	total	216 06

ATLANTIC

J. Hammond	Alexandria	113 14
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The Last New Steamer – Trial Trip of the Thomas Moore – Pursuant to notice given the fourth steamer constructed at this port during the present season for the purpose of solving the problem of canal navigation by steam, made her trial trip up the Potomac yesterday afternoon. It is hardly proper to say that the Thomas Moore was constructed for the purpose above named as it is well known that she was simply altered to receive machinery which had been tried elsewhere and proved adapted to the purpose. The gentlemen having the enterprise in charge

are from Pennsylvania. Mr. Adams is an experienced engineer, and was for a number of years in the service of the government. Mr. G. L. Darragh is from Beaver county, Pa., is a practical machinist and engineer, and has likewise had considerable experience in naval engineering. Their machinery is a simple horizontal engine with tubular boiler. There are two small propellers which work under protection of the rake of the stern in opposite directions, throwing the water to the center, thus preventing any considerable wash of the banks. The Moore is constructed to steer with a wheel, which will most likely be changed for the old-fashioned tiller, which to use boatmen's phrase "takes up" a boat much more readily than a wheel. At three o'clock the fires were lighted in the furnace as the boat lay in the slip at the foot of Canal street, and as soon as eighteen pounds of steam were obtained the lines were cast off, the engines started and the boat moved down to the canal lock. It is proper to say here that it was not intended to force the boat faster than the power of thirty pounds of steam, as her boxes were not tightened. A large crowd had assembled to witness the running of the new steamer, and various were the conjectures as to the chances of success. At twenty six minutes past three she left the lock going smoothly and steadily up the river under a pressure of only nineteen pounds of steam. It was at once apparent that with that power she could make three miles an hour, at the same time creating as little commotion as a mule boat going at the same speed. In fact, the ripple created by the break of water at the bow was greater at any time than the disturbance made by the propellers. We did not take any note of the time made while ascending the river, as several halts were made, one at Lynn's wharf, and again further up. When the point was reached for turning, several miles above the city, the engines were

reversed and she was backed with the same ease, and turned with as much readiness as any lake propeller. She then started on the return trip with twenty five pounds of steam and made the first mile exactly *twelve minutes* by the watch. The distance remaining to the lock, a little more than a mile was also made in twelve minutes, proving her ability to run five miles an hour with a force of twenty five pounds of steam, and making no more commotion in the water than an ordinary mule boat going at its highest speed. There was also very little jar, scarcely a perceptible tremor, her motion being steady and regular all the time. We consider the question of canal navigation by steam satisfactorily solved, not only by the Thomas Moore, but by Mr. Hill's boat and by Mr. McDonald's boat. Capt. Lynch's [boat] remains yet to be tried, and we have not the least doubt that it too will be a success. The Thomas Moore is beyond question a success, and we are satisfied that the days of mule power on the canal are numbered.

AG, Thu. 11/19/74, p. 2. CANAL COMMERCE - Arrivals – Boats Alex Adams and J. R. Purcell to Hampshire & Baltimore Coal Co.; T. Patton, A. J. Akin, J. P. Moore, J. A. Alexander and A. Main to American Coal Co.; Minnie & Cora, limestone, to E. Francis; A. Sherman and A. Cropley to George's Creek Coal and iron Co.

Departures – Boats Thomas Patton, A. J. Akin, J. P. Moore, J. A. Alexander, A. Main, A. Sherman, A. Cropley and Minnie & Cora.

DT, Fri. 11/20/74, p. 4. **Canal Report.** 33 boats left this port yesterday carrying 3,749 13 tons of coal as follows:

Boats	Destination	Tons cwt
CONSOLIDATION COAL CO.		
Blue Bell	Georgetown	108 13
D. M. Read	Georgetown	114 14

M. C. Clary	Georgetown	123 04
Morning Star	Georgetown	109 18
G. W. Barnett	Georgetown	117 11
H. E. Chaplin	Georgetown	116 04
J. M. Forbes	Georgetown	110 00
C. W. Brengle	Georgetown	113 00
J. & D. Nuse	Georgetown	110 00
Knights of Pythias	Georgetown	116 00
Grason & Fannie	Williamsport	109 13
Lizzie A. Long	Williamsport	120 18
W. H. Lowe	Alexandria	125 08
13 boats	total	<u>1,495 03</u>

MARYLAND COAL CO.

S. Charles	Georgetown	107 19
Annie	Georgetown	117 05
Col. J. C. Lynn	Georgetown	112 00
Baltimore	Georgetown	122 17
4 boats	total	<u>460 01</u>

ATLANTIC

Johnny	Alexandria	113 15
Four Sisters	Alexandria	113 15
2 boats	total	<u>227 08</u>

NEW CENTRAL

Ohio	Georgetown	110 16
M. Whitson	Georgetown	112 00
G. H. Bradt	Georgetown	112 03
P. A. Gorman	Georgetown	113 18
4 boats	total	<u>448 17</u>

BLAEN AVON

W. Foley	Georgetown	120 14
C. C. Kelly	Georgetown	117 05
2 boats	total	<u>237 19</u>

HAMPSHIRE & BALTIMORE

Tony Rodier	Alexandria	112 14
Mayfield & Hieston	Alexandria	114 00
John Hieston	Alexandria	118 00
3 boats	total	<u>345 08</u>

BORDEN

L. N. Lovell	Georgetown	127 17
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INDIVIDUAL

E. M. Stanhope	Williamsport	109 08
T. H. West	Williamsport	111 12
Dr. O. M. Schindel	Four Locks	70 09
Little Nan	Washington	116 00
4 boats	total	<u>407 09</u>

The receipts of the canal for the week ending November 15, were: from Cumberland \$15,517.41; Georgetown \$1,400; Hancock \$131.82; total \$17,049.23.

Accrued revenue at Cumberland during the week, \$7,801.90; number of boats leaving Cumberland during the same time 135, carrying 15,180 tons of coal.

DT, Sat. 11/21/74, P. 4. **Canal Report.** 23 boats left this port yesterday carrying 2,626 02 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Dove	Georgetown	118 15
Monongahela	Georgetown	107 09
S. S. Cunningham	Georgetown	116 01
W. H. Boyd	Georgetown	115 10
W. Thompson	Georgetown	115 19
Laura	Georgetown	113 01
Miner	Georgetown	115 04
S. T. Ekis	Georgetown	116 12
Julia Tyler	Georgetown	114 16
J. R. Ray	Georgetown	119 11
J. T. Davis	Williamsport	110 00
11 boats	total	<u>1,262 08</u>
MARYLAND COAL CO.		
D. A. Carl	Georgetown	115 13
Excelsior	Georgetown	118 19
Kate Brooks	Georgetown	121 03
3 boats	total	<u>355 15</u>
HAMPSHIRE & BALTIMORE		
Park Agnew	Georgetown	113 11
Morning Sun	Georgetown	112 16
J. H. Woodburn	Georgetown	114 17
Wm. Marbury	Georgetown	100 09
4 boats	total	<u>441 13</u>
BORDEN		
Sally Ardinger	Williamsport	114 10
BLAEN AVON		
W. R. Shaw	Georgetown	120 04
NEW CENTRAL		
R. L. Gross	Georgetown	111 05
ATLANTIC		
Ida & Harry	Alexandria	111 11
INDIVIDUAL		
H. B. Rohrback	Georgetown	109 05

 We understand that Mr. Hill's new steamer, "Alpha," will take on a load of coal and proceed to Georgetown on Monday next.

ES, Fri. 11/20/74, p. 4. **GEORGETOWN – Grain Trade** – Arrived, boat Seneca, from Seneca, Md., with 150 bbls. flour, 200 bushels mill-feed, 220 bushels wheat, for T. C. Wheeler, and 1,000 bushels wheat for H. M. Talbott; boat Medley, from White's Ferry, with 500 bushels wheat for T. C. Wheeler, 500 bushels for H. M. Talbott, and 1,600 bushels [wheat] for Hartley & Bro.; boat W. H. Billmyer, from Shepherdstown, West Virginia, with 3,400 bushels wheat, 150 bushels corn, and 100 bbls. flour; boat J. N. Thomas, from Point of Rocks, with 3,900 bushels wheat and 100 bushels corn, for J. G. & J. M. Waters.

ES, Sat. 11/21/74, p. 8. **GEORGETOWN – Grain Trade** – Arrived, boat Irene Knott, with 960 bushels wheat for J. G. & J. M. Waters.

Coal Trade – The receipts and shipments of coal by the different companies for the week have been as follows: - Borden, received 1,800 tons, shipped 1,800 tons; New Central, received 828, shipped 3,055 tons; American, received 3,300, shipped 1,900 tons; Consolidation, received 3,944, shipped 4,160 tons; total receipts, 9,872 tons; total shipments, 10,915 tons. Messrs. Gilmore, Meredith & Co. also received and shipped 214 tons Youghioghenny gas coal.

C. & O. Canal – Collector Blunt reports 136 boats registered at his office for the week.

DT, Mon. 11/23/74, p. 4. **Canal Report.** 28 boats left this port Saturday carrying 3,249 05 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Joel Charles	Georgetown	116 03
Owl	Georgetown	113 01
V. H. Weir	Georgetown	114 09
M. Kersey	Georgetown	120 14
J. N. Clary	Georgetown	113 04
A. Campbell	Georgetown	116 15
C. P. Manning	Georgetown	120 09

A. P. Gorman	Georgetown	120 18
Jimmy M.	Georgetown	120 03
J. W. Turner	Georgetown	113 00
American Flag	Georgetown	117 01
D. A. Miller	Georgetown	117 14
A. C. Greene	Georgetown	118 06
Loretto	Williamsport	112 11
14 boats	total	1,633 08

MARYLAND COAL CO.

A. H. Bradt	Georgetown	114 17
J. H. Kindle	Georgetown	115 01
M. H. Russell	Georgetown	119 17
R. M. Sprigg	Georgetown	111 11
4 boats	total	451 06

HAMPSHIRE & BALTIMORE

Congress	Georgetown	112 19
Lillie Lemen	Georgetown	112 16
2 boats	total	226 01

BORDEN

H. Kraus	Georgetown	114 10
Wm. Staples	Georgetown	124 19
2 boats	total	247 14

BLAEN AVON

Clara	Alexandria	117 09
M. S. O'Donnell	Alexandria	116 15
2 boats	total	224 04

ATLANTIC

J. T. Scrivener	Alexandria	113 14
J. Noble	Alexandria	110 09
American Boy	Alexandria	113 10
3 boats	total	337 13

GEORGE'S CREEK

Chesapeake	Georgetown	107 10
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The boat Leander Lovell is reported sunk a short distance below the guard lock at Dam No. 5. The boat is supposed to have struck a rock in the bottom of the canal. The accident occurred early Saturday morning.

DT, Tue. 11/24/74, p. 1. **Canal Report.** 27 boats left this port yesterday carrying 3,044 17 tons of coal as follows:

Boats	Destination	Tons cwt
CONSOLIDATION COAL CO.		
M. Boyer	Georgetown	109 07
Anna Bruce	Georgetown	109 07
J. W. Rhind	Georgetown	116 00
Mohawk	Georgetown	110 00

M. Topper	Georgetown	105 03
W. L. Read	Georgetown	110 00
J. McGraw	Georgetown	110 00
J. R. Couter	Georgetown	108 07
P. J. Smith	Georgetown	112 09
Dr. A. A. Biggs	Georgetown	115 12
Hawk	Georgetown	112 19
T. Malloy	Georgetown	110 00
J. K. Whitford	Georgetown	118 19
W. Irving	Georgetown	117 15
J. W. Boyer	Georgetown	116 11
15 boats	total	1,682 09

BORDEN

E. M. Stanhope	Williamsport	105 08
David Seibert	Williamsport	115 16
2 boats	total	221 04

BLAEN AVON

W. E. Turner	Georgetown	113 11
Female's Friend	Georgetown	120 04
2 boats	total	233 15

HAMPSHIRE & BALTIMORE

M. McNally	Georgetown	119 07
Wm. M. Price	Georgetown	109 19
H. A. Garritt	Georgetown	114 10
3 boats	total	334 16

NEW CENTRAL

Annie Bell	Georgetown	110 11
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MARYLAND COAL CO.

J. E. Stanhope	Georgetown	118 00
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ATLANTIC

George Couter	Alexandria	113 13
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INDIVIDUAL

G. Sherman	Harper's Ferry	122 09
Friendship	Sharpsburg	108 00
2 boats	total	230 09

CA, Wed. 11/25/74, p. 3. **Resumed Coal Shipments.** – Contrary to previous orders, a telegram was received here this morning, directing that all the boats of the Hampshire & Baltimore Coal Company now here or laid up along the canal should be sent back to Cumberland for the purpose of bringing more coal to tidewater before the suspension of canal navigation. – *Alexandria Gazette*, 20th.

Experimental Trips of two steam Canal boats, each propelled on a different plan,

have been made within the last fortnight in the river and in the Canal channel here. Both gave results that their projectors considered eminently satisfactory. The successful application of steam to navigation on our Canal has been a subject of much studious and laborious effort on the part of both resident and non-resident mechanics for some time past, perhaps half a dozen boats having within the year have been constructed here for the accomplishment of this end. An appreciative public can do no less than hope that these efforts may not be in vain, for a mastery of the obstacles to be contended with will prove an invaluable desideration to the mineral interests of our county.

DT, Wed. 11/25/74, p. 4. "Female's Friend" – Nothing wrong about that. It's only the name of a new canal boat.

On Saturday last, a man of the name of Pindell, a carpenter who had been for several weeks at work on the farm of Gen. Thos. J. McKaig, near Breathedsville, Washington county, went to the saloon of Mrs. Nancy Bowers on the canal near Mercersville, and called for a pint of whiskey. He drank the whole pint and was in the act of paying for it when he dropped dead.

Canal Report. 19 boats left this port Tuesday carrying 2,171 03 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Wm. Morehead	Georgetown	113 01
Capt. J. Sheridan	Georgetown	114 02
J. A. Millholland	Georgetown	114 06
L. L. Shivers	Georgetown	117 10
Okonoko	Georgetown	116 00
Creole	Georgetown	114 13
A. B. Turner	Georgetown	118 01
R. Shriver	Georgetown	117 10
B. R. Summers	Alexandria	113 05
J. H. Garrish	Alexandria	112 04

11 boats	total	1,266 09
HAMPSHIRE & BALTIMORE		
M. O'Conner	Alexandria	110 10
R. Emmett	Alexandria	109 07
2 boats	total	219 10
BLAEN AVON		
M. A. West	Alexandria	114 16
Belle Resley	Alexandria	117 00
A. Berry	Alexandria	113 06
3 boats	total	345 02
GEORGE'S CREEK		
R. B. Copley	Georgetown	118 18
MARYLAND COAL CO.		
Wren	Georgetown	107 12
INDIVIDUAL		
W. P. Woolls	Georgetown	113 03

DT, Thu. 11/26/74, p. 4. Capt. Lynch's new boat will steam off on a short cruise today.

Canal Report. 24 boats left this port yesterday carrying 2,679 05 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
C. Slack	Georgetown	113 02
H. C. Hicks	Georgetown	114 11
Robin	Georgetown	113 12
T. J. Nimmo	Georgetown	107 05
Kattskill	Georgetown	102 09
J. V. Norman	Georgetown	111 13
J. P. Agnew	Georgetown	110 00
C. H. Dalton	Georgetown	119 14
William M. Hill	Georgetown	117 04
Maryland	Georgetown	112 05
Dr. Delaplane	Georgetown	114 06
H. Delafield	Georgetown	119 02
J. H. Kindle	Georgetown	113 03
R. I. Morris	Georgetown	124 14
14 boats	total	1,598 00
GEORGE'S CREEK		
C. Segerson	Georgetown	114 04
John Spencer	Georgetown	114 06
Lucinda	Georgetown	117 14
Sallie E. Hassett	Georgetown	114 07
4 boats	total	460 10
HAMPSHIRE & BALTIMORE		
Alex Adams	Georgetown	110 10
BORDEN		
Rebecca B. Lynn	Georgetown	123 10
J. W. Morris	Williamsport	118 00

2 boats	total	240 10
BLAEN AVON		
Mollie	Shepherdstown	110 14
Wm. Young	Shepherdstown	113 10
Emerald	Noland's Ferry	40 01
3 boats	total	264 05

DT, Sat. 11/28/74, p. 4. **Canal Report.** 22 boats left this port yesterday carrying 2,505 16 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Lark	Georgetown	113 15
Jack Topper	Georgetown	113 07
J. M. Forbes	Georgetown	117 18
S. K. Miller	Georgetown	110 00
A. J. Akin	Georgetown	118 15
W. J. Boothe	Georgetown	117 07
Pattie Dunlop	Georgetown	110 00
Yonkers	Georgetown	112 13
L. R. Fechtig	Georgetown	115 13
R. E. Fugitt	Georgetown	112 13
M. Sinclair	Georgetown	112 04
J. Dayton	Georgetown	120 01
J. C. Stubblefield	Georgetown	110 00
A. F. Lantz	Georgetown	118 01
Adam Norrie	Georgetown	116 02
J. R. Cruzen	Georgetown	112 12
Loretto	Georgetown	107 13
17 boats	total	1,938 13

BLAEN AVON		
C. W. Harper	Shepherdstown	109 19
Elmer & Kate	Georgetown	117 03
2 boats	total	227 02

HAMPSHIRE & BALTIMORE		
F. F. Davis	Georgetown	114 13
BORDEN		
E. M. Stanhope	Williamsport	117 07

DT, Mon. 11/30/74, p. 4. **Canal Report.** 27 boats left this port on Saturday carrying 2,880 07 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
J. Snively	Georgetown	113 16
M. M. Jane	Georgetown	100 17
Alpha	Georgetown	116 01
V. S. Brashears	Georgetown	119 01
F. Ensminger	Georgetown	117 03
A. C. Greene	Georgetown	114 17

Linnet	Georgetown	110 00
M. S. Haines	Georgetown	118 04
N. Williams	Georgetown	116 01
J. A. Graham	Georgetown	118 11
J. E. West	Georgetown	118 13
Maj. E. L. Moore	Georgetown	115 15
Dr. Eliason	Georgetown	118 02
Monongahela	Williamsport	108 03
Grason & Fannie	Williamsport	113 01
15 boats	total	1,723 15

GEORGE'S CREEK		
T. Drennen	Georgetown	110 09
R. Herr	Georgetown	114 01
2 boats	total	224 10

BORDEN		
John T. James	Georgetown	119 08
J. A. Spielman	Williamsport	114 07
2 boats	total	237 11

HAMPSHIRE & BALTIMORE		
J. R. Purcell	Georgetown	120 04
INDIVIDUAL		
Scotia	Georgetown	113 04
A. L. Miller	Georgetown	114 08
2 boats	total	227 12

BLAEN AVON		
B. F. Price	Georgetown	113 07
J. T. Dixon & Co.	Georgetown	115 12
Four Sisters	Georgetown	117 00
3 boats	total	345 19

We are requested to say that the report that the Borden Coal Company would resume the shipment of coal by canal this season was without foundation in fact. One load, in place of the cargo of a boat which met with an accident and sank, was shipped yesterday, which closes up the operations of the Borden Company by canal for the season. We also learn that it was the intention of the George's Creek Company to suspend shipments by canal yesterday.

The steamer "Alpha," built by J. T. Hill, Esq., of this city, an account of which has appeared in these columns, left this port yesterday at nine o'clock a.m. for Georgetown, carrying one hundred and sixteen tons of coal and one ton and a half of lumber. Mr. Hill accompanied the boat,

which had a full complement of experienced boatmen; among them being Mr. Henry Magruder, Lieutenant of Police, and Mr. Patrick Mills, also of the force, both of whom obtained a furlough for the purpose of making the trip with this boat. We expect to have a full report of her voyage, with the time made between this place and Georgetown for publication.

NR, Mon. 11/30/74, p. 4. The receipts and shipments of Cumberland coal from Georgetown for the week have been as follows: Borden company received 840 tons, shipped 840 tons; New Central, received 1,210 tons, shipped 2,275; American, received 2,200 tons, shipped 1,285; Consolidation, received 5,010 tons, shipped 5,512. Total receipts, 9,850 tons; total shipments, 9,912 tons.

It is reported that the directors of the Chesapeake and Ohio canal intend having the Georgetown level of the canal cleaned out and put in good order for the opening of the spring trade.

ES, Mon. 11/30/74, p. 8. **GEORGETOWN – Grain Trade** – Arrived – Boat Benjamin Miller, with 100 bushels wheat and 150 barrels ear corn for T. C. Wheeler and [boat Wheeler &] Barron, with 2,400 bushels wheat for Hartley & Bro. and 1,700 bushels [wheat] for H. M. Talbott. Boat Medley, with 250 bushels wheat for Hartley & Bro., and 2,500 bushels corn for H. M. Talbott. Boat J. N. Thomas with 3,300 bushels wheat, 250 bushels corn and 75 barrels flour for J. G. & J. M. Waters.

AG, Mon. 11/30/74, p. 3. CANAL COMMERCE – Arrivals – Boats Wm. M. Price and J. H. Woodburn to Hampshire & Baltimore Coal Co.

DT, Tue. 12/1/74, p. 4. **Canal Report.** 23 boats left this port yesterday carrying 2,630 17 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
J. D. Tice	Georgetown	105 00
J. C. Grove	Georgetown	123 07
G. W. Barnett	Georgetown	112 17
Consolidation	Georgetown	116 01
Julia Tyler	Georgetown	114 11
S. T. Ekis	Georgetown	112 16
Miner	Georgetown	111 08
Morning Star	Georgetown	112 02
H. E. Chaplin	Georgetown	110 12
J. Charles	Georgetown	116 00
J. T. Davis	Georgetown	110 00
11 boats	total	<u>1,244 14</u>
BLAEN AVON		
J. H. Farrow	Georgetown	116 17
M. Scally	Georgetown	113 12
J. M. Hedding	Georgetown	116 18
Mary Mertens	Georgetown	119 14
4 boats	total	<u>467 01</u>
BORDEN		
Julia Borden	Georgetown	112 13
Zacharias & Cragin	Georgetown	111 15
Lizzie & Phillie	Georgetown	116 01
Jacob H. Snyder	Georgetown	119 12
Borden & Lovell	Williamsport	116 07
5 boats	total	<u>576 08</u>
HAMPSHIRE & BALTIMORE		
C. Ridgley	Georgetown	117 10
G. P. DeWitt	Georgetown	111 12
2 boats	total	<u>229 02</u>
ATLANTIC		
Noble Grand	Alexandria	113 12

A few days ago we published an item to the effect that the Borden Coal Company would resume coal shipments. This we were requested to contradict, which we did, and yet that Company is still loading boats, and the only hope we wish it is that it may so continue all winter. But we publish no more items on the subject, mind that, now.

CA, Wed. 12/2/74, p. 3. **Trans-Allegany Canal.** – Under this caption the Bedford *Inquirer* says: “Engineers corps reached the

State Line on Thursday of last week, and thence proceeded in the direction of Cumberland. Some of the farmers along the way are getting a little uneasy about the land thus apparently appropriated, but we don't think the present generation need apprehend any difficulty on that score."

Aside from the almost insurmountable natural obstacles this scheme presents, the Democratic party has never taken very kindly to the construction of internal improvements by the Federal Government, and as the Democracy will have something to say in Congress presently about this and kindred enterprises, there is probably more truth than poetry in the *Inquirer's* opinion that the present generation needn't apprehend any difficulty about having their land gobbled up for the Trans-Allegany Canal.

DT, Wed. 12/2/74, p. 4. **Canal Report.** 23 boats left this port yesterday carrying 2,673 03 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
J. F. Kriegh	Georgetown	119 12
C. P. Manning	Georgetown	121 01
J. N. Clary	Georgetown	112 19
W. L. Read	Georgetown	118 11
G. Meredith	Georgetown	112 13
D. A. Miller	Georgetown	112 14
M. Boyer	Georgetown	110 00
Little Joe	Georgetown	117 07
J. McGraw	Georgetown	116 00
Dove	Georgetown	116 02
S. S. Cunningham	Georgetown	116 10
Owl	Georgetown	111 01
Ida & Harry	Georgetown	118 02
13 boats	total	1,526 12
ATLANTIC		
Wm. Doyle	Alexandria	113 14
Lucy Lee Mouse	Alexandria	110 10
Wm. Moffett	Alexandria	113 10
3 boats	total	336 14
HAMPSHIRE & BALTIMORE		
V. L. Sprigg	Alexandria	110 17
P. L. Lemen	Alexandria	116 13

Ben Bissell	Alexandria	112 17
3 boats	total	340 07

BORDEN

F. L. Tilghman	Georgetown	115 08
J. R. Haines	Georgetown	114 10
2 boats	total	229 18

BLAEN AVON

Morning Sun	Georgetown	116 14
Wm. Foley	Georgetown	116 09
Mary Mack	Georgetown	116 07
3 boats	total	349 12

DT, Thu. 12/3/74, p. 4. The ice closed the canal at Orleans, and detained quite a number of boats at that point all day Tuesday. They got off yesterday, we learn, as the warm sun soon weakened the ice.

Canal Report. 22 boats left this port yesterday carrying 2,533 02 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
J. G. Lynn	Georgetown	120 15
T. Dean	Georgetown	121 10
T. Malloy	Georgetown	115 11
M. C. Clary	Georgetown	115 14
Dr. F. C. Doyle	Georgetown	123 18
A. Campbell	Georgetown	115 14
J. K. Whitford	Georgetown	114 05
W. Moorehead	Georgetown	114 17
J. W. Turner	Georgetown	120 01
C. Wheatley	Georgetown	110 00
Henry Gerdeman	Georgetown	113 00
Fannie & Estella	Georgetown	110 00
J. B. Slattery	Georgetown	110 00
Grason & Fannie	Georgetown	112 07
14 boats	total	1,618 00
ATLANTIC		
D. Murphy	Alexandria	113 18
J. Reeves	Alexandria	117 05
W. H. Ash	Alexandria	120 00
Jeremiah Dick	Alexandria	106 18
4 boats	total	458 01
HAMPSHIRE & BALTIMORE		
Geo Hutton	Georgetown	116 05
M. Fannon	Georgetown	117 17
2 boats	total	234 02
BLAEN AVON		

Tony Rodier	Georgetown	113 03
Alonzo Berry	Georgetown	<u>109 16</u>
2 boats	total	222 19

DT, Fri. 12/4/74, p. 4. **Canal Report.** 23 boats left this port yesterday carrying 2,642 04 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		

R. J. West	Georgetown	113 00
H. Roland	Georgetown	114 05
Willie Snyder	Georgetown	110 17
J. Wilson	Georgetown	119 05
Geo. H. Colbert	Georgetown	120 18
Geo. J. Elliott	Georgetown	116 00
C. Slack	Georgetown	116 09
Kate Prather	Georgetown	123 19
Geo. Sherman	Georgetown	116 17
P. J. Smith	Georgetown	114 08
Martha	Georgetown	118 18
Okonoko	Georgetown	107 12
A. C. Greene	Georgetown	<u>110 07</u>
13 boats	total	1,502 03

HAMPSHIRE & BALTIMORE

R. A. Goodwin	Alexandria	112 12
M. McNally	Alexandria	115 06
Park Agnew	Alexandria	<u>118 17</u>
3 boats	total	346 16

BORDEN

F. J. Laing	Georgetown	113 11
H. B. Rohrback	Georgetown	114 05
Annie E. McQuade	Georgetown	<u>115 04</u>
3 boats	total	348 00

INDIVIDUAL

Jas. H. Percy	Williamsport	107 10
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ATLANTIC

Iowa	Alexandria	113 11
American Boy	Alexandria	<u>110 15</u>
2 boats	total	224 05

BLAEN AVON

J. B. Winslow	Alexandria	113 03
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P. Haines Lumber Trader, cleared today with 14,000 feet of lumber.

The receipts of the canal company for the week ending November 28 were: From Cumberland, \$5,104.70; Georgetown, \$750; total, \$5,854.70. The accrued revenue at Cumberland for the week, was \$8,518.59.

Boats leaving same during the same period 148, carrying 16,485 tons of coal.

DT, Sat. 12/5/74, p. 4. **Canal Report.** 13 boats left this port yesterday carrying 1,931 19 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		

H. C. Hicks	Georgetown	120 09
J. R. Masters	Georgetown	120 00
C. H. Dalton	Georgetown	120 00
Maryland	Georgetown	116 15
A. Lincoln	Georgetown	74 02
J. R. Ray	Georgetown	115 11
Anna Bruce	Georgetown	116 12
Laura	Georgetown	116 19
A. B. Turner	Georgetown	113 00
Dr. C. F. Russell	Georgetown	112 17
Mohawk	Georgetown	112 00
M. Topper	Georgetown	<u>108 05</u>
12 boats	total	1,353 02

BLAEN AVON

Fleming & Motter	Georgetown	119 19
Johnny	Georgetown	<u>119 12</u>
2 boats	total	239 11

HAMPSHIRE & BALTIMORE

E. Mulvaney	Georgetown	114 11
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INDIVIDUAL

J. Hieston	Georgetown	109 05
Mayfield & Hieston	Georgetown	112 10
Farmer	Tunnel	<u>3.00</u>
3 boats	total	224 05

Gorman's Little Ax. – On the Williamsport (or rather Hancock) division of the Chesapeake & Ohio Canal, Mr. Gorman has already let his ax fall. The carpenter shop at Williamsport has been closed, and all the employees, all of whom were rather outspoken and enthusiastic in their support of Mr. Walsh, have been discharged – to cut down on expenses you know, only that and nothing more. The pay of other employees has been reduced, and it is whispered that the president and directors will contribute their salaries toward the “permanent improvement” of the prism, but we have grave doubts of its truth.

The old canal wrecks that are lying around “promiscuously like,” are rather unsightly objects to the eye in the midst of so much beauty.

An Unknown Man Killed – A Case of Shooting that should be Inquired Into.

– We give below the particulars of a fatal case of shooting which occurred on Wednesday evening last at “the culvert” on the one-mile level below the tunnel. The boat *Linnet*, of which Mr. Daniel Bush, of Mercerville, Washington county, is Captain, had stopped for the night at that place, and as is the usage, was made fast to the berm bank. About ten o’clock p.m. the captain heard a noise, as of someone walking, and on going out of the cabin, saw a man on the boat. Without much ceremony Bush attempted to fire at him, but his gun snapped, and the man jumped ashore and escaped. In perhaps a half hour afterwards the noise was heard again, and again Bush went out with his gun. This time the man was seen to enter the stable at the bow of the boat. Bush followed, and as he entered the stable the mysterious visitor retreated from the opposite door and again jumped from the boat to the shore, only a few feet distant, the boat being empty. As he got upon the ground Bush fired, the stranger uttered a groan and fell to the ground a corpse. It is supposed that his object in going on the boat was theft, but no word was spoken by either party, and there was really no cause as far as we can see for the rash shooting. The gun was loaded with buckshot, at least twelve of which pierced his body. The dead man is described as a tall person, of dark complexion, wearing a good suit of clothes and a slouch hat. His body was left upon the bank, Bush notifying the first lock tender on his way to this city of the occurrence and describing the body, which was afterwards removed by the people of the neighborhood and buried. On arriving in this city Bush

related the affair to a number of persons, but no one seemed to have any idea who the poor unfortunate creature was who met his death in such a wanton manner.

NR, Sat. 12/5/75, p. 4. **LOCAL MISCELLANY – Grain Trade** – T. C. Wheeler received 1,800 bushels red wheat and 100 barrels flour from Seneca. H. M. Talbott reports arrival of the *Medley*, from Edward’s ferry, with 1,800 bushels wheat, and 700 bushels wheat from Seneca.

DT, Mon. 12/7/74, p. 1. The steamer *Thomas Moore* has arrived safely in Georgetown. Her speed and machinery met every expectation, in fact [illegible] writes that he is confident that he can make the trip from Cumberland to Georgetown in forty hours.

Ibid, p. 4. **Canal Report.** 19 boats left this port yesterday carrying 2,213 07 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Jimmy M., Jr.	Georgetown	117 15
Alaska, Str.	Georgetown	104 14
J. A. Graham	Georgetown	120 00
Hawk	Georgetown	117 16
Robin	Georgetown	117 00
S. S. Lynn	Georgetown	121 18
A. K. Syester	Georgetown	117 06
Hollander	Georgetown	116 17
Viola H. Weir	Georgetown	114 05
H. J. Kenah	Georgetown	116 12
R. I. Morris	Georgetown	123 01
S. H. Taylor	Georgetown	116 05
Capt. J. Sheridan	Georgetown	116 15
13 boats	total	1,517 04
HAMPSHIRE & BALTIMORE		
Wm. Powell	Alexandria	114 03
W. M. Price	Alexandria	121 09
J. R. Purcell	Alexandria	113 11
Farmer	Alexandria	116 01
4 boats	total	463 09
BLAEN AVON		
nd	Alexandria	116 10

Mary Mack	Alexandria	<u>120 04</u>
2 boats	total	236 14

DT, Tue. 12/8/74, p. 4. **Canal Report.** 14 boats left this port yesterday carrying 1,626 07 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Dr. A. A. Biggs	Georgetown	110 00
Lucinda	Georgetown	119 05
Energy	Georgetown	115 10
Mattie	Georgetown	115 06
Johnny & Tommy	Georgetown	120 00
Blue Bell	Georgetown	100 13
Congress	Georgetown	113 06
Joseph E. West	Georgetown	120 05
V. S. Brashears	Georgetown	122 14
M. M. Jane	Georgetown	113 14
J. Snively	Georgetown	<u>115 01</u>
11 boats	total	1,279 16

BLAEN AVON

Johnny & Eddy	Georgetown	119 13
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HAMPSHIRE & BALTIMORE

Mrs. C. E. Charles	Georgetown	114 02
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INDIVIDUAL

A. L. Miller	Washington	113 16
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CA, Wed. 12/9/74, p. 3. The steam canal boat "Thomas Moore" arrived at Georgetown on Thursday last. The trip from Cumberland occupied about forty hours, which was better time than the owners calculated on.

DT, Wed. 12/9/74, p. 4. **Canal Report.** 14 boats left this port yesterday carrying 1,593 07 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
F. R. M. Bowers	Georgetown	119 00
Dr. Delaplane	Georgetown	113 00
H. W. Dellinger	Georgetown	113 00
W. R. Shaw	Georgetown	110 00
J. A. Millholland	Georgetown	115 18
J. & D. Nuse	Georgetown	110 16
Cumberland	Georgetown	118 13
Lark	Georgetown	112 01
D. M. Read	Georgetown	113 03
Mountain City	Georgetown	109 11

A. P. Gorman	Georgetown	117 14
J. E. Stanhope	Georgetown	<u>116 00</u>
12 boats	total	1,349 16

BLAEN AVON

E. M. Bynon	Georgetown	116 11
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INDIVIDUAL

W. Thompson	Georgetown	117 00
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NR, Wed. 12/9/74, p. 4. **Serious Affray.** - About 5:30 o'clock yesterday afternoon an altercation took place between two boatmen up the Chesapeake and Ohio canal, which will likely result in the death of one of the parties. It appears that at the time there was a great jam of boats, the owners of which were all anxious to get started upon a return trip northward. During one of the customary altercations which ordinarily accompany canal enterprises, a colored man named Sandy Sorrell, it is said, was seriously injured by receiving a blow on the head by a brick bat thrown by a young Irishman named John Dugan. A report of the occurrence was promptly conveyed to the station-house, and Dugan was arrested. The wounded man was speedily attended to through the care of Lieutenant Hurley and Sergeant Buil, and a doctor was immediately summoned and restoratives administered. The investigation was postponed until today. It seems, however, that at the time the occurrence took place Dugan, who was a laborer upon one of the Three Sisters, was endeavoring to pass the boat upon which Sorrell was employed. A quarrel ensued, resulting in severely injuring the man in the manner described. No anterior motive was given for the act, and it is very probable that it originated from the effects of liquor.

Grain Trade - Arrived, boat

Caledonian, from Seneca, Md., to Thomas C. Wheeler, with 2,100 bushels wheat, 50 bushels corn, 60 bushels oats, and 100 barrels flour. Also, 430 bushels corn for H. M. Talbot.

Chesapeake and Ohio Canal - The water in the Alexandria aqueduct was

yesterday reduced considerably in volume, in order to relieve that structure from the immense pressure that it has stood so well for the past season. If there is any revival of business before the close of the season, it will be refilled in a short time.

DT, Thu. 12/10/74, p. 1. **Navigation** has been suspended on the Alexandria canal and the water drawn off for the winter. But two boats left this port for Georgetown yesterday.

Ibid, p. 4. **Canal Report.** 2 boats left this port yesterday carrying 220 06 tons of coal as follows:

Boats	Destination	Tons cwt
CONSOLIDATION COAL CO.		
Col. J. C. Lynn	Georgetown	112 03
INDIVIDUAL		
F. H. Irwin	Round Top	108 03

NR, Thu. 12/10/74, p. 4. **GEORGETOWN NEWS – The Canal Affray** – Chas. Sorrell, (colored,) who was reported in yesterday’s *Republican* as being seriously injured, was yesterday conveyed to the Georgetown Free Dispensary. Upon examination he was found to be in a semi-comatose state, with a compound fracture of the skull.

Grain Trade – Messrs. Hartley & Bro. report arrival of boat Hattie & Bessie, with 3,000 bushels of red wheat, 200 barrels flour and 500 bushels mill-feed. Messrs. J. G. & J. M. Waters report arrival of boat C. F. Walters, with 3,000 bushels red wheat. Mr. H. M. Talbott reports boat Hartley, with 80 barrels corn in the ear.

The Chesapeake and Ohio Canal – The regular monthly meeting of the Canal Company was held here today. Present: President Gorman in the chair, Benj. Fawcett, esq., secretary. And Messrs. Bannon, Biser, Berret, Meredith, Stake and Watkins, directors.

President Gorman submitted his monthly report showing the tonnage in

November to be 71,798 tons, a decrease of 17,721 tons as compared with November, 1873. The decrease is attributed to the depressed condition of manufactures in the country. The coal tonnage has, however, increased during the year over 1873. The tonnage from January 1 to November 30, 1873, was 788,792 tons, and from January 1 to November 30, 1874 819,893 tons; increase in 1874, 31,101 tons.

The accrued revenue for the month was \$12,644.06, and the net revenue over expenses, including materials for winter repairs, was \$20,959.45. The decrease of expenses over corresponding month of 1873 is \$254.98; the balance in bank in favor of the company on the 1st instant was \$121,942.38; the accrued revenue available within the next ten days is \$20,514.75; total \$142,457.73. From this the expenses of November are to be deducted, and will leave the company \$120,772.52 in the treasury.

In addition to this large balance the present fine weather has been taken advantage of, and a considerable quantity of coal has been shipped during the present month. It is, therefore, reasonable to estimate that the revenue of December will be equal to the expenses.

The policy pursued of largely increasing the number of employees and making the greater part of the extraordinary repairs during the summer and fall will enable the company to reduce the ordinary expenditures during the suspension of navigation. To this end the superintendents have been instructed to enforce strictly the resolution heretofore passed by the board. In view of the foregoing facts, I respectfully recommend, says the president, that a sufficient sum be appropriated to pay the overdue coupons on the preferred constructions bonds next in order.

If the board concurs in this recommendation it will make the whole number of coupons paid since January last

six, the face value of which is \$305,910, which is \$101,970 more than has ever been appropriated to the account in any one year, and makes the gross amount appropriated to pay interest on the funded debt since June 1, 1872 \$719,502.88.

The board resolved to pay the coupon due July 1, 1861, on and after the 23rd instant, at the banking house of Alex. Brown & Sons. The coupon amounts to \$55,985.

A plan for improvements in locks was submitted to the board by the inventor, Mr. Heath, of Annapolis; also for the construction of outlet locks above Georgetown by Messrs. H. H. Dodge and W. R. Hutton, engineers, which was approved by the board and construction thereof ordered to be commenced immediately.

The board meet here on the 12th of January. The subject of closing the canal for the winter, under the resolution of the board passed last month, remains with the president.

The receipts of the canal company for the week ending December 5, 1874 were: \$5,719.47, Georgetown \$2,350; Hancock \$152.88; total \$8,222.35. Accrued revenue at Cumberland for the week, \$8,224.65; boats leaving Cumberland 137, carrying 15,292 tons.

DT, Fri. 12/11/74, p. 1. **Canal Report.** 2 boats left this port yesterday carrying 234 02 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
M. Whitson	Georgetown	115 06
INDIVIDUAL		
Lizzie Haines	Washington	118 16

The Board of Directors of the C. & O. Canal Company, at their meeting in Baltimore on Wednesday, left the time of closing the canal for the winter in the discretion of the President.

Mr. J. T. Hill's steamer, the "Alpha," made the trip from Georgetown to Cumberland, one hundred and eighty five miles in fifty six running hours. Mr. Hill is greatly encouraged with his first trip, has definitely located all defects, and is confident of making his experiment entirely successful.

NR, Sat. 12/12/74, p. 4. **Not Dead Yet.** - The colored man Charles Sorrell, whose serious injury upon the Chesapeake and Ohio canal was reported in *The Republican* of Thursday last, is still at the Free Dispensary. His condition remains the same.

A CANAL STEAMER

The steamer Thomas Moore arrived at Georgetown, D. C., from Cumberland, Md., with a cargo of one hundred and five tons of coal. Such is the construction of the two propellers of the same that with sixty-five pounds of steam she has made on the Chesapeake and Ohio canal and the river from four to seven miles per hour without making as much swell on the water as a common canal boat. She is visited daily by those feeling an interest in the success of steam upon our canals. The Cumberland and Baltimore papers say that after a fair trial she has proved a complete success, and is destined to produce a revolution in the navigation of our inland waters. She was built by Capt. Samuel Adams, the explorer of the canyons of the Colorado, and Capts. Stewart and Durrugh, practical boatmen on the Ohio river. The machinery, &c., of this steamer is worthy the attention of the progressive men of the country.

NR, Sat. 12/12/74, p. 8. **GEORGETOWN - Coal Trade** - The receipts and shipments of Cumberland coal for the week by the different companies, has been as follows: Consolidation company received 6,755 tons,

shipped 3,129 tons; New Central company received 2,700 tons, shipped 3,462 tons; Borden company received 800 tons, shipped none; Maryland company report no receipts or shipments. Total receipts, 10,315 tons; total shipments, 6,591 tons. Messrs. Gilmore, Meredith & Co., report 1,427 tons received and 1,397 tons shipped of their Youghiogheny gas coal.

Chesapeake & Ohio Canal –

Collector Blunt reports 225 boats registered at his office for the week ending December 12th.

DT, Mon. 12/14/74, p. 4. **Canal Report.** 4 boats left this port Saturday, carrying 478 03 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
J. McGraw	Georgetown	115 05
G. Meredith	Georgetown	121 14
J. N. Clary	Georgetown	118 08
W. L. Read	Georgetown	122 16
4 boats	total	478 03

3 boats left this port December 12th carrying 344 03 tons of coal as follows:

<i>Boats</i>	<i>Destination</i>	<i>Tons cwt</i>
CONSOLIDATION COAL CO.		
Julia Tyler	Georgetown	116 13
R. E. Fugitt	Georgetown	117 15
2 boats	total	234 08
BLAEN AVON		
J. T. Dixon	Georgetown	110 15

ES, Mon. 12/14/74, p. 4. **GEORGETOWN – Grain and Flour – Receipts by Canal –**

Arrived, boat Seneca with 188 barrels flour, 1,100 bushels wheat, 50 bushels of oats and 400 bushels mill-feed for T. C. Wheeler, and 600 bushels wheat for Hartley & Bro. Boats Hattie & Bessie with 3,000 bushels of wheat for Hartley & Bro. Boat Benson Talbott with 2,000 bushels of wheat for Hartley & Bro. Boat H. M. Talbott with 2,000 bushels of wheat and 80 bales of hay for H. M. Talbott. Boat Wheeler & Barron with 2,500

bushels of wheat for Hartley & Bro., and 1,000 bushels [wheat] for H. M. Talbott. Boat Medley with 2,300 bushels of wheat for H. M. Talbott, and 200 bushels [wheat] for Hartley & Bro. Boat J. N. Thomas with 390 bushels corn and 700 bushels of wheat for H. M. Talbott, 2,500 bushels of wheat, 300 bushels of corn for J. G. & J. M. Waters.

AG, Mon. 12/14/74, p. 2. CANAL COMMERCE – Arrivals – Boats Mrs. C. E. Charles and C. H. Knott to Hampshire & Baltimore Coal Co.

DT, Tue. 12/15/74, p. 4. **The Canal Trade.**

- There were no departures of boats from this port yesterday. We presume that the trip, with the prospect which the weather afforded yesterday was rather hazardous, backed too by the prophecy of Old Probabilities of colder weather.

Tue. 12/15/74, p 1. **A GREAT HIGHWAY - Chesapeake and Ohio Canal**

- We copy the following interesting article from the Baltimore *Gazette*, and commend its careful perusal to our readers:

At 6:30 A.M. on Wednesday morning several gentlemen left the Camden street Station arriving at Harper's Ferry at twenty minutes past 10 o'clock, and immediately went aboard the canal boat Daniel S. Biser for a visit of inspection of the Chesapeake and Ohio Canal from Harper's Ferry to Georgetown. The party consisted of A. P. Gorman, President; Daniel S. Biser, A. K. Stake and Michael Bannon, of the Board of Directors; Lewis G. Stanhope, Superintendent of the Antietam Division of the Canal; J. J. Moore, Superintendent of the Monocacy Division, which commences about two miles above Harper's Ferry and terminates at Seneca, about forty-three miles in length, Patrick Reilly, A. V. Millholland and the

representative of the *Gazette*. The day was bright and beautiful and as the mule to which the rope drawing the Biser was attached started down the towpath, the novelty of the trip proved exceedingly interesting. The first place of landing was made at Sandy Hook a mile from the Ferry.

SHOPS OF THE COMPANY

Here the carpenter and other shops of the company are located, and a large force of men were found at work, engaged in making new gates and other articles needed on the canal. The gates have to be made in the most substantial manner, one without accident lasting four years. Each gate costs \$250. A large supply of material is stored here and a number of carts and wheelbarrows in case of a break upon the canal. A new store has been erected and a great deal of repairing done. White oak lumber, 23 by 11 feet, is delivered here at \$25 a thousand, less than one half of what the same lumber is worth in Baltimore.

WEVERTON MILLS

The next stoppage was at Weverton, the junction of the Hagerstown Railroad, and here Mr. Stanhope took leave of the part very much to the regret of all. The mills here are worked by the surplus water of the canal. The ruins of the city, which its founders so vainly hoped might grow into prosperity, mark the vanity of human wishes. The walls of factory and dwelling are crumbling into dust. The next stoppage was at Berlin.

A DEMOCRATIC TOWN

Berlin is a small village of Frederick county, consisting sixty voters, fifty-nine of whom voted the Democratic ticket at the late Congressional election. The principal business of the place is done by the mill of Messrs. Jordan, Graham & Wenner, which is run by the water from the canal necessary to feed the level below, and it passes over the mill wheel without any waste. - Here the sentiment with reference to politics seemed

very exciting. It had been stated in the *Cumberland Times* that the President and Directors of the Canal had used their influence to defeat Mr. Walsh, the Democratic nominee, and this report had circulated along the banks of the canal, much to the indignation of the Democracy along its banks, who eagerly inquired of the officers of the canal the foundation of this false and unjust accusation.

A POLITICAL DIGRESSION

Mr. Gorman and the directors indignantly denied this accusation. They said that the facts demonstrate the reverse; that in all the voting districts along the canal there were Democratic gains except at Hancock and Williamsport, which was due to local causes: that this fact was more remarkable when it is remembered that at Hagerstown the loss was 140. They stated that there was not an employee of the canal but who had done his best for Mr. Walsh and had it not been for the increased vote along the canal he would have been defeated. The officers of the Canal Company stated that they would not deny this, as it was well known that they always supported the Democratic nominees, except for the sake of their subordinates who had done their duty faithfully; that the charges originated from parties owning wharves in Cumberland and Georgetown, who made large amounts for themselves by extraordinary charges. The system had in fact been broken up in Georgetown, and the committee of the canal had reported adverse to the claims of the Cumberland men. A proposition had been made by parties interested in Cumberland or the canal officers just before the election to reduce the tolls to the amount of \$40,000 per year in order to throw the onus of refusal on them, and in case Mr. Walsh was defeated to lay the blame upon them. While they were willing to do all in their power as Democrats to secure the success of the nominee, they

were not willing to sacrifice any of the interests of the canal.

TIED UP FOR THE NIGHT.

After a brief stay at Berlin the boat proceeded to Monocacy, eighteen miles from Harper's Ferry, when it was tied up for the night, and the evening was passed pleasantly listening to the incomparable stories of Colonel Stake, and to political reminiscences of Mr. Biser. Here, also, employees of the canal met the officers and made their reports of such matters as needed their advice and instruction. A comfortable night of sleep was had by those on board of the Biser in the bunks, and on Thursday morning all were on the move at an early hour, and viewed with great interest the surrounding country.

THE BEAUTIFUL SCENERY.

The morning was bright and clear, and to the left was plainly discernible the Sugar Loaf Mountain and beautiful country between it and the canal. Over the Monocacy was seen to advantage the long and symmetrical bridge on the Metropolitan Branch of the Baltimore and Ohio Railroad. Walking up the towpath, the party closely examined the canal viaduct across the Monocacy, which is 590 feet in length, 25 feet in height to the arch and about 42 feet to the top. Six feet of water is in the aqueduct, and passes over it at the rate of thirty-eight cubic feet a second. The scenery after passing the aqueduct in Montgomery county is very romantic, running along with a high bluff on the left, the Potomac on the right, with the hills of Loudon on the opposite side of the river. The first stopping was at Edward's Ferry.

EDWARD'S FERRY.

This place is noted in the annuals of the war, and quite a contrast with the busy and fierce scenes enacted here then was the quiet and stillness that reigned over the small village. Here is located a carpenter shop of the company, where work is done

and repairs made. A short distance below are lift locks, by which loaded canal boats by a succession of three blocks are lifted up from the Potomac river below to the canal. - They come from Virginia and quite an active trade is carried on by this means. The towpath runs over a high bridge under which the boats pass to and from the lift locks. The scenery here is worthy of the attention of any painter of landscapes. Here an elegant dinner was served by William Brown, the well known Baltimore caterer. The Thanksgiving turkey was not wanting, and amidst the festivities of the occasion the loved ones at home were not forgotten.

THE CELEBRATED SENECA QUARRIES

The next stopping place was the celebrated Seneca Quarries, which have attracted so much public attention. They are twenty-two miles from Georgetown. Here the Canal Company have a stone crushing machine busily employed in crushing stone, which is being used to macadamize the towpath of this division, which, for the most part, is red mud which wears in deep ruts under the hoofs of the animals on the towpath, and which is almost impassable in wet weather. This is a long-needed and much desired improvement. Adjoining the same crusher, which is stationed at the Government quarry, is the famous Seneca Sandstone Quarry, which is now being worked by the Government, under contracts with the company, which has failed. - There is a large mill here for sawing stone, which is supplied with water from the canal, and the buildings at the place, erected by the exploded corporation, cost almost \$50,000. At Seneca the Georgetown Division commences, and the party was joined at this point by John T. Fetehall, the Superintendent of the Division. There is a viaduct near the Seneca about one hundred and fifty feet in length, built of masonry, over the Big Seneca river. It is a fine and substantial work and was rebuilt last winter.

THE GEORGETOWN DIVISION

The scenery along the line of the canal at this point is grand, and the Potomac is especially attractive, the Seneca Falls being grand and picturesque. Plenty of wild ducks were noted on the river, and from the island upon it the reports of guns at intervals denoted that sportsmen were following their favorite avocation. The boat proceeded to the Big Falls of the Potomac, where it tied up for the night. After the transaction of the business of the Company at this point, another pleasant evening was spent on board the Biser, and another night of refreshing slumber was enjoyed by all. After the noise and turmoil of a large city, and the ceaseless taxation of the brain from the cares and labors of every day, the stillness and quiet of the canal has a charming and soothing power.

THE GREAT FALLS OF THE POTOMAC

In the morning by light the excursionists were out across the dam of the Washington Water Works, and over a creek to a massive lot of rock heaped here by some extraordinary power from which a fine view was obtained of the Great Falls of the Potomac. The scene was grand and impressive; the water having only a narrow channel, fell over the rocks with tremendous power from a height of forty-seven feet, leaping and roaring and throwing clouds of mist upwards, a miniature Niagara, but grand and extensive enough to have an identity of its own. Returning, the Gatehouse of the Washington Water Works was visited, through which the water of the Potomac was conveyed to Washington. There is a large dam here which conveys the water of the river to the Gatehouse, and the water is conveyed through a conduit nine feet in diameter to the reservoir, distance of twelve miles. The conduit runs underground, and over it there is a fine macadamized road. The work on the canal here for some distance is massive, the walls being fifty feet in height and fourteen feet at

the base. Yet the Potomac sometimes runs to such a height as to overflow these banks so that it became necessary to construct an artificial wall across the canal with a moveable gateway of heavy timber to prevent the water from rushing among the works below. There are six locks within three-quarters of a mile with an average fall of eight feet at this point. The name of the settlement at the head of these locks is called Crommelin and the canal company own a fine hotel, which is a great resort during the summer months of parties from Washington. After passing the six locks the boat entered the

LOG-WALL LEVEL.

This level shows mammoth construction. For a mile and a half, the canal runs along in one of the channels of the river, the constructors having banked the channel in. The scenery along the entire division is romantic. To the left of the canal, about a mile and a half from Crommelin, are the steam works of the Great Falls Ice Company, a little further on an extensive brickyard, and still further is Cabin John Run, which is crossed by the conduit on a viaduct which consists of the largest single arch in the world. - On this viaduct is a large marble tablet containing the name of the President of the United States at the time of its construction, and the names of the members of his Cabinet. Among them was the name of Hon. Jefferson Davis, Secretary of War. During "the late unpleasantness" this name was erased by order of Secretary of War Stanton. Just before reaching this place there are seven locks within the space of a mile. As Georgetown is approached, the magnificent supply of granite and building stone attracts the attention. The Canal Company own a valuable one near the old magazine where John Quincy Adams broke the first ground for the canal. Adjoining this is Dam No. 1, which is a rubble dam, and by means of

which the Chesapeake and Ohio, the mills at Georgetown and the Alexandria canal are furnished with water. A large force of workmen (not less than five hundred) were seen at work, repairing thoroughly, or rather entirely rebuilding the road for the new bridge erected in the place of the chain bridge to Georgetown, a distance of three miles. A steam dredge belonging to the company was engaged below the bridge in taking out the accumulation of years from the bed of the canal. The mud, by means of a steam hoisting machine, is lifted over the bank at a cost of twenty-one cents per yard, which, work under the old system of wheelbarrows costs five cents per yard. The canal has been cleaned out from Rock Creek for four miles above Georgetown. After a brief stoppage here the Biser pushed on the Georgetown, arriving at the aqueduct of the Alexandria Canal about 3 o'clock. After viewing the busy scene, comprising a large number of boats, the mode of loading vessels with coal was examined. The Chesapeake and Ohio Canal continues past this point and terminates at the Gas Works.

A NEW TRADE DEVELOPED.

The present Board leased to the Washington Gas Company the ground for its wharves at \$2,700 per year, on the condition that they would obtain their gas coal through the canal. In one year this yielded \$16,000, and this year it will yield to the company \$50,000; and it is estimated that the arrangement will not only develop a new trade, but will yield to the company a revenue of \$32,000 annually during the twenty-five years of lease for tolls and rent. At the termination of the canal there is an outlet lock which lets out into the river 400 boats a month, and vessels can load directly from these boats.

THE ALEXANDRIA CANAL.

At Georgetown the Alexandria canal, ten miles in length, commences, and one-third of the tonnage of the Chesapeake and

Ohio Canal passes over this canal. - When the former canal broke down a short while ago the Chesapeake and Ohio Canal Company, by which means they accommodated this trade, the boats being passed out the outlet lock at that creek. After examining all of the objects of interest in the vicinity of this canal, the party proceeded to Washington and took the 4:30 train for their homes, delighted with all the incidents of the trip, and impressed with the magnitude of this great work and the excellence of its management.²

DT, Wed. 12/16/74, p. 4. **Another Canal Lock.** - The ice and extreme cold has, for a time at least, caused a suspension of coal shipments by way of canal, consequently we have no report of departures.

DT, Fri. 12/18/74, p. 4. The Potomac Wharf Company propose rebuilding the old mule bridge across the mouth of Will's Creek during the present winter. This structure, which was a great convenience to boatmen, has worn a very dilapidated appearance for some time, and we are pleased to hear that it will be replaced with a new one.

NR, Fri. 12/18/74, p. 4. Mr. A. P. Gorman, president; Benj. Fawcett, treasurer; Colonel Biser, of Frederick county, and A. K. Stake, of Washington county, directors of the Chesapeake and Ohio canal, left Baltimore yesterday on a visit of inspection of the canal.

NR, Mon. 12/21/74, p. 3.

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

UNITED STATES MARSHAL'S SALE OF CANAL BOATS, SENECA STONE, &C.

In virtue of a writ of *seis fectas* on judgment of condemnation, issued out of the Clerk's office of the Supreme Court of the District of Columbia, and to me directed, I will sell at public sale for cash, at the Seneca Stone Company's office, foot of K and Twenty-sixth streets, on Rock Creek, in the City of Washington, District of Columbia, on **MONDAY, the 1st day of December, 1874, commencing at 11 o'clock a. m., the following goods and chattels, to wit, viz:**

Two Canal Boats—General Dent and Laura;
One lot Seneca Stone, "dressed;"
One lot do. do. "undressed," and
Two Derricks and Rigging.
Seized and levied upon as the goods and chattels of the Maryland Freestone Mining and Manufacturing Company, of Montgomery county, Maryland, and will be sold to satisfy execution No. 13,214, in favor of Mark Young.

ALEX. SHARP,
U. S. Marshal, District of Columbia.
WM. L. WALL & CO.,
Auctioneers.

DECEMBER 10, 1874.

dec11-d

The above advertisement was first run on 12/11/74 and ran daily until the sale on 12/21/74. Note that the sale included two canal boats: General Dent which was not registered and Laura which was registered on 3/1/73 to operate on the canal, owned by Maryland Free Stone Co.

ES, Mon. 12/21/74, p. 4. **Georgetown Grain Market** – Grain and flour receipts by canal – Arrived, boat Seneca, from Seneca, Md., with 1,300 bushels wheat, 400 bushels corn, and 80 barrels flour for T. C. Wheeler; 150 bushels wheat and 240 bushels corn for H. M. Talbott. Boat Benson Talbott with 50 bales of hay and 300 bushels corn for Hartley & Bro.

ES, Tue. 12/22/74, p. 4. **GEORGETOWN – Grain and Flour Receipts by Canal** – Arrived – Boat Caledonia, from Knoxville, Md., with 350 bushels corn and 2,500 bushels wheat for Hartley & Bro.; 200 bushels mill-feed and 80 barrels flour for T. C. Wheeler. Boat Medley, from White's ferry, with 1,000 bushels corn and 1,000 bushels wheat for Hartley & Bro. and 1,000 bushels wheat for H. M. Talbott.

CA, Wed. 12/23/74, p. 3. **Bridge at the Mouth of Wills' Creek.** - We learn from the *News* that "during the winter a neat and substantial bridge will be built to replace the

one at the mouth of Wills' creek, which has not been used for a year." This will be a great convenience to boatmen loading their craft at the Potomac wharf.

NR, Fri. 12/25/74, p. 4. Navigation will close on the Chesapeake and Ohio canal on Monday next, President Gorman having ordered the water to be shut off on that day.

NR, Tue. 12/29/74, p. 1. **THE CHESAPEAKE AND OHIO CANAL SURVEY.**

The survey of the route for the extension of the Chesapeake and Ohio canal to the Ohio river, which has been in progress under the supervision of the War Department since August last, has just been completed. The engineers have made a preliminary location of the line from Cumberland to the Falls of Youghiogeny. The length of the line is 85 miles, and it is 100 miles to where slack-water is expected to begin, at Connellsville. The summit is passed at an elevation of 1,300 feet above the Cumberland, by a tunnel $3\frac{3}{4}$ miles long. Ten inclined planes are provided on the eastern side, and four on the western. The estimate made last year is deemed to hold good - that is, \$25,090,000 for a canal 70 feet wide and 7 deep, with locks 120 feet by 20, capable of passing boats of 200 tons.