

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE CUMBERLAND ALLEGANIAN & DAILY TIMES
A Cumberland, Md. newspaper
and
THE BALTIMORE SUN
a Baltimore, Md. newspaper
and
MONTGOMERY COUNTY SENTINEL
a Rockville, Md. newspaper
and
EVENING STAR
NATIONAL REPUBLICAN
Two Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1876

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Revision 1, AUGUST 2018
Revision 2, MAY 2023

Canal Trade - 1876

A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. The Cumberland newspaper was found on microfilm at Frostburg State University, Frostburg, MD. The report does offer a glimpse of life on the Canal in 1876.

The data in this 1876 report was compared with the 1874, 1875 and 1877 data and a few corrections to spellings made; this is an edited report. The "Register of Boats Employed on the Chesapeake and Ohio Canal from *The Cumberland Alleganian* and *Cumberland Daily Times* 1876" is a companion document to this report, including only information from the newspaper.

This Revision 2 includes 10 articles from the *Montgomery County Sentinel* not previously transcribed; they are identified by MCS before the respective article. Articles from the *Baltimore Sun* are preceded by *Sun* and those from the *National Republican* are preceded by NR.

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

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Canal Trade 1876.

Sun, Sat. 1/1/76, p. 4. **Cumberland Coal**
The productions of the Cumberland mines, as shown by the quantities shipped via the Chesapeake and Ohio canal, the Baltimore and Ohio and Pennsylvania railroads for the past year, are given below:

	1875	Canal	B.&O.R.R.	Pa. R.R.
To December 18 1874	879,935		1,214,126	157,068
To December 19 1873	767,097		1,460,874	66,717
To December 20	779,412		1,651,616	110,999

NR, Sat. 1/1/76, p. 2. Paymaster Fawcett and Superintendent Mulvaney, of the Chesapeake and Ohio Canal Company, were assaulted on the tow-path by unknown parties, who were after the company funds.

ES, Mon. 1/3/76, p. 4. **GEORGETOWN Grain** – The water is to be taken from the canal on the 15th proximo, which will cause a “stoppage in transit,” or a stoppage “from” transit of grain by the “ditch” for some months.

AG, Wed. 1/5/76, p. 3. **Ship Yard** – Capt. French, of the schooner Wm. Mason, was at the ship-yard today for the purpose of obtaining estimates for the building of a new tug boat there. Mr. McDonald, formerly of this city, proposes to have a steam canal boat built at the yard if he can get suitable terms.

Sun, Fri. 1/7/76, p. 4. **Letter from Annapolis** – The present mild weather is very favorable for the work of repairs on the Chesapeake and Ohio canal, which are now being pushed forward extensively. Improvements are being made to the gates and walls of the canal and excavations in the bed are progressing.

Cumberland, Md., January. 6, 1876.

The shipments of Cumberland coal for the ten days ending December 31 amounted to 30,284 tons 12 cwt., an increase as compared with the corresponding time of 1874 of 402 tons 2 cwt.

During the year 2,281,415 tons 7 cwt. were shipped, showing a decrease as compared with the year 1874 of 54,959 tons 6 cwt. Chesapeake and Ohio canal increase 112,737 tons 4 cwt.; Baltimore and Ohio railroad decrease 260,692 tons 5 cwt.; Pennsylvania railroad increase 92,995 tons 19 cwt. Shipped by canal during the year 879,935 tons 14 cwt.; Pennsylvania railroad 160,708 tons 10 cwt.

ES, Wed. 1/12/76, p. 1. **Barney McQuade Convicted** – Baltimore, Jan. 12. – Barney McQuade was convicted and sentenced to six years in the state prison and fined \$1,000 in the United States Court today, in the bogus canal boat claim case. M.

MCS, Fri. 1/14/76, p. 3. **Sudden Death.** – Mr. John Dickerson Poole, of Medley’s District, died very suddenly at his residence in Poolesville on Wednesday of last week. He had been in bad health for some time and on the day before his decease, had a stroke or paralysis which resulted fatally in a few hours. Mr. Poole was well and favorably known to most of the citizens of our county among whom he as lived since childhood, and made hosts of friends by his kind and gentlemanly demeanor.

Wed. 1/19/76, p. 4. **Canal Matters.**
The recent convention of those interested in the extension of the Chesapeake and Ohio Canal to Westernport, which adjourned to meet at Baltimore in a few days from this time, certainly has some root in a desire among a number of the citizens of our county for the consumption of some project or other for connecting our coal fields more directly than now with the terminus of the canal. Our friends at Westernport, whose wishes and opinions on the subject are entitled to the most respectful and patient consideration, would solve the Gordian knot by one bold master stroke and place the terminus of the canal itself at Westernport. Should no grave financial or engineering difficulties stand athwart such a scheme, and

should it find adequate endorsement in meeting the demands of Western Maryland, we see no insurmountable objection to a thorough agitation of such a move. In addition to the discussion of the project, for the advocacy of which the convention at Baltimore will assemble, it may not be inopportune to suggest to the consideration of that body the feasibility of the proposition - which has been discussed with striking interest in the journals of the State - to connect the canal directly with Baltimore, our commercial metropolis and the business center of a vast neighborhood, by an extension of that waterway from a point above Great Falls, near Little Rock, to the above named city. The manifest advantages of such a terminus both to the business interests of Baltimore and of this section are simply incalculable and would increase from year to year. The cheap shipping facilities it would give Baltimore would enable that city to compete more successfully than now with her neighbors of Philadelphia and New York for the trade of Western Maryland and contiguous points. Instead of confining the canal principally to an avenue for the shipment of coal, that highway would become the vehicle for carrying vast quantities of general merchandise to outlying places. The business of the canal would be largely augmented, and the boatmen and their shippers would profit by opportunities for the transportation of return freights. The engineering obstacles in the way of this extension are comparatively trivial; with the exception of about six miles of hilly country in Montgomery county, the path of the canal would lie over a country monotonously flat. Once at Baltimore, it would be a desirable consummation to have the fresh waters of the canal empty, somehow or other, into the Basin, which especially in warm weather, like a great bowl of putrescent gravy, sends up an intolerable stench, and is an eyesore and an offense to the decency of the Monumental city. In future articles we shall discuss the questions more fully.

The Canal. - There is good presumptive reason for the opinion that freights on the canal for the coming season will be fully as low if not lower than those current the past year. This presumption is based on two facts: the first is the dissolution of the boatmen's union on the 4th of last October, thereby involving the unlikelihood of any formidable strikes on the part of the boatmen; the second is that the number of boats now on the canal, (over 500, we believe,) being somewhat greater than necessary to meet the wants of the trade, is likely to render competition among boatmen sharper than ever. The proposed further introduction of steam on the canal will also add to the liveliness of the competition and decrease the demand for boats. It is therefore extremely likely that no increase of freights may be expected the coming season.

Thu. 1/20/76, p. 4. **Coal Trade Matters.**

We stated in yesterday's *Alleganian* that there was good presumptive reason for believing that freights on the canal for the coming season would be fully as low if not lower than those current the past year, and we based this opinion upon what we deemed good and sufficient reasons. Out of some discussion that our article elicited in the boating circles, we return again to the subject. Boatmen aver that they are not only unable and unwilling to abide by any further reduction of freights but claim that the rates current at the close of last season were well-nigh ruinous to them. They claim that the rates of '74, which were \$1.35 and \$1.40 to Georgetown and Alexandria, respectively, were barely sufficient to return them a fair profit on their investments and labor; and, therefore, the rates of last season, about an average of \$1.15, were inadequate to meet their current expenses. If a further reduction in the expense of bringing our coal to market be deemed necessary, they hold that such a reduction should not be made upon them. Among the facts added to support their position they instance the great mortality that prevailed among their draught stock last season, by which they were laid under serious financial

embarrassments that will be felt during the whole of the coming year. During the last season ninety-seven mules and horses were lost from one hundred and twenty six boats, and the same proportion would probably hold true with regard to all the boats on the canal (over 500,) thus placing the total loss at about 380. If, therefore, it be admitted that the boatmen are not able to stand any further reduction of freights, and it is further held in mind that it would be sheer folly to expect any further concessions from the present extremely liberal policy of the Canal Company towards the boatmen and shippers, and if present depression of manufacturing interests in the east, scanting a demand for our coal, continue, and if the Clearfield and other coal regions compete as vigorously with us next year as last - why than what can be done to place our coal trade on a better footing? It is apparent that any solution of the difficulty will hurt somebody's feelings and tread upon somebody's pocket.

We hear from a reliable source that there is considerable talk among the officials of the coal companies of reducing the price of mining coal from sixty-five, the present rate, to fifty cents; it being claimed by the companies that the steady work they will thereby be enabled to give the miners will be a better thing than irregular employment at sixty five cents. We also hear reports of a movement on foot to secure from the Legislature such an amendment of the charter of the Cumberland and Pennsylvania Railroad Company as will compel that corporation to reduce its present freight rates of three cents a ton per mile. Without attempting at this juncture to present any opinions as to the merits of the questions involved in the above statements, we have simply striven to photograph the situation from an unbiased standpoint.

Sat. 1/22/76, p. 1. **Canal Extension Convention.** (special to the *Daily Alleganian*) Baltimore, Jan. 21. - At a meeting of the convention at Barnum's Hotel today in favor of connecting Cumberland to the Allegany county

coal fields by means of a water way, Judge Hamill and Wm. J. Brown, of Garrett county, and Dr. Ohr, Dr. Pearce and John S. Combs of Allegany county, were appointed a committee to wait on the Maryland delegation in Congress and request them to urge that body to make an appropriation for the improvement of the upper Potomac. The committee was also directed to wait on Senator Davis of West Virginia and ask his cooperation. Measures were also taken to procure the necessary charter from the legislature for this improvement.

Wed. 1/26/76, p. 1. **Canal Extension, &c.**

The proceedings of the committee on the proposed extension of the Chesapeake and Ohio canal to the mouth of Savage river, which met in Baltimore on the 21st instant, has given satisfaction to the friends in this region and it is to be hoped that the project will be carried out at an early day. I see that the committee were requested to wait upon our Senator, Hon. H. G. Davis, for his cooperation to secure an appropriation. I have no doubt but that he will do all in his power to aid in the same.

Thu. 1/27/76, p. 4. **Chesapeake and Ohio Canal Extension.** - Ex-Representative Hamill, chairman, and Mr. J. W. Brown, West Virginia, Mr. J. W. Pearce, superintendent of the Maryland Coal Company, and Messrs. Ward and Grove of Frostburg, Maryland, the committee appointed at the Barnum's Hotel meeting in Baltimore, in favor of the extension of the Chesapeake and Ohio canal, are in Washington. The committee first had a lengthy interview with Senators White and Dennis, of Maryland, and Senator Davis of West Virginia. Afterwards they had interviews with Representative Walsh and other Maryland and West Virginia members of the House. After consultation it was decided that the committee should draw up a memorial to be presented to Congress, asking an appropriation of \$100,000 for the extension of the canal from Cumberland to Piedmont, the heart of the coal region. The surveys for this extension have already been

made under the direction of Gen. Humphrey's, chief of engineers, in accordance with the act of Congress. The appropriation of \$100,000 would be a preliminary one. As soon as the memorial is prepared it will be presented. The committee will also have an interview with General Humphreys on the subject, and will proceed from Washington to Annapolis, where the matter will be laid before the Maryland Legislature for such action as may be necessary by that body.

Fri. 1/28/76, p. 2. Among the various improvements suggested in connection with the Chesapeake and Ohio canal, there is none more feasible, and none the immediate and immense advantages of which are more apparent than the construction of an off-shoot from the canal near Rockville to tide-water at Baltimore. Our sprightly contemporary, the Baltimore *Sunday News*, advocates the construction of such a crosscut canal to Baltimore, "thus bringing the coal directly to market at tidewater, the cheap tariff giving the canal a favorable opportunity to compete with the railroads. The distance to be traversed by this crosscut is comparatively short, and the advantage of having Baltimore for a terminus to such a work cannot be estimated. We trust that, in considering the propriety of constructing a feeder for the main stream the committee having the matter in charge will not fail to see the necessity of supplying an outlet for its freights, which would make the corporation at one stride a most valuable property. Why the canal was ever allowed to stop at Georgetown anyhow, with Baltimore and the Chesapeake Bay only a few miles further on, we are at a loss to imagine. It is not too late, however, to correct the mistake of the past, and now is the very time to do it to the great advantage of the city, the coal fields and the canal."

Sun, Mon. 1/31/76, p. 2. **Cumberland Coal Statistics** – An official compilation of statistics of the Cumberland coal trade from its commencement, in 1842, shows that up to the present time there have been shipped the

following amounts of coal: By the Baltimore and Ohio railroad, 18,850,671 tons, by the Chesapeake and Ohio canal 9,465,804 tons, by the Pennsylvania railroad 364,979 tons – total 28,681,454 tons. The shipments made in 1842 amounted to 1,708 tons, and the shipments in 1875 aggregated 1,342,773 tons, showing a vast increase in this important traffic.

Wed. 2/2/76, p. 4. **A Good Move - Petition for Fish Ladders in the Potomac.** - Yesterday that veteran fisherman, Mr. William T. Hoblitzell, of this city, was busily engaged in circulating a petition to the General Assembly of Maryland for an appropriation for placing of fish ladders on the dams of the Potomac. He soon secured a large list of names, and can get thousands more if necessary, as no doubt every man in Cumberland would sign the petition. The movement is a timely and commendable one. With fish-ladders placed upon the dams, the waters of the upper Potomac would soon be well stocked with fish, and our market supplied with them in abundance.

Thu. 2/3/76, p. 4. **The Petition for Fish-Ladders.** - A considerable number of names were added yesterday to the petition to the General Assembly for an appropriation to place fish-ladders on the dams of the Potomac. Every man who has been asked to sign the petition, with one exception, has done so.

Fri. 2/4/76, p. 4. **The Cross-Cut Canal.**

The necessity of a cross-cut canal is every day becoming more apparent to all branches of trade in Western Maryland. But the manner of doing it, and the means of accomplishing such an enterprise, create diverse opinions. Strange to say, the subject attracts more attention beyond the boundaries of Allegany county than within its limits. Mr. S. T. Abert, an engineer appointed by the War Department, has made a survey of the Eastern Branch of the Potomac to Bladensburg, and recommends the improvement of the channel

only as an aid to the extension of the canal to Baltimore. The distance from Georgetown - where the boats would be locked out into the river - to Bladensburg by water is 9 miles; but in towing boats around the "flats" at Washington to enter the Eastern Branch would probably increase the distance twelve miles. From Bladensburg to Elkridge Landing, on the Patapsco, would require a ditching for the canal of 21 miles; thence by slack water to Baltimore would be about 12 miles. The distance from Georgetown to Baltimore would then be 46 miles. The advantage of this route would be only in the cheapness of the construction of the canal. Striking the Potomac at or near the Great Falls, running through Montgomery county, and to Baltimore city direct, will be about the same distance as the route proposed via Bladensburg; but the cost of construction will be considerably greater, owing to the rough country bordering the Potomac in that locality. For ten miles the canal would have to be built over ravines and through hills; but once beyond the rough lands, the facilities would be as great for its construction as on the line proposed by Mr. Abert. The advantages accruing to the canal trade by a direct route would be great. First, a reduction of 18 or 20 miles in carrying from Great Falls to Georgetown; second, the delay and expense occasioned by the out-lock into the Potomac and towage to Bladensburg, with probably the same difficulties from Elkridge Landing to Baltimore, would be avoided.

The city of Baltimore has already appropriated a large sum of money for the improvement of Jones Falls, and now proposes to expend \$1,500,000 to get rid of the pestiferous smell arising from her basin, and which will only result in moving the stench a little farther out in the river. What Baltimore wants is a steady and continuous stream pouring into her basin, forcing out into the bay the stagnant water, which now lies there day after day. How can she accomplish this? Can the water of a cross-cut canal be poured into Jones Falls, and thence wash out her basin? Or can they be poured into

her basin from another quarter? We are not familiar with the geographical location of Baltimore; but if such a thing can be consummated, it would almost pay the city to construct the canal out of her own resources.

In addition to the sanitary benefits accruing in this manner to Baltimore, she would control the entire trade of the Chesapeake and Ohio canal. Very little coal would be shipped to Georgetown with an outlet to Baltimore. Freight would be reduced on the canal, for the facilities afforded in Baltimore for lightering and the great amount of return freight would fully repay the lessening of freight on coal.

The advantages to Cumberland and Allegany county would be almost incalculable. Merchants could ship in bulk from foreign ports at nearly the same rates charged to Baltimore; our canal basin would be lined with wholesale houses, and the necessities of trade would soon drive the iron horse through the outlying valleys and command the support of the neighboring sections for hundreds of miles around. And yet we sleep! Rip Van Winkle like, unless we bestir ourselves, in twenty years we will wake up to find what was once neighboring hamlets have outstripped us in rapid strides to influence, power and wealth.

Tue. 2/8/76, p. 4. **John Bassee, alias John Kerns, in the Cumberland Jail.**

It will be remembered that John Bassee, *alias* John Kerns, was arrested last October, on a charge of shooting with intent to kill Treasurer Fawcett and Superintendent Mulvaney of the canal at a point below Cumberland, as they were driving on the tow-path. Bassee managed to escape in South Cumberland from the officer who arrested him. Last week, when Cumberland magistrates and constables were at Baltimore as witnesses before the grand jury in the Ryan and McEvoy cases, Officer McDevitt informed constable Boyd that Bassee and his brother were in the Washington city jail on a charge of complicity in a robbery; that the evidence against Bassee's brother was pretty conclusive, but not

sufficient against Bassee. On constable Boyd's return he informed State authorities of these facts, and Deputy Sheriff Offutt went to Annapolis, obtained a requisition, with which he proceeded to Washington. Bassee was delivered to him, brought to Cumberland Sunday night, and placed in jail.

ES, Wed. 2/9/76, p. 4. **Chesapeake and Ohio Canal Investigation** – Correspondence of the Baltimore *American* from Annapolis yesterday says: The Senate committee charges with the investigation of the management of the Chesapeake and Ohio canal, met today.

Mr. C. C. Fulton, editor-in-chief of the Baltimore *American*, was examined first, and in reply to interrogatories of Senator Lloyd, testified that he had no personal knowledge of the charges made that a bonus was paid to the directors of the canal in consideration of the payment of the coupons upon the preferred bonds, his information on the subject being derived from statements in the press of western Maryland, and in the editorial utterances of the *American* this source of information had been acknowledged.

Mr. Edington Fulton, the managing editor of the *American*, was then called and examined. He testified that personally he knew nothing of the subject, his information being derived from the statements contained in the western Maryland press, chiefly the *Cumberland Times*.

Mr. Edwin Bell, the editor of the Hagerstown *Mail*, was then examined, and disclaimed any personal knowledge of the truth of the charges made against the management of the canal.

Mr. Gorman asked Mr. Bell who wrote the editorial of January 28th, in the *Mail*, in regard to the management of the canal. Mr. Bell said that he was responsible for the utterances of the paper, and he declined to permit any inquisitorial examination into his private affairs.

There was an amusing colloquy between the witness and Mr. Bannon on the subject of the

following portion of the editorial article referred to:

“But there is one subject which might be considered as legitimate in the canal investigation, and that is the *personnel* of the board. There are loud complaints of members of that board as being lobbyists, salesmen of legislation, takers of bribes, both at Annapolis and Washington. Grave charges are made against the president of like character.”

Mr. Bannon inquired if Mr. Bell could give the committee any information on this point, which Mr. Bell was about to do with alacrity, when Mr. Bannon checked him, telling him that he must say nothing except what he knew of his own personal knowledge. This Mr. Bell said he could not do. He could speak only of charges which had been made, which charges had not been successfully contradicted. Mr. Bell was repeatedly urged and commanded to give the name of the author of the editorial referred to, but steadfastly refused, holding that the private affairs of the Hagerstown *Mail* were not a proper subject for the investigation of the committee.

Colonel James G. Berrett, of Washington, a director of the canal, was next examined, and testified that the canal was managed with an eye single to the welfare of the state of Maryland. No premium benefit or compensation whatsoever was paid to the directors of for their benefit, so far as he had knowledge, for the payment of the coupons on the preferred bondholders. He thought he would be a bold man who would dare to approach the witness with such a proposition. The directors of the canal were paid only their necessary expenses when acting on the business of the canal, and never in excess of the amount of \$600. Others of the directors testified to the same effect.

Thu. 2/10/76, p. 4. **The Attempt to Murder and Rob Treasurer Fawcett - Preliminary Trial of John Curran.**

On the 18th of October last Mr. Benjamin Fawcett, treasurer of the Chesapeake and Ohio Canal, and also acting paymaster with Mr.

Edward Mulvaney, superintendent of the Cumberland division, was riding in a buggy along the tow-path at a point about six and a half miles from this city. Suddenly three men with masks on their faces appeared, having sprung from behind some thick bushes. Each man had a revolver in his hand, and as soon as one of the number ordered Messrs. Fawcett and Mulvaney to stop, all three fired at the heads of the occupants of the buggy. Fortunately, their aim was so poor that neither of the gentleman were injured, and Mr. Mulvaney urging his horse by whip and voice to greater speed, they were soon at a safe distance.

The facts were made known to Mayor Humbird by a telegram from Mr. Fawcett, and the matter placed in the hands of the police. The same evening a man who gave his name as John Bassee was arrested in this city, but after a hearing before Justice Blocher on Wednesday he was discharged. Some additional facts coming to the knowledge of the magistrate, on Friday he sent constable Boyd to re-arrest Bassee. The constable found him in South Cumberland, but owing to some difficulty, which is stated in the evidence, Bassee managed to escape.

He was not heard from until last week, when officer McDevitt informed constable Boyd, at the time the latter was in Baltimore as a witness before the grand jury in the McEvoy case, that Bassee, *alias* Curran, was in Washington city jail on a charge of assault and battery.

Constable Boyd communicated these facts to the State's Attorney, and Deputy Sheriff Offutt having obtained a requisition proceeded to Washington. Bassee *alias* Curran was delivered to the deputy, brought to Cumberland Sunday night, and placed in jail. His preliminary trial took place yesterday afternoon before Justice Blocher, in the Council Chamber, which was well filled with spectators. A. Hunter Boyd, Esq., State's Attorney, appeared for the State, and W. M. Price, Esq., for the defendant. Curran is a small man, rather good looking, and would not be picked out of a crowd as a burglar or

criminal of any sort. The evidence was substantially as follows:

Edward Mulvaney: On (Monday) October last, as I was passing along the canal about three and a half miles from here, in a buggy, three men masked with black calico or something similar suddenly raised and fired three pistol shots; one of the balls struck my coat, and another the horse; I was with Mr. Fawcett, treasurer and paymaster of the canal, who had between \$6,000 and \$7,000 with him, to pay the employees all along the line; cannot say as to features, but the prisoner resembles in size one of the attacking party; one was a large man, nearly six feet high and of [illegible] build; the second of middle size and stout appearance, the third who was the smallest, corresponds in appearance with the prisoner; looked back as I was driving away, and saw the largest man fingering the trigger of his pistol.

John T. Edwards: Was down the canal on the 18th October with Will Russell, hunting. Coming up we saw two men squatting as if hunting along the river. Intended to ask them if they had seen any ducks, but when we got within 50 yards of them they turned up their coat collars, as if for concealment and ran at good speed across the field. The smallest of the two was about the size of prisoner; one had on a cape and one an overcoat which looked very much like that now on the prisoner; they had no guns and that is why I particularly noticed them; we were about 2½ miles below the city by canal; it was about a quarter of nine o'clock; the men were going down the canal.

To Mr. Price: The overcoat looked like a nappy blue. (The one worn by the prisoner was of this description.)

Mr. Hammond: Went to that point on morning of following day and also after dinner; Mr. Simpson, shoemaker, went with me the last time; he took measurement of tracks; the soil was soft and impressions plain; we then returned, went to jail and found tracks of one man were fitted by boots of prisoner.

To Mr. Price: Tracks came from woods towards tow-path; saw tracks at different points, as if parties who made them had been walking about; there is an old road leading to point where attack occurred; (witness here described the tracks of all three persons and said of the smaller:) these were made by small boots with heels turned under and one boot evidently busted, as it made a wider impression than the other; called Mr. Simpson's attention to the fact that there was some defect in left boot of person making small tracks; it was as if the upper projected over the sole; am under impression that this track was made by a defective boot like that worn by prisoner.

To Mr. Boyd: The prisoner, in jail, had on a boot with a small heel and busted upper.

Samuel Simpson: The tracks were of three sizes; smallest I judge was from a No. 6 boot, home-made; both heels turned under; one track as if from disfigured or busted boot; went to the jail and examined prisoner's boots, and the smallest tracks corresponded with them; I measured the boots as I did the tracks; the left boot was busted on the inside.

William I. Boyd: Heard Bassee make statement before Justice Blocher; he stated that he left Washington Sunday evening on a freight train; was put off the train several times but got on again; put off last time 12 or 14 miles below Cumberland, and walked to this city, arriving here at 9 or 10 o'clock; told magistrate he had no pistol; I arrested him on suspicion.

I re-arrested him on the 21st in South Cumberland; saw him on railroad track behind a coal train keeping between cars; sent my deputy constable McLaughlin, who arrested him; I went to see Delaney who had worn the overcoat out of jail; tried to get him to go with me or give up overcoat, he would do neither; McLaughlin said he would take Delaney in charge, and gave up Bassee to me; Delaney and McLaughlin then got into a scuffle and the latter said he would go with me but not with McLaughlin; my attention being diverted by Delaney, when I looked around Bassee was gone [illegible] passed through a

door of the building nearby and out the back way; search was made for him but he could not be found.

To Mr. Price: Prisoner was pointed out to me as a suspicious character. Sent Deputy Constable McEvoy to arrest him, as I had a man under arrest at the time; prisoner was at a fence in the rear of John Renehan's grocery on Maryland avenue, looking towards the railroad; after his arrest I went to Justice's office, obtained warrant and commitment, and he was taken to jail; I first saw him between 5 and 6 o'clock, on the day of the first arrest; when re-arrested he inquired why he had been arrested the second time; I told him that "coat matter must be settled."

E. Marcan: Am agent of the Baltimore and Ohio railroad company at this city. Am familiar with the running of trains on the main stem; no freight train leaves Washington on Sunday; according to time table of September 21, which was in effect at that time, one freight train left Baltimore in the morning and one in the afternoon of every day except Sunday; all freight trains, except local freight trains, came by the old route and not by the way of Washington.

James C. Lynn: (ex-sheriff;) Bassee was in jail about 18th October; was called upon by some parties to have measurements taken; employed Mr. Simpson, a shoemaker, who took measurements of track, returned to the jail and measured Bassee's shoes; the measurements of tracks and his shoes corresponded exactly; he had an overcoat when he came there; did not take it out with him; Reddy Delaney took it out; Bassee was gone then.

James Hiteshow: The prisoner's name is John Curran; photographed as John Curran, burglar, in Rogue's gallery at Battery, No. 37 in the album.

Mr. Price: "We do not dispute the name: his name is John Bassee Curran; we admit that."

The evidence for the State having closed, Mr. Price said the defendant had no witness present. They did not have time enough for preparation. He was first called to take the case

on Monday, and since then his time had been occupied in the council. He therefore asked that a day be set for a further hearing. This was opposed by Mr. Lloyd, who said the defense had had every opportunity and sufficient time for preparation. The Justice then named Saturday at 10 o'clock as the day for a further hearing and stated his reasons for granting same.

The Reason Why.

During the month of January fourteen thousand two hundred (14,200) feet of gas were consumed at the Water Works. This caused Mr. Price to present the order, which was adopted by the Council for cutting off of the supply of gas at the works and substituting lamps and oil. Fourteen thousand two hundred feet at \$3.50 per thousand (the price then) would amount to \$49.70, and a year's consumption at the same rating, \$596.40.

Sat. 2/12/76, p. 4. **John Curran**, charged with an attempt to assassinate and rob Benjamin Fawcett, treasurer of the Chesapeake and Ohio canal on the 18th of October last, (and now in the Cumberland jail,) was not in the Washington city prison on a charge of burglary, as has generally been published, but for assault and battery on a colored man.

Consolidation Wharf.

Some work was done last winter in the way of repairs and improvements at the Consolidation wharf, and new trestling is now being placed under the wharf.

Potomac Wharf.

Extensive repairs are now being made to the Potomac wharf, in order to have it in good condition by the time boating season opens.

The **Basin wharf** will need a few small repairs, which will be made shortly.

Tue. 2/15/76, p. 4. **Maryland Coal Company.** -
The annual report of the Maryland Coal

Company for the year 1875 states that the total shipments from the company's mines were 265,544 tons in 1874 and 261,309 tons in 1875, showing a decrease of 4,235 tons, or about one and a half percent. This is a good exhibit, as the decrease in the aggregate production was about three percent. Next to the largest producers in the entire region, the company has maintained its position as the leading shipper to the Chesapeake and Ohio canal, having forwarded to market over its line, during the past year, the heaviest shipments yet made by it in a single season. The shipments by canal from the entire coal region in 1874 were 767,064 tons; in 1875, 879,838 tons; increase, 112,744 tons. Of these amounts the Maryland company in 1874 shipped 155,616 tons, and in 1875, 196,020 tons, showing an increase of 40,304 tons.

The report states the finances of the company briefly as follows: From the statement of profits it appears that the gross profits were \$117,161.69, from which are to be deducted salaries, etc., amounting to \$30,027.75, leaving a net profit of \$87,134.44. The assets of the company present a most favorable showing, inasmuch as all the working expenses of the company for maintenance, etc., are charged to "coal account," and not brought in as an asset, as is generally the case.

From *Seward's Journal* we learn that the Maryland Coal Company has paid a dividend of one dollar and a half a share, equal to seven and a half percent on the par value of the stock.

Improvements on the Canal.

Improvements and repairs of various kinds are being rapidly pushed forward on the canal from Georgetown to Cumberland, fallen walls and banks being put in order. From the lower end of Weems, Cissel & Welch's upper mill to the aqueduct bridge an entire new wall, four feet in thickness, is being constructed. About a mile upstream is the outlet lock, a work well worth a visit, there being but one lock of the kind in the world, viz., in Scotland. Its method of operation may be briefly described as follows:

- A caisson filled with water is placed on a car upon an ordinary sloping railway, and being drawn up by a system of weights, turbine wheel, hydraulic ram, &c., receives the boat at the mouth of the canal. It then descends the slope, and by its weights brings up the weighted cars, is relieved of its loaded boat and takes on an empty one; the weight cars, &c., on tracks on each side of the Caisson are then sent down, and the caisson comes up again, and thus the operation is repeated. The work of construction is in the hands of Messrs. Watkins & Brother and will cost \$100,000. They expect to complete it in two months at the farthest. - *Washington Star*.

Sun, Thu. 2/17/76, p. 1. Chesapeake and Ohio Canal Investigation – Annapolis, Feb. 16. – The Senate committee to investigate the affairs of the Chesapeake and Ohio canal met again yesterday afternoon at the office of the board of directors, all the committee being present, also Senator Gorman, Colonel A. K. Stake, Daniel Biser and a number of others, including visitors here from Frederick, Hagerstown and other places in the State. A number of witnesses were examined and the session lasted until 7 P. M., when the committee adjourned to meet again this morning at 10 o'clock.

Mr. Outerbridge Horsey, of Frederick county, testified that he owns and runs a large distillery near the canal; receives his coal and grain by it and ships by it, and from all sources of information he has finds there is but one opinion, which is that the canal is managed with ability and efficiency, and everyone speaks highly of its condition.

Mr. Robert Bridges, of Hancock, Washington county, of the firm Bridges & Henderson, proprietors of the Round Top Cement Works, located on the canal, a few miles above Hancock, testified that his business with the canal consisted of shipping cement by it and receiving coal, and he also sells cement to the company; commenced his shipments early in 1852; had heard this charge about the bonus from a gentleman in conversation – he thinks at

the Washington House in Hagerstown; declined to give the gentleman's name without his consent; as a shipper make no complaint against the facilities afforded his boats for making their trips; there has been an improvement within the past two years; the officers of the company have kept him down as low as possible in buying cement from him; he has never been approached upon the subject of giving any of them a consideration for their dealing with him.

Mr. Gorman said it came to his knowledge that the conversations about the bonus had taken place, and urged the giving of the name.

Mr. Bridges promised to see the gentleman, and if he consented, furnish the committee with his name.

A. M. Brandt, a shipper over the canal at Cumberland of coal, testified that he has been a shipper for two seasons. Experienced no difficulty last year; boats were carrying heavier than previously; knows nothing about the charges except what he has seen in the newspapers; only heard complaint on one occasion last season from his captains about a sand-bar on the Georgetown division; average tonnage was 110 to 113, and heavier than last season; knows Hammond and Neal, inspector and lockkeeper at Cumberland; they discharge their duty; have seen Hammond sometimes inspect, Neal often; Hammond did require one boat of mine to be lightened; one inspector cannot do all the work there; he thinks there ought to be three. Am opposite to you, (Senator Gorman,) in politics.

Theodore Embrey, of the firm Embrey & Cushwa, of Williamsport, testified: has been doing business on the canal as shipper eighteen or twenty years; the canal, as far as he knows, is in good condition; judges so from the regularity of running of the boats.

To Senator Gorman – Handle eighteen to twenty-two thousand tons of coal a year; trade has increased in the last three years; boats are making more regular time in the last two or three years than ever before; are carrying more coal

also; his trade is almost exclusively between Williamsport and Cumberland; never heard any complaint about locks; never heard anything about the windlasses; knows of no outside compensation paid to officers there.

John Hassett, a boatman, testified: resides at Four-locks, Washington county; been boating off and on for about 16 or 18 years; two months last spring, found no difficulty then; have done so formerly; the condition of the canal is very good now; was over the canal in November last; has been a tow-boy; the tow= path is better than before; had no trouble at the locks; boat had 124 tons on; we only had four head of stock; boat was drawing 5 feet and an inch; on the trip we made in November one man could push any lock gate open; had no need to use mules to open them.

Joseph Joy, a boatman, testified: resides at Cumberland; have been boating about twenty-one years; finds the canal in very good condition; his boat has never stuck in the last four years; had no difficulty in getting through the locks at Cumberland; Mr. Neal always ranges his boats; used his team once to operate a lock-gate; something had gotten under the paddle then; made twenty-two trips last season.

Henry Loveridge, president of the Maryland Coal Company, testified: resides at Orange, N. J., frequently at Cumberland: the administration of the canal has commanded their complete approval; they have had to clamor against it occasionally for lower tolls, although he is compelled to admit that the tolls are reasonably low; has been connected with the coal company three years; shipped last year over 196,000 tons, an increase of over 40,000 tons as compared with the year previous; last year boats made twenty-two trips, the average previous had been sixteen trips; has steamers employed; met with fair success; one of them made a round trip last season from Cumberland to Georgetown and back, and was loaded again, in five days and a few hours; they clamored for a larger reduction of tolls in 1874 than was given; the shippers regard the canal as the most important guarantees

they have against the encroachments of the railroad companies; the practical result of the improvements at Georgetown has been that the canal company gained the five cents increase in tolls without any actual increase in cost to the shippers. The reduction in cost of shipping in 1875, as compared with 1873, was 28 cents a ton; this had the effect of increasing shipments; this company did not hold the canal company responsible for the strike last spring; the acquiring of the wharves at Cumberland by the canal company has contributed to the reduction of the cost of shipping; knows nothing of the bonus charge in transactions; with him there has been no intimation of any such thing as a fee or reward; accounts for the clamor against the Gorman's administration by the fact that he has encountered the animosity of private interests that were obliged to yield a portion of their advantages which they had come to regard almost as their divine right; he does not refer to the wharf interests; the result of the present policy has been to benefit all legitimate interests.

John Gorman testified: resides at Cumberland; is a boatman; has been on canal for about sixteen years; canal is in good condition; better than it ever was. To Senator Gorman – You are the first one who ever made me pay a fine. (Laughter.)

John Kinney testified: resides at Cumberland; is a boatman; about twelve years on canal; found no difficulty in making trips last season; made twenty-two trips; his was the first mule boat that left Cumberland in 1873; never grounded at any place; was the first mule boat in Georgetown; has found a big advantage in the windlasses at the locks; saves time by them; gates are pretty large at tunnel and the windlasses there assist in opening them; does not think that a boat can be locked through a lock in two minutes and a half; in his opinion five minutes is the least time.

Edward Mulvaney testified: resides at Cumberland; is superintendent of the Cumberland division; been on canal since 1861, with exception of an interval in 1862; it was

difficult to navigate the canal in his earliest knowledge of it and very easy now.

Samuel E. Preston, of Sandy Hook, lived near the canal since 1941; better conditions now than ever before.

Jacob B. Masters, of Williamsport, boss on Hancock division. As to McCardell's hostility, he said he had been made to understand it could be ended by giving him a place; he had been approached on this subject; he produced the following document:

"Williamsport, Md. Feb. 14, 1876 – I hereby certify that about Aug. 1871, Mr. T. F. McCardell, upon one or more occasions came to me and asked me as a mutual friend to approach Mr. J. B. Masters and say to him that he (McCardell) would use his influence and the influence of his paper – the Williamsport Pilot – in favor of and that he (Masters) could receive the appointment of superintendent of the Hancock division of the Chesapeake and Ohio canal, if Mr. Masters would agree to appoint him (McCardell) one of his bosses, and that the tone of the paper would be changed to the interest of the canal management.

J. F. Sterling, Boss"

Wm. R. Hutton, consulting engineer of the canal, formerly chief engineer, from 1869 to 1872, on it almost constantly; has been at many different points during the past year; connection commenced in June or July, 1869, and has continued with some intermission since; in his opinion its condition is a decided improvement over what it was in 1869; has made particular examinations of aqueducts; since 1869 large improvements have been made in them, all have been put in good condition, serviceable condition; one or two are not so good as might be, but it would not be economy to work at them now; is was his suggestion that the improvements should be made from time to time and not all at once; the steam pump below Cumberland had been built on his recommendation, but had been recommended before by Mr. Fisk, chief engineer; when Cumberland division was built the steam dredge

at Georgetown had been of very great service, as it enables the company to keep Rock creek open as a channel for the passing of boats into the river; they are now improving the locks by putting in what he called the drop gate, lengthening locks ten feet, and allowing the boats be made that much longer; the estimated cost is \$80,000; its effect will be to increase the capacity of the canal at least ten percent and reduce the cost of transportation; these gates can be handled more easily than the old ones; all the improvements on the canal now being made have been urged by him; always had in view to have the most substantial kind of work, and at the lowest possible cost; as to the contract for the outlet locks at Georgetown, it was made before the present board came into office; am in charge of it; the canal company has in no way aided in it; has no knowledge of anything having furnished by the company.

Committee adjourned until 4 P. M.

Fri. 2/18/76, p. 4. **Canal News.**

Owing to the present large supply of boats on the canal, much more than enough to meet the demands of the trade, boat building has not been carried out as extensively here during the present winter as for several seasons previous. An *Alleganian* reporter was instructed to ascertain what has been done and is now doing at the boat yards hereabouts. At the yard of Mr. Frederick Mertens it was found that four new boats would be launched from that yard, and a considerable amount of overhauling and repairing has been done. At the yard of Messrs. Doerner and Bender three boats have been built for the American line on new and improved models. This firm also has a general contract for putting all the boats in the American line that may need it in thorough repair, and repainting many of them in a neat and attractive style.

The American line, embracing some sixty-odd boats, will be in better shape than ever before, carrying on its usual brisk trade during the coming season. At the yard of Coulehan Brothers the principal work of the winter has

been given to building a new steamer for Mr. Patrick Ganley on the adjustable propeller plan of Messrs. Atkinson and Pearce. Weld and Sheridan are principally engaged in building two steamers on the McDonald plan. Three boats and two steamers are being built at the yard of Mr. Wm. Young; one of these steamers, for Mr. John Gannon, is a five-foot propeller on the Chillicothe plan. Thus, it will seem that the stock of boats on the canal will be reinforced the coming season by twelve new ones from this point. The fact that five of these are steamers, making twelve in all on the canal, is full of significance and points to the conclusion that many persons interested in the canal trade regard the use of steam as a motor on the canal as something more than an experiment from which no satisfactory practical results are likely to be realized.

MCS, Fri. 2/25/76, p. 4. Mr. Wm. Henderson, well-known citizen of this county, and who for many years past has kept one of the Seven locks [No. 16] on the Chesapeake and Ohio Canal, died very suddenly on Saturday last, in Virginia, where he had that day gone on business. It is thought that his death was caused by exhaustion, coming from a tolerably ripe age, 56 years, and impaired health.

Sat. 2/26/76, p. 4. **Canal News.**

The water in the canal has been drawn off from the Cumberland level. The company on Thursday set to work a force of twelve hands, with Mr. Peter Kelly as boss, to clean out the channel of the canal from the Consolidation wharf to the basin wharf. When this task is accomplished, the tow path bank opposite the Consolidation wharf will be cut down and given a greater perpendicularity to prevent boats from so frequently ground as now at that point. Superintendent Louis Miller is also engaged with a force of seven men in cleaning out a small basin, under control of the Consolidation company, and adjoining the wharf of that company. The drawing off of the water from the

level gave a fine opportunity for many to supply themselves with good fuel by breaking up the bodies and skeletons of sunken boats, which could not be reached at any other time. The boys also never fail to lose in fine weather an unusual chance for the rare sport afforded by drawing off the water. It is altogether an interesting and lively sight to see them chasing fish into small pools and the plunging for them in the mud and water. These boys swarm over every nook and cranny of the basin like flocks of cranes ravaging the Nile for frogs and "sich" after an overflow of that stream. Occasionally these inquisitive youths in their rambles chance upon articles of real value that have dropped from boats and have become buried in the mud. We saw one stripling with the following trophies: a big catfish, three spoons, a coal scuttle, a spittoon and a tow line.

ES, Sat. 2/26/76, p. 4. **Board of Health – TOO MUCH RED TAPE** – Mr. Marbury called the attention of the Board to the defective system of the sanitary police system existing in the District, and the slow process of rendering aid to the sick and destitute non-residents, and instanced the case of a canal boatman who had been found suffering from dysentery on board a canal boat in Georgetown, and the attempt to have him conveyed to the alms-house for treatment, which took twenty-four hours by our system of red tape. In the meantime the man became delirious and in that state was wandering about the streets of that city last night. He thought the Board of Health should be clothed with power and pecuniary means to take immediate action in such cases. No action was taken.

Mr. Langston stated that he had prepared a bill for presentation to Congress to define more clearly the powers and duties of the Board of Health, whereupon, on motion of Mr. Marbury, the board went into secret session for its consideration.

Mon. 2/28/76, p. 4. **Important Canal News.** - Instructions have been issued to the Superintendents of divisions to have the canal

ready for navigation by the 10th of March, and as repairs and all needful work along the canal have been briskly pushed during the winter, there is no doubt that [illegible] leave this port at the time specified. Superintendent Edward Mulvaney, whose division extends from Cumberland to Dam No. 6, which is about ten miles above Hancock and about fifty miles from here, has been busy during the winter with a force of fifty men, putting that part of the canal under his charge in thorough repair. It is impossible to indicate the thousand and one little things which enter into such work, but we can only indicate in a general way what has been done. The wooden lining of thirteen locks has been overhauled by removing old, rotten, or defective timbers, where found, and replacing them with strong, new boards and timbers. At "rock cut," east of the tunnel, which is about thirty miles from Cumberland, the wooden towpath there has been entirely renovated at a cost of \$2,000. Sidling Hill aqueduct, about 47 miles from here, has been placed in thorough repair. A number of abutments at locks at various points along the canal have been rebuilt. A good deal of rip-rap work was done at Oldtown and North Branch. New paddles same as those used in the lock gates were put in at all the waste-weirs along this division. This is an improvement which is a great advance on the old plan and allows the water to be drawn off the levels very easily and rapidly. About 2,000 yards of excavation have been made here and there. The new drop gate at the North Branch lock, No. 74, gives universal satisfaction, and three similar gates will be in use at locks five, six and seven at the lower end of the canal. The "drop" gate is an experiment recently made on the Chesapeake and Ohio canal, but the satisfaction it has given and its many manifest advantages are sure to secure its adoption for use at all locks. When it is stated that it greatly reduces the time required to pass locks and further allows an increase of *ten feet* on the present (90 feet) length of boats, thereby giving boats one-ninth more tonnage than they now

carry - the immense importance of this happy contrivance can be fairly estimated. The use of the drop gate at the locks means simply that one-ninth more coal can be carried over the Chesapeake and Ohio canal than is now carried, and with no additional expense.

An *Alleganian* reporter, in gathering the above facts, also ascertained a thing or two with regard to the windlasses used to open a number of the locks on Mulvaney's division. "Are these windlasses used," asked the reporter of his informant, "because the lock gates are in bad repair and cannot be opened without them?" "No sir," he replied, "the locks are in excellent condition and those very windlasses were put up at some expense by the canal company to give boats greater dispatch in passing through the locks. You see when the paddles in the lock gates are first opened the chamber of the lock fills very rapidly until the water in it reaches within one or two inches of the water outside and then the rise is very slow because the pressure is reduced. Well, boatmen get very impatient, and if they can force open the lock gates when the water in the lock chamber is quite even with that outside, they will do so, since every minute to them is golden. But it takes considerable power to thus open the gates and we put the windlasses there as I said before to help the boatmen on their way. If the boatmen would be patient and wait until the lock chamber fills, a child could open the gates."

Boats Wintering Here

The number of canal boats that have been lying here at this port during the winter season are as follows: At the basin, near Walsh & McKaig's wharf, 37; canal, 46; river, 14; making a total of 97. There being a sudden freeze last fall a great many boatmen were unable to get their boats into port. This will account for the small number of boats that have wintered here.

 The boat yards have been in a stir of activity during the past week while the water is drawn off the Cumberland level, cleaning and

repairing tram ways and getting generally ready for the spring opening.

Appointment of Collector.

It is with a feeling of universal regret that the community has learned of the unsuccessful issue of a recent surgical operation to which Mr. William Weber submitted in Baltimore for the recovery of his eyesight, which has been failing for several years past. The trouble grew out of a cataract, which had completely overspread one eye and nearly covered the other. To have this removed, an operation was performed at Baltimore, which would have resulted favorably, we understand, had not an inflammation set in. The condition of Mr. Weber's sight is, therefore, no better now than before the operation was performed. In consequence of this, and of the impossibility of performing the arduous duties of his position with any satisfaction to himself, Mr. Weber has sent in his resignation as collector at this point. It has been accepted. During his tenure of office Mr. Weber has served with great acceptability to the Canal Board, and his cordial, gentlemanly manners have won many friends among all who have had to do with him in his official capacity and privately.

The appointment of Mr. Asahel Williams to the vacated position is a good one.

AG, Tue. 2/29/76, p. 3. **New Outlet Lock** – The Georgetown correspondent of the Baltimore *Sun* says: “The new outlet lock on the Chesapeake and Ohio canal, about a quarter of a mile above the city, will, it is thought, be in working order in from three to four weeks. The work of building it has been of an immense character. The canal boatmen are very favorably disposed towards the improvement, as by using it they can be promptly locked out into the Potomac without the tedious delay that was sometimes unavoidable at Georgetown, on account of the blocking up of the canal by the number of boats being unlocked at the same time. By using the outlet lock boats can now go direct to Alexandria

by the Potomac, instead of the aqueduct and canal, as formerly.”

C. & O. Canal – Instructions have been issued to the superintendents of divisions to have the canal ready for navigation by the 10th of March, and as repairs and all needful work along the canal have been briskly pushed during the winter, there is no doubt that the first boats will leave Cumberland at the time specified.

Mr. Asahel Williams has been appointed collector of the canal at Cumberland, vice Mr. Weber, resigned.

By the “new drop gate” system, which has been introduced on the canal, one-ninth more coal can be carried than formerly, and with no additional expense.

Tue. 2/29/76, p. 4. **A New Tow-Path.**

We hear some talk of an important improvement which the canal company proposes to make at an early day at the basin here between the Consolidation wharf and Walsh & McKaig's wharf. The improvement will be the building of a tow-path along the basin between the points mentioned. At present the boatmen are compelled to push their boats with poles to and from the wharf of Walsh & McKaig. As more coal is shipped from this wharf than any other here, this improvement would be very welcome to the boatmen and shippers.

The new drop-gate now in use at several locks on the Chesapeake and Ohio Canal will enable boats, when it is generally introduced on all the locks, to be made ten feet longer than now. This will add one-ninth to the shipping capacity of the canal, and therefore will add one-ninth to the revenue of boatmen.

Wed. 3/1/76, p. 2. **A Sad Affliction.** - Under this caption, the *Cumberland News* says: - "We regret to learn that Mr. William Weber, collector of the Chesapeake and Ohio Canal at this port, and one of our most respected citizens, is suffering from an almost total loss of sight,

caused by cataract. Mr. Weber has for some weeks been under the treatment of Dr. Chisholm, the celebrated Baltimore oculist, but there is yet danger his affliction may result in part or whole blindness. Mr. Weber's health, we are sorry to add, has not been good for some months."

Mr. Weber was for many years a resident of our town, and one of the editors of the *Mail* - His old friends, of whom he has quite a number here - who, without distinction of party, esteem him very highly as a gentleman and a politician - will no doubt regret to learn as we have, that so distressing an affliction is about to overtake him in his old days.¹

Fri. 3/3/76, p. 2. **Canal Extension.**

In our issue of February 25, in setting forth the necessity of increased shipping facilities for the proper development of the coal fields, we suggested the impracticability of an extension of the canal. And as this question is one of general interest, we have thought it well to give some little space to a review of the situation.

An extension of the canal beyond the mouth of Savage river has been declared by competent engineers utterly impracticable; and as much of the coal operations of the future will be conducted along the North Branch of the Potomac above that point, a canal would not meet the requirements of the case so far as that part of the field is concerned; whereas a railroad can be extended as far up the North Branch as shall be necessary.

Without estimate or surveys, it is impossible to arrive at an accurate idea of the cost of either canal or railroad; but competent gentlemen estimate the cost of building and equipping a railroad from Cumberland to the mouth of Savage river at from one and a half to two million dollars less than the cost of the canal. To the estimate of the actual cost of excavation, locks, dams, &c., must be added the damage resulting from back-water over the bottom land lying along the river banks.

The valley of the North Branch between Cumberland and the mouth of Savage river is eminently unsuited for a canal. The fall between Piedmont and Cumberland is 275 feet; between the mouth of Savage river and Cumberland 330 feet. Allowing to each lock a lift of 8 feet, it would require 34 locks to Piedmont, or 40 to the mouth of Savage. When we remember that there are only 44 [sic 74] locks on the canal between Cumberland and Georgetown, the full significance of this fact will be apparent.

These facts alone would be sufficient to condemn the canal extension project. The question of water supply is an important consideration in the construction of a canal, and it is a matter of grave doubt whether the North Branch could supply the water necessary, especially during the dry season, which is also the time of greatest traffic on the canal. The river in summer is taxed to supply the necessary water to the canal at present.

That the canal could not be a feeder to the Pennsylvania or any other railroad is another strong point against it as in favor of the railroad.

All of the objections here urged against the feasibility of the extension of the canal apply with equal or greater force in the question of constructing slack-water navigation. We believe it is generally conceded that slack water navigation is only applicable to rivers of slight descent and sluggish current.

In conclusion we would respectfully urge these considerations upon the attention of all who are interested in procuring increased shipping facilities for our coal field. Let the Cumberland and North Branch Railroad become a tangible fact, bringing increased revenues to the canal, and new and healthy development to our coal interests.

MCS, Fri. 3/3/76, p. 4. The Chesapeake and Ohio Canal is being thoroughly repaired along the whole line. The water is to be let in on the 10th of March.

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

Sat. 3/4/76, p. 4. **The Problem of Canal Navigation by Steam Solved.** - A great deal [of] attention has been given of late by many of our citizens here to the problem of securing a perfect contrivance for navigating the Chesapeake and Ohio canal by steam. A number of efforts in this direction have already been made with more or less success, but nothing has hitherto been done that may fairly claim to completely fill the bill. In view of the immense importance of this manner and the wide interest taken by our people in it as closely associated with an increased development of the coal trade of Allegany county, our reporter yesterday made a careful examination at McKaig's foundry of the model of a steamboat, with engines and fixtures, which, it is confidently claimed, completely solves the difficult problem of canal navigation. The model has been seen by quite a number of prominent and discriminating judges and they pronounce it the "best thing of the kind they have seen."

The invention, for which letters patent have been taken out by Messrs. Merwin McKaig and W. J. Muncaster, consists of an upright engine, of beautiful design, and so arranged that the propeller can be raised or lowered without raising or lowering the engine, at the same time there being a straight shaft. The arrangement of the joint to keep out water is as near perfection as could be; it is composed of three pieces having circular sides that move in each other. The raising and lowering of the propeller is accomplished in two ways: either by turning a hand-wheel to which a force of ten pounds applied will raise the propeller, or by simply turning a valve. The raising is done in an instant by steam from the boiler. The whole arrangement is so simple that anyone could work it without instructions. It is also very light and will weigh less than any engine now on the canal. The space occupied will be much less than that taken up by ordinary engines as they are now placed in boats.

With this engine, which is arranged to cut off the steam at one-half stroke, thereby saving forty-one per cent of the fuel by the expansive

power of the stream, is placed a boiler 6 feet 6 inches long by 50 inches wide, an entirely new style, for which a patent has just been granted the firm, which boiler is pronounced by engineers to be very economical. With this engine and boiler, the inventors claim that they can make the round trip on one half the fuel now consumed by some of the engines at present in use.

The invention is one of such extraordinary merit and such great significance to this section of country that we would like to give it a more extended notice. We suggest to all interested in steam canal-boats to call and examine the model now on exhibition at the foundry.

Mon. 3/6/76, p. 4. **The Brilliant Record of the Ludlow Patton.** - As the shipments of coal from this region by canal will soon begin with activity, and we hope under more favorable auspices than for years past, the subject of "steam propulsion" becomes a near and important one to boatmen and shippers.

Our informant asserts that, in contravention of what we said Saturday, a year of successful practical work in boating coal is far more valuable data to rest upon than theories and promises of future success from sanguine projectors of untried projects. We have taken pains to gather reliable information of work actually done last season by the several steamers plying on the Chesapeake and Ohio canal. Recollections of the late lamented Captain Edward Lynch's extraordinary anticipations for the steamer "Pride of Erin," in which a number of our prominent and shrewd citizens invested many thousands of dollars, and the subsequent non-career of that boat, are too fresh in the public mind for repetition.

Among the steamboats at work in the canal last year, the "Ludlow Patton" made 29 round trips of 369 miles each, being the largest number by thirteen. It also delivered by 1,402 tons more coal than any other steamboat on the canal; besides making the trip from Cumberland to Georgetown and return in four days and

nineteen hours, equal to an average speed of 3.2 miles per hour, including 72 lockages each way, said to be the fastest time ever made on the canal.

Her average consumption of fuel for round trips was 4½ tons, for cargo of 102 tons delivered 184½ miles and boat returned, or 55 of one pound of fuel to move one ton one mile, worth about three-fourths of one mill.

The total expense to move one ton one mile on her shortest trip was two mills, not including canal toll on the cargo.

There were no repairs to machinery during the season.

Four hands are required for day and night running, and a cook is desirable for comfort.

The distinctive feature - for which United States Letters Patent No. 149,969 were granted to M. B. Atkinson and H. G. Wagner, April 21, 1874 - is the ability to raise and lower the propeller at will, either by turning a hand-wheel, (requiring but slight exertion on the part of the steersman, as the weight of engine in front of the center of motion aids this,) or by simply turning a valve to accomplish the same result by the force of the steam from the boiler acting instantly on a hydraulic cylinder, at the same time preserving a straight shaft, rigidly connecting propeller to engine; which device, as well as an iron guard to protect wheel from injury and to sustain the rudder post, is also secured and protected by United States Letters Patent.

The "Ludlow Patton" is the only steamboat on canals which has been successfully worked with a devise for raising and lowering the propeller.

Machinery for another boat under the same patent is now being constructed here at the foundry and machine shops of Mr. Merwin McKaig, under the supervision of his enterprising superintendent, Mr. Walter J. Muncaster, while the boat is going up at the boat yard of Messrs. R. & M. Coulehan, for Patrick Ganley, who bought the right for a boat.

Machinery for two more of the same kind are also under construction in Washington.

A return tubular boiler, the most economical known form of steam generator, is placed amidships, which keeps the boat on an even keel when light, avoiding the heavy angle of displacement usual with boats whose boiler and engine are placed in the stern so as to enable their wheels to take any hold of the water, when light.

This machinery can be placed in a boat for \$1,600, complete.

It is not essential to employ a skilled engineers, as the "steersman" has complete control of engine and boat, having [a] hand-wheel for raising and lowering propeller, while running; reverse-bar and throttle-valve in easy reach of his right hand, near the steering wheel. The other man on duty only during a "trick" attends to boiler. Oiling of engine is done at locks.

The steamer "Ludlow Patton" is now at Georgetown and will be in Cumberland as soon as canal is open, and her owners solicit the critical inspection of those interested in steam on the canal.

STEAM ON THE CHESAPEAKE AND OHIO CANAL.

**The Whole Thing Worked Up
The Number of Steamers Now on Canal and
the Number Building. A Digest of Important
Facts and Figures, etc.**

Hitherto in no paper either in Cumberland or elsewhere has there appeared anything approaching to a systematic and intelligible account of the progress made in the use of steam as a motor on the Chesapeake and Ohio Canal. With the amount of painstaking care and extent of inquires necessary to properly present this subject fully, it is not surprising that newspapers less enterprising than the *Alleghanian* should have almost neglected it, contenting themselves with scattered items now and then. The general use of steam as a motor on the canal would work such a revolution in ore present

system of canal navigation, that some account of the experiments already made in that direction cannot fail to be of signal value to all those interested directly or indirectly in the shipments of coal by water from this region. The experiments hitherto made in the building and running of steamboats on our canal have been eminently satisfactory as a whole and give bright promise of what in the future can be done in this line of operations. The number of boats now in successful operation on the canal, counting Weisebrod's "Skedaddler," is ten. Two of these are steamers belonging to the Washington City Ice Company, one with one propeller and the other with two propellers, which have been used only on the lower end of the canal for a number of years past. The "Thomas Moore," which was the first two-wheel steamer introduced on the canal, we believe, was reconstructed by Messrs. Stewart & Co., of Rochester, Pennsylvania, out of an old boat in the fall of 1874. It made a few trips during the latter part of that season and ran regularly during the whole of last season. The "H. T. Weld," constructed on a plan worked out by Captain Alexander McDonald, of this city, the main feature of which is the revolution in opposite directions of two propellers on one shaft, was built at the yards of Messrs. Weld & Sheridan in 1874. It has been running two seasons with great success, making last season fourteen trips, besides running in the river for six weeks. The "H. T. Weld" has been changed during the winter to a one-propeller boat. The "Star," on the McDonald plan was built at the same yard in the fall of 1874 and has been running regularly ever since during the season. The "Ludlow Patton" was built here at the yard of Messrs. Doerner & Bender in the fall of 1874. During that season it made two trips, and in the following year made twenty-nine trips.

This is the only steamer now on the canal which has a propeller that raises and falls to adapt itself to the loaded or unloaded condition of the boat. An interesting account of the machinery used on this boat will be found elsewhere in our local columns. The "New Era,"

which is owned by John Cowden & Sons, was launched here from the yard of William Young & Bros., on the 29th of September, 1875. The machinery for this steamer was built by Darragh & Co., of Rochester, Pennsylvania, a town on the Ohio river. It has two engines and two propellers on separate shafts, capable of making seventy revolutions a minute. The propellers revolve in the same direction towards each other, thereby neutralizing the agitation of the water. The cylinders are 12 x 8, and the stroke is 12 inches - the propellers have a diameter of fifty-two inches. During the latter part of the season it made eight trips in two months running time; the average time of each trip was a little over five days. Its rate is two miles and a half an hour loaded downstream and five miles per hour light. Its average load was one hundred and five tons, the largest carrying capacity, it is claimed, of any steamer on the canal. The "New Era" was originally intended as a tow boat, and in that capacity, it will be run during the coming season, of course, also carrying at the same time its own load. On the same plan as the "New Era" a steamer, which made only one trip last season (owing to the late time of its launching,) seventy-five miles down the canal to Clearspring, was built for Wm. T. Hassett, of Clearspring, at the yard of William Young & Brothers. The one trial trip of this boat was deemed very satisfactory by the owner. It carried one hundred and two tons of coal. The "Alpha," the machinery for which was patented by Mr. J. T. Hill, of this city, was built here at the yard of Messrs. Doerner & Bender in the fall of 1874. It made one trial trip that fall and ran regularly last season. It is a two-propeller boat with a good rate of speed and excellent carrying capacity. It is now owned by Mr. John [V. L.] McKaig. The "Skedaddler" is so well known to the people of this vicinity that no extended notice of it is necessary. It has made several trips down the canal with coal, we believe, but has generally been used as an excursion boat up and down the river at this point.

STEAMERS NOW BUILDING

Besides those already on the canal five others are now in process of construction here. At the yard of Coulehan Brothers one is being built, which will have machinery on the Pearce plan. Weld & Sheridan are building two which will have one propeller and have two others of the same pattern in contemplation. At the yard of Wm. Young & Brothers there are now two steamers building, one of which is on the well-known Chillicothe plan, and the machinery for the other boat, which will be the largest on the canal and will be owned by Mr. John Gorman, of this city, is now being constructed at Rochester, Pa., by the parties who built the works for the "New Era." The engine for this boat will be an immense one, and the propeller will be five feet in diameter. The machinery will arrive here on the 10th of this month and the boat will be launched in about two weeks after that.

Ready for Navigation.

The canal will be ready for navigation over its entire length (as stated over a week ago by the *Alleghanian*,) by the 10th of March. Of course, at points remote from the mouth of the canal the day of opening can be one or two days earlier than this. The entire basin of the canal is in excellent condition, and there is therefore reason to believe that, like last season, there will be no interruption of navigation, unless some unusual, unforeseen and unpreventable cause.

ES, Tue. 3/7/76, p. 4. **GEORGETOWN Canal Steaming** – The use of steam on the Chesapeake and Ohio canal is destined to increase the transportation facilities of that enterprise and eventually make a larger quantity of Cumberland coal available. The Ludlow Patton recently made a round trip between Cumberland and Georgetown, including lockage, in four days and nineteen hours, said to be the fastest time ever made on the canal. The owner of the Ludlow Patton claims that the simple and ingenious arrangement for submerging her propeller has conducted largely to her success. She has been running the entire season just

closing, has consumed for fuel 4½ tons of coal per trip, and the repairs to her motive power have thus far cost but 90 cents.

Thu. 3/9/76, p. 4. **Reduction of Coal Freight on the Baltimore and Ohio Railroad - A Startling Move.**

A telegram was received at the office of the Baltimore and Ohio railroad here last evening, stating that on and after today the company would reduce freight on all coal shipped from the Cumberland coal region to Locust Point, Baltimore, 25 cents per ton.

The rate hitherto prevailing on that road for coal shipments from Cumberland to Baltimore has been \$2.05 on the short ton and \$2.30 on the long. The new rate will therefore be for short and long ton \$1.80 and \$2.05 respectively. The rate that boatmen received on the canal at the close of last season for freight was \$1.15 to Georgetown and \$1.20 to Alexandria respectively. The toll on the canal was 51 cents, including wharfage at Cumberland; wharfage at lower end 25 cents; boat toll each way \$2.04; which would amount to about 4 cents a ton more. Coal carried on the canal is reckoned by the long ton; and on this basis it will be seen, by comparing the cost of getting a ton of coal to tide-water by canal at the close of last season and the present cost of getting a ton to Locust Point by railroad, that the margin between the price of shipments by canal and by railroad is reduced to the small difference of 10 cents in favor of the canal.

The cost of getting a long ton to Baltimore by way of the Western Maryland railroad via part of the way by canal to Williamsport is \$2.29. It will be, therefore, seen that the competition now sharply lies between the Baltimore and Ohio railroad and the Chesapeake and Ohio canal. About this time last year, the Baltimore and Ohio Railroad Company made a reduction upon its then existing freight rates on coal of 25 cents per ton. The complications which followed this move on the part of the company will be remembered by all

who are posted on coal trade matters in this vicinity. It brought about a general reduction of tolls on the canal, wharfage here and freights. The boatmen are compelled to carry coal at figures which, they claim, with some show of reason, were barely sufficient to meet their running expenses and keep their families in bread. The canal company also made large reductions.

The grave feature of the present question, so far as shipments by canal are concerned is: How can the cost of shipment of coal, by water be reduced to successfully compete with the freight rates of the Baltimore and Ohio railroad? This move on the part of the latter company will create no little sensation in coal trade circles here, and we shall doubtless hear of some interesting developments before long, on which we shall strive to keep our readers posted.

Fri. 3/10/76, p. 4. **South Cumberland News.** - Some very marked improvements in the way of new buildings, etc., are now observable in that part of South Cumberland, which for time out of mind has gone by the in euphonic designation of "Shanty-town." Among that row of buildings in this quarter between the Basin wharf and Consolidation wharf, Mr. Fred Mertens is putting up two large two-story frame buildings, each of which will be used as store rooms and dwelling houses combined. The first is located a short distance below Basin Wharf and will be rented to Messrs. Jones and Reed for a dry goods and grocery store, these tenants also to use the upper portion as a dwelling. Farther down, opposite the Consolidation wharf, the other one of these buildings being erected by Mr. Mertens is located. It will be used for store room and dwelling by Mr. Dorris, a grocery dealer, whose place of business hitherto has been in a building one or two doors above, owned by Mr. Goodwin. Both of these buildings will be found desirable improvements in their beauty. Next to the new building of Mr. Mertens' near Basin wharf, the proprietor of the "Cheap John" saloon is erecting

a similar two-story frame building, to be used as a saloon and dwelling.

Last, but by no means least, among the improvements to be noticed in this locality, mention should be made of the repairs which have been made in the Consolidation wharf from time to time by the outside agent of the Consolidation Company, Mr. Lewis Miller, and of his success in bettering the condition of the company's property thereabouts generally. Year after year he has gone on making valuable repairs to the wharf and now all the upper part, with the stringers, is entirely new, and nine new trestles have also been added, making this wharf one of the strongest, in not the strongest, in the city. He has done much to remove obstructions from the basin near and deepen the water. In 1871, alone, he removed nineteen wrecked boats from the basin. Those who are familiar with the condition of the ground near the wharf a few years ago would be surprised to see the change. What used to be a horrible bog of mud and shallow water has been reclaimed and made into *terra firma*, and the whole has been covered with cinders, that will make a hard, dry footing in all sorts of weather. Around the edge of the basin a wood abutment has been made, Mr. Miller expects to continue this work of reclaiming land until the bogs under the wharf are filled up with solid material. This will not only add to the value of the company's property, but it will decrease the likelihood of spreading the seeds of disease by removing these stagnant pools. The reclaimed land now gives ample room for boatmen's stock to be picketed. Near at hand Mr. Miller has also provided for the accommodation of the boatmen's teams a fountain supplied by Holly water. This will be appreciated by stock owners, especially in mid-summer, when the water in the basin is about as thick as gravy.

Reduction of Coal Freights.

The reduction of coal freights on the Baltimore and Ohio railroad twenty-five cents per ton, the only complete and full account of

which was published in yesterday's *Alleghanian*, created an unusual ripple of excitement here in the coal trade circle and among our best citizens generally. The common impression seemed to be that the trade by canal would be seriously crippled, unless a sufficient reduction on the cost of shipments by water be made to compete with the railroad.

In making up our statement yesterday with regard to the cost of transporting coal to Locust Point under the new schedule, we did not mention what we thought everybody in this section knew, that the market value of coal transported by rail is about twenty-five cents a ton higher than that carried by canal - for obvious reasons. We therefore allowed this increase of the price of coal to offset wharf charges at Locust Point.

With this explanation, probably unnecessary to well posted readers, the figures given in yesterday's *Alleghanian* must stand. We will again compare the price of shipments by canal and railroad, making our calculations, of course, on the long ton. From Cumberland to Baltimore by railroad the freight is \$2.05 and the wharfage at Locust Point is 25 cents, making in all \$3.30. By canal, the freight charges at the closing rates of last season - a minimum estimate - was \$1.15; toll 51 cents; boat toll 4 cents; wharfage at tide water 25 cents; making a total of \$1.95, which would give the canal the advantage by 35 cents, did not 26 cents have to be deducted therefrom, on account of the greater market value of coal shipped by rail. It will be seen then that the margin in favor of the canal is just 10 cents. It is evident, however, that by means of the new lock at Georgetown whereby the coal is taken directly from the canal boats to the vessels there will be less handling of coal shipped by canal than formerly, and therefore such coal must correspondingly rise in market value.

ES, Sat. 3/11/76, p. 4. **GEORGETOWN Canal News** – The millers, commission and canal merchants in general are much agitated over the delay in turning the water on the canal.

In addition to the loss already occasioned, the news now comes that there is a break in the bank which separates the canal from the outlet lock, which was made as soon as a small body of water was turned on at that point. This is the only impediment now which causes the delay, and it is charged among those interested to culpable carelessness or ignorance. This bank is a very narrow one, and it would not have taken an engineer to have predicted the present result of the pressure on it. It is expected that the canal will be open for the coal and grain trade on Monday week.

AG, Sat. 3/11/76, p. 2. **Coal Freights** – The Baltimore and Ohio Railroad Company has reduced its rates on coal from Cumberland to Baltimore 25 cents per ton. The Cumberland *Alleghanian* says: From Cumberland to Baltimore by railroad the freight is \$2.05 and the wharfage at Locus Point is 25 cents, making in all \$2.30. By canal, the freight charge at the closing rates of last season – a minimum estimate – was \$1.15; toll 51 cents; boat toll 4 cents; wharfage at tidewater 25 cents; making a total of \$1.95, which would give the canal advantage by 35 cents, did not 26 cents have to be deducted therefrom, on account of the greater market value of coal shipped by rail. It will be seen then that the margin in favor of the canal is just 10 cents. It is evident, however, that by means of the new lock at Georgetown whereby the coal is taken directly from the canal boats to the vessels there will be less handling of coal shipped by canal than formerly, and therefore such coal must correspondingly rise in market value.

Mon. 3/13/76, p. 4. **CANAL NEWS.**

**The Record of the New Era
Another New Steamer on the Way
Fresh Colors for Boats.**

The "New Era," a steamer owned by John Cowden & Sons, was launched from the boatyard of Wm. Young & Brothers, in this city, on the 29th of last September. During the fall season she made eight round trips, carrying an

average of [illegible] tons of coal besides fuel. Three of these trips were made in 19 days, including [illegible] hours [illegible] for lockage and small detentions by the way, this record makes the "New Era" run an average of between 69 and 70 miles for every 24 hours. The builders of the machinery for the "New Era," which is a two-propeller boat, with two separate cylinders, were Darragh & Co., of Rochester, Pa. The engine is a vertical one of 28 horsepower. The boiler is eight feet by 42 inches, with 36 return flues, and is placed horizontally. The cylinders are 8 by 12 inches, with a stroke of 12 inches. The two propellers, each 52 inches in diameter, with a pitch of five feet, revolve toward each other, thereby preventing any agitation of the water. It is claimed by the owners of the "New Era" that the two propellers are an immense advantage to the boat in getting in and out of locks. There is greater power, and the propulsion is along the line of the center of the boat, thereby preventing that cramping in locks which steamers with one propeller are sometimes subjected. It is claimed that the "New Era" can get in and out of locks in one half the time of any other steamer. The "New Era" is steered by a wheel which is placed so conveniently to the motive power that the steersman can act without inconvenience as engineer also; he can start, stop, or put the boat on back motion without calling on the fireman or removing from his place at the wheel.

The proprietors also claim a great advantage for the "New Era" in the fact that the smoke-stack is placed aft and the steersman's view is not interrupted by smoke and cinders. The carrying capacity of this steamer is 105 tons, which does not include about eight tons for fuel.

The machinery for another new steamer to be placed on the canal this summer is now in the course of construction and nearly completed at the foundry works of Bull & Co. in this city. The owners of this boat are Messrs. Benjamin Mitchell & Son, of Hancock, Maryland, where the hull has been built during the past winter. The engine is an upright one of twenty

horsepower, with direct action and reversing gear. The boiler is horizontal, on the locomotive pattern. There is one propeller with a diameter of 54 inches and an increased pitch of 4½ feet. The shaft works always on a line parallel to the keel of the boat, and is raised and lowered independently of the engine, on a plan essentially different from any steamer now in use or contemplated. The vessel will be ready for operation some time toward the close of this month.

The observer could not fail to note with pleasure the great variety and beauty of the pigments used in painting boats here during the past winter. The colors in many instances have been put on with very striking effect. Boatmen take great pride in the appearance of their boats.

Wed. 3/15/76, p. 4. **The New Era.**

The "New Era," a two-propeller steamer, of which we gave an extended notice the other day, was originally intended as a tow boat, but was never tried in that capacity until yesterday, when she made a trip in that capacity down to "Dougherty's wide water" and back, a distance altogether of about seven miles. We are informed that the "New Era" made one of the miles in thirteen minutes – a good record.

The First Boat of the Season.

The first boat of the season, the "John H. Kindle," loaded at the Potomac wharf with coal from the mines of the Maryland Company, cleared this port yesterday for Georgetown. She carried 117 10 tons, and her captain is Mr. George Smith. It is expected that all the companies will begin early shipments by canal this year.

The Canal.

The *Alexandria Gazette* says "water has been let in all of the Chesapeake and Ohio canal except the Georgetown and one other level. The entire length of the canal will be filled by Wednesday next, the 15th inst. The Alexandria canal will not be filled before the 25th of this

month. Boats arriving at Georgetown, before that time, will have to be brought via the river.”

Wed. 3/15/76, p. 2. Mr. Bannon has introduced into the State Senate a series of resolutions calling upon the Maryland representatives in Congress to impress upon the United States government the propriety of making an appropriation to assist the canal company in extending the canal to the mouth of Savage river, twenty-eight miles west of Cumberland; also to make the East Branch of the Potomac navigable for canal boats between Washington and Bladensburg, and the Patapsco river navigable from Baltimore to Elkridge Landing – *Cumb. News*.²

ES, Wed. 3/15/76, p. 4. **ALEXANDRIA Canal Steamers** – The use of steam canal boats is fast becoming more general. Already there are several of these boats on the Chesapeake and Ohio canal, and more are being built each year.

Thu. 3/16/76, p. 4. **Two More.**

Two boats cleared this port yesterday. The “Lillie & Nannie,” loaded at Potomac wharf with 117 10 tons of Borden coal, was consigned to Two Locks, near Williamsport. The other departure was that of a lumber boat owned by Mr. Henry Miltenberger, of Patterson’s Creek, loaded with 43 tons of lumber and destined for Point of Rocks.

The Consolidation company has now about three boat loads of coal on its wharf in South Cumberland, which is awaiting the arrival of boats for shipment.

ES, Thu. 3/16/76, p. 4. **GEORGETOWN The Canal** – The repairs and improvements on this end of the Chesapeake and Ohio Canal having been completed the water was turned in on the Georgetown level this morning, and the flour mills will soon be in operation again.

Fri. 3/17/76, p. 4. **The Canal.**

No boats cleared this port yesterday, and it is believed that there will be few departures before week after next. As yet there is nothing definitely known as to the time any of the companies will begin regular shipments.

The Washington *Star* of last evening says “the repairs and improvements on this end of the Chesapeake and Ohio Canal having been completed the water was turned in on the Georgetown level this morning, and the flour mills will soon be in operation again.”

AG, Sat. 3/18/76, p. 3. **The Canal** – No boats cleared from Cumberland, yesterday, and it is believed that there will be few departures before week after next. As yet there is nothing definitely known as to the time any of the companies will begin regular shipments.

The Georgetown *Courier* says: “Shortly after the water was let into this level of the canal Wednesday night, a leak was discovered close to the abutments at the new outlet lock, above this city. The leak, though small when first found, is gradually growing larger, and its repair will doubtless necessitate the drawing off of water again.”

AG, Mon. 3/20/76, p. 3. **Local Brevities**

The leak at the outlet lock of the C. & O. Canal, at Georgetown, continues to increase, but will not necessitate the drawing off of the water from the canal, as a cofferdam is being constructed around it.

Tue. 3/21/76, p. 4. **THE OUTLET LOCK.**

The new lock which has been recently put in the canal at Georgetown by the Outlet Lock Company was visited by a special reporter of the *Alleghanian*. The lock, which is intended to lower boats from the canal into the river below, is located about a mile from the wharves at Georgetown. The opening through which the boats are floated into the caisson is in the bank of the canal, closed on the inside next to the canal

² *The Herald and Torch Light*, Hagerstown, Maryland.

by a lift gate; and closed on the inside next to the river by a drop gate, when closed fitting closely into shoulders of masonry on either side of the opening, and when opened to allow the egress of boats lays upon the bottom of the lock. An incline plane 600 feet long runs from this outer gate into the bed of the river below; this plane carries three tracks. Upon the center track, the caisson which carries the boats down travels; the two side tracks are used for heavily loaded counterpoises, which sustain and balance the weight of the caisson and its load; the caisson is a hollow vessel of iron plate, large enough to contain a boat. This caisson is placed upon three large trucks, which are graduated so as to keep the caisson level, (the rear truck being the highest.) It is connected with a counterpoise on either side by huge iron chains which pass from the counterpoises over iron pulleys and are attached to the forward end of the caisson. It is provided with a water tight iron gate, which is raised up to allow the ingress and egress of the boats; a ratchet arrangement is attached to the lower side, which is intended to catch and stay the caisson in its descent in case the carrying chains break. The pulley wheels are moved by hydraulic pressure which is furnished by a large turbine wheel placed under the forward or upper end of the plane. The caisson fits closely into a wooden frame lined with gum packing, which is set into a sill of masonry forming the outer edge of the lock.

When a boat is to be lowered into the river, the caisson is raised to the level of the lock and its forward end fitted into the frame described above. The inner gate of the lock is then raised, the outer gate lowered back into the lock, and the boat glides into the caisson; the lock gates are then closed, and the gate of the caisson lowered to its place; the caisson then glides slowly and evenly down the incline until it is submerged in the waters of the river below, when the boat floats off, and the caisson ascends for another load. The plane is set at an incline of 1 inch to the foot or 8½ feet to the hundred; the fall from the level of the canal to the level of the

river being 40 feet. It is claimed that the entire operation of locking out and lowering a boat can be performed in six minutes; and as the caisson is kept on a level, there is no displacement of cargo as in the ordinary plane. There is no waste of water whatever in the operation, as the water displaced by the entrance of the boat in the caisson and consequently flowing into the canal is more than that used or wasted in the entire process. The lock is expected to be in full working order by the 1st of April.

More Adjustable Propellers.

The plan of having an adjustable propeller on canal boats, to raise and lower as the boat is loaded or unloaded, has a good many considerations in its favor to commend it, and accordingly has stimulated the inventive genius of many theoretical and practical mechanics here and elsewhere. We have already noticed what has been accomplished in this direction in the *Ludlow Patton*, which ran on the canal last season. We also gave an account of an excellent contrivance looking in the same direction by Mr. Merwin McKaig and others, also of an invention by Mitchell & Son, of Hancock. Mr. George H. Brooks, of Hancock, was in this city yesterday with an invention, (for which he has obtained letters patent,) by which the propeller is raised and lowered on a plan entirely different from any other now in operation.

More Coal.

Two boat loads of coal were received at the basin wharf yesterday afternoon by railroad. This coal is owned by Mr. A. M. Brandt, an extensive coal shipper here, and will be loaded today on the boats "City of Hamburg" and "Flury," to be carried to Georgetown.

Canal.

The only boat which left port yesterday was the J. W. Carder, loaded with 114 07 tons of Consolidation coal and consigned to Georgetown, D. C. The captain is F. J. McAbee.

During the past winter at Williamsport, where there are generally a number of boats built at that time, there was only one boat built. The number of boats now on canal is over 500, which is a supply somewhat in excess of demand. This fact accounts for the comparatively small number of boats built last winter, and also explains in some measure the low rate of freights prevailing last year.

AG, Tue. 3/21/76, p. 3. **The Canal** – Water is still off the Georgetown level of the C. & O. Canal, and repairs are being made at the newly discovered leak at the outlet lock above Georgetown. The water cannot be let on the Alexandria canal until these repairs are finished. Two boats cleared at the office of the collector of the Chesapeake and Ohio canal in Cumberland, on Saturday, for Georgetown. One was the A. B. Turner, carrying 114 04 tons of coal belonging to the Consolidation Coal Company, and the other the Seneca, with thirty tons of lumber.

Local Brevities

The leak in the C. & O. Canal, at Georgetown, increased so much last Saturday night that the water had to be drawn off in order that the necessary repairs might be made.

Among the strangers in Cumberland on Saturday was Captain W. J. Boothe, General Superintendent of the American Coal Company.

Wed. 3/22/76, p. 4. **Canal.**

No boats cleared from port yesterday, the day being unfavorable to shipments on account of the obstruction of ice in the canal. It is expected that several boats will clear today.

ES, Wed. 3/22/76, p. 4. **GEORGETOWN Improvement** – The Consolidation Coal company has recently completed its arrangements for receiving coal from the river, instead of the canal. The works are situated at the extreme point where the canal empties into the river, comprising derricks and all appliances

necessary for loading schooners and unloading canal boats.

AG, Wed. 3/22/76, p. 3. **Canal Trade** – The Cumberland *Times*, of yesterday, says: “In every quarter, yesterday, the boatmen were discussing the invitation of the Maryland Coal Company to submit proposals to carry the coal of that company by canal. It was generally viewed as an effort to settle the question of freights by the fairest method yet adopted, and there is every reason to believe that after the boatmen have fully considered the matter an acceptable arrangement will be made all around.”

The Canal – One boat cleared at the canal collector’s office in Cumberland on Monday. It was the J. W. Carder, loaded with 114 07 tons of coal consigned to the Consolidation Company at Georgetown. Two boat loads of coal were received at the basin wharf there the same day by railroad, and was loaded yesterday on the boats “City of Hamburg” and “E. L. Flury,” for Georgetown.

Thu. 3/23/76, p. 4. **Arrived.**

Over one hundred mules, which have been wintered during the past season at the farm of Mr. George Williams, near Moorefield, arrived in this city yesterday. Forty-five of them belonged to Messrs. John Cowden & Son, and the remainder to Messrs. Reinhardt Brothers, Jacob Brengle and James Young.

The Canal.

Two boats, the “E. L. Flury,” carrying 113 07 tons, John Boren, captain, and the “City of Hamburg,” carrying 115 15 tons, J. H. Jackson, captain, cleared from this port yesterday for Washington. These boats are owned by Mr. A. M. Brandt, one of our largest private shippers.

AG, Thu. 3/23/76, p. 3. **Local Brevities**
The arrangements made by the Consolidated Coal Company for receiving coal from the river

at Georgetown instead of the canal have been completed.

Fri. 3/24/76, p. 4. **The Canal Trade.**

Only one boat cleared this port yesterday – the Centennial, Captain Henry Boley, for Georgetown, carrying 116¾ tons (individual) coal.

MCS, Fri. 3/24/76, p. 4. **ADVERTISEMENT
Dissolution of Partnership.**

Notice is hereby given that the partnership heretofore existing between John E. West and Armistead West, doing business at Lock No. 22, of the Chesapeake & Ohio Canal, is dissolved by mutual consent.

The books of the late firm are in the hands of Armistead West, who will settle all claims and conduct the business in future.

JOHN E. WEST
ARMISTEAD WEST

AG, Fri. 3/24/76, p. 3. **Skeleton Found –**

The gardener engaged in fixing up the garden lot recently purchased by Capt. W. J. Boothe from General M. D. Corse, on north Washington street, dug up, yesterday, a human skeleton, which, from the shape of the skull, is supposed to have been that of a negro. It was enclosed in a box and buried about eighteen inches below the surface. As Gen. Corse's house was used during the war as a hospital, it is thought that the bones found are those of one of those connected with the hospital.

AG, Sat. 3/25/76, p. 3. **Contract Awarded**

The Committee on Light held a meeting last night and opened the bids for supplying the Gas Works with coal during the ensuing fiscal year. The bids were nine in number, and there was quite a lively competition, some of them coming by telegraph as late as seven o'clock last night. The contract, which is for 1,300 tons, was awarded to Messrs. Sinclair & Agnew.

Tue. 3/28/86, p. 1. **Boatmen Interviewed.**

**What it Costs to Run a Boat
The Trip Expenses – How Much
Money is made at the Business.**

Apropos of the reduction of freight to \$1 per ton, a reporter of the *Alleghanian* interviewed one of the most intelligent of the boatmen on the canal and got from him an estimate of the cost of running a boat, estimating the boat to be ten days on the round trip; the figures are at the very lowest notch:

Wages, captain, 10 days at \$1 per day	\$10.00
Wages, steersman, 10 days	6.60
Wages, two drivers, 10 days at 4.16	8.32
Rations for four men, 10 days	20.00
Feed for 5 mules, 10 days	25.00
Trimming boat at wharf	1.30
Way-bill for trip	4.08
Lines, shoeing mules, tending pumps, etc	6.00
Incidental expenses	5.00
Total	\$86.30

This is a statement of money paid out on each trip, and does not include wear and tear of property, interest on the money invested in boat and furniture or detention and loss of stock.

The average load of each boat is 113 tons, which at \$1 per ton would amount to \$113 received by the boatman for the trip. Deduct from this the money expended during the trip and it will leave \$26.70, as the amount of earnings from each trip; if the payments on the boat are not completed, a trippage of \$30 is added into the cost of the trip, which would leave the boatmen just \$3.30 short on the trip, and no provision made for repair of boat and renewal of stock.

Last season the average number of trips made by each boat was 16, though some boats made as high as 20 trips during the season; 20 trips at \$113 per trip is \$2,260 for the season's work. Supposing the boatman to have paid for his boat; we estimate the cost of the trip at \$86.30; 20 trips at a cost of \$86.30 per trip is \$1,726, which would leave as the result of a full season's work, \$534. From this amount is to be deducted, as

Average cost of repairs on the boat for the season	\$125.00
Cost of keeping stock during the winter	100.00
Furniture and bedding	25.00

Total \$250.00

Deduct this from \$534 and we have \$284 as the amount left in the hands of the boatman to pay for the keep of himself and family during the winter, interest on the twenty-five or six hundred dollars invested, and go towards a sinking fund to renew boat and stock. It is estimated that under the most careful management a boat will not last longer than eight years; a team of mules will be entirely used up in that time; so the boatman must make enough in eight years to pay for stock and boat, to say nothing of furniture, &c.

Cost of boat	\$1,800.00
Five mules at \$150	750.00
	<u>2,550.00</u>
\$284 for 8 years	<u>2,372.00</u>
Actual loss at lowest calculation	\$178.00

Canal Trade

The following three boats owned by the Consolidation company cleared this port yesterday: Annie E. McDonald, 122 tons; Maryland, 117 tons; Allan Campbell, 116.07. The R. T. Semmes, a New Central boat, carrying 110.07 tons, also cleared port yesterday.

ES, Tue. 3/28/76, p. 4. **GEORGETOWN – Grain trade** – Boat Loudoun with 3,000 bushels corn; boat Caledonia with 2,500 bushels corn and 759 bushels wheat; boat Hattie & Bessie with 1,800 bushels corn, 100 barrels ear corn and 200 barrels flour; boat Medley with 2,200 bushels corn; boat Wheeler & Barron with 3,800 bushels corn and 150 bushels wheat; boat Wm. Ryder with 2,800 bushels corn and 300 bushels wheat – all consigned to Hartley & Bro.; boat H. M. Talbott with 300 bushels corn and 475 bushels wheat; boat Loudoun with 1,000 bushels corn; boat Medley with 700 bushels corn; boat Woodles with 300 bushels corn; boat Wheeler & Barron with 100 bushels corn – all consigned to H. M. Talbott; boat J. N. Thomas with 3,500 bushels corn and 74 barrels flour; boat Ellen Brooks with 1,100 bushels wheat; boat Round Top with 50,000 straps for hogsheads.

AG, Tue. 3/28/76, p. 3. **Canal Trade**

Two boats cleared at the Collector’s office at Cumberland, on Saturday, for tide water. They were the C. W. Brengle, with 112 01 tons of coal consigned to the Consolidation Coal Company at Washington, and the other the M. Reuben, with 119 14 tons of coal, shipped by the New Central Coal Company to Knoxville.

Wed. 3/29/76, p. 4. **The Coal Trade – American Company.** – The Alexandria *Gazette*

of Monday evening says: Workmen were engaged this morning in making the necessary repairs, putting down new plank, &c., on the American coal wharf, preparatory to the resumption of the coal trade.

AG, Wed. 3/29/76, p. 3. **Canal Trade**

The Cumberland *News* says: “Three boats were dispatched for tidewater, yesterday, by the Consolidation Coal Company – the Annie E. McDonald, Maryland and Allan Campbell, carrying 122, 117 and 116 07 tons of coal respectively. There also cleared the R. T. Semmes, carrying 110 07 tons of coal shipped by the New Central Coal Company to Mr. Park Agnew, Alexandria. The freights on the shipments by the Consolidation Coal Company was one dollar per ton, as noted in these columns yesterday. The shipments by the New Central Company was in private account. None of the agents have as yet received orders to begin shipments, and the rate of freight to be paid by other companies is not yet known.”

Thu. 3/30/76, p. 4. **The Canal Trade.**

During Tuesday and yesterday seven boats cleared this port carrying 803 01 tons of coal. Of these six were Consolidation company boats, as follows: W. C. Ernst, 117 11; G. A. Pearre, 111 15; R. Shriver, 116 14; D. A. Miller, 115 14; Miner, 118 19; A. P. Gorman, 116 12. The seventh was a New Central boat, carrying 110 16 tons.

The machinery for the new propeller, which has been built for Mr. John Gorman at the boatyard of William Young & Bros. during the past winter, has been placed in the hull, except the boiler, which is expected every day. An extended description of this steamer has already appeared in the *Alleghanian*.

Fri. 3/31/76, p. 4. **The Canal Trade.**

Five boats cleared this port yesterday, carrying 578.18 tons of coal. Of these three were Consolidation Company boats, as follows: H. C. Hicks, 120 07 tons; Ino, 116 00 tons; Joseph Light, 119 12 tons. The other two were individual boats – Ed. Stake (A. M. Brandt,) 114 14 tons; and the steamer Star No. 1 (Weld & Sheridan) 108 01. Destination of all – Georgetown.

The Star is the first steam canal boat leaving Cumberland this season.

ES, 3/31/76, p. 4. **GEORGETOWN**

Canal Trade – Forty cords of wood and 200 bushels of wheat on boat Okonoko, consigned to H. M. Talbott.

Coal Trade – Owing to some difficulties with regard to railroad freight from the coal mines to Cumberland, no coal of any amount is being shipped by canal and the coal trade is much retarded. It is believed, however, that these difficulties will soon be settled.

Sat. 4/1/76, p. 4. **The New Central Begins.**

Today the New Central Coal Company will begin regular shipments of coal by canal. The freights to be paid the boatmen is \$1.10 a ton to Georgetown, which rate by a regular contract will remain unchanged through the entire season, whether rates fall below or raise above that figure.

Contract for Gas Coal.

The *Alexandria Gazette* says Messrs. Sinclair and Agnew have been awarded the contract to furnish the gas works in that city with

1,300 tons of gas coal during the ensuing year. The price was not stated.

ES, Sat. 4/1/76, p. 4. **GEORGETOWN**

Grain Trade – Arrived – boat Loudoun with 3,800 bu. wheat consigned to Hartley & Bro.; boat James S. Welch with 200 bushels corn consigned to H. M. Talbott.

AG, Sat. 4/1/76, p. 3. **The Canal Trade**

Five boats cleared at Cumberland, Thursday, carrying 578 18 tons of coal. Of these, three were Consolidation Company boats, as follows: H. C. Hicks, Ino, Joseph Light. The other two were individual boats – Ed. Stake (A. M. Brandt,) and the steamer Star No. 1 (Weld & Sheridan.) Destination of all – Georgetown. The Star is the first steam canal boat leaving Cumberland this season. The water is now on the whole length of the C. & O. Canal, but will not be let on the Alexandria canal before the 10th of April, about which time the coal trade is expected to resume its activity. The shipments mentioned above may be regarded as straggling ones and merely to supply local demands. The new steam canal boat built by Mr. William Young for Captain John Gorman, was launched at Cumberland on Thursday. She has been fitted with a single engine with vertical boiler, and a single propeller, by Mr. M. Darrah, of Beaver, Pennsylvania, who supplied the machinery for the New Era, which is of the same pattern. The boat will transport coal for the Borden Mining Company, and Captain Gorman, who is an experienced canal-man, designs making her carry more coal than any steamer on the canal.

Mon. 4/3/76, p. 1. **The Canal Trade.**

Nine boats carrying 1,037 16 tons of coal, cleared this port on Saturday, as follows:

Consolidation Company		
<i>Name</i>	<i>Destination</i>	<i>Tonnage</i>
Adam Norrie	Georgetown	115 10
Consolidation	Georgetown	118 10
L. L. Shives	Georgetown	113 06
J. W. Turner	Georgetown	116 02

Laura	Georgetown	117 19
		581 07
New Central Company		
Elizabeth	Georgetown	114 02
Ohio	Georgetown	110 13
Viola H. Weir	Georgetown	118 06
William R. Shaw	Georgetown	113 06
		456 07

 p. 4. **“The Arthur Lovell.”**

The screw propeller owned by Mr. John Gorman, which was built during the past winter at the boatyard of Messrs. Wm. Young & Brothers, will make her first trip down the canal in a few days. The “Arthur Lovell,” which is the name selected for his vessel by Mr. Gorman, is a very large and handsome steamer, with a greater carrying capacity, it is claimed by the owner, than any other steamer on the canal. Besides the fuel, it is calculated that she can deliver an average of about 112 tons. Though generally constructed on the plan of the “New Era,” a two-wheeled propeller, the “Arthur Lovell” has only one propeller, with a diameter of five feet when the boat is unloaded, and four feet two inches loaded. The difference in the diameter of the propeller, to be adapted to the loaded or unloaded condition of the boat, is accomplished by having moveable attachments to the propeller which can be removed or put on in about fifteen minutes. The weight of the engine and boiler will be about five tons. It is expected to run this steamer day and night, with a force of five hands. By and by, after some experiments, it is also intended to use her as a towboat, the engine being considered sufficiently powerful to do this. The entire cost of the “Arthur Lovell” will be \$3,500.

As soon as the ice on the canal breaks up boatmen from points below come here to Cumberland with their stock, whether there be any immediate prospect of navigation or not. Being at considerable additional expense here, in a short time they naturally enough grow impatient and are eager to see shipments begin. This eagerness growing out of impatience and

additional expenses sometimes constrain them to accept a very low rate of freights. It would be much wiser if they waited at their homes until receiving instructions from the companies to report. It would save them many a dime and put them in a better position to dictate their own terms.

“Steam all the Rage.”

Another one-wheeled propeller has been begun at the boatyard of Messrs. Weld & Sheridan in this city. This will make the third of this class of steamers recently undertaken at the yard of these established and well-known builders.

 The steamer on the “Ludlow Patton” plan, which has been building during the winter at the yard of Messrs. M. Coulehan & Bro., will be launched in a few days. The owner is Mr. Patrick Ganley, who has chosen for the name of his boat that of Thomas Venners, superintendent of the rolling mill.

 The report that American and Blaen Avon companies would begin shipments of coal today is incorrect. Our information with regard to the American is based upon statements furnished the *Alleganian* by the agent of that company, Mr. Charles Robb; our information with regard to the Blaen Avon is based upon the statements of one in a position to know. The Borden, as asserted, will not begin regular shipments today, but may dispatch today or tomorrow the steamer “New Era” and the Hasset steamer, with cargoes and with loaded boats in tow, as a trial trip for those two steamers in the capacity of tow boats.

 The machinery and boiler, which have been building here by Bull & Co., for a new screw propeller now at Hancock, owned by Mitchell & Son, of that place, will be shipped to Hancock this week, probably by canal, and there placed in the hull. The boiler and machinery will weigh about six tons.

 The work of dredging out the canal basin from the locks to a point opposite the Consolidation, which was begun about a month ago, is still continuing, thereby insuring a deep channel in that locality during the coming season. The detritus is taken into the river and emptied near the breast of the dam on the Virginia side.

AG, Mon. 4/3/76, p. 3. **The Coal Trade**

On Saturday the New Central Coal Company began regular shipments of coal by canal. The freights to be paid the boatmen is \$1.10 a ton to Georgetown, which rate by a regular contract will remain unchanged through the entire season, whether rates fall below or raise above that figure.

Tue. 4/4/76, p. 4. **The Canal Trade.**

Nine boats carrying 1,033 16 tons of coal, cleared this port yesterday, as follows:

Consolidation Company

<i>Name</i>	<i>Destination</i>	<i>Tonnage</i>
William Weber	Georgetown	116 13
G. W. Barnett	Georgetown	111 01
Congress	Georgetown	113 03
John Leech	Georgetown	117 18
Dove	Georgetown	114 15
		373 10

Borden Company

John M. Resley	Georgetown	113 09
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New Central Company

John Hammond	Georgetown	118 01
G. H. Bradt	Georgetown	112 00
R. A. Goodwin	Georgetown	117 13
		348 00

 The machinery of the "Arthur Lovell," Mr. John Gorman's new steamer, was tested yesterday, while the boat was kept in a stationary position. The trial trip will be made shortly.

ES, Tue. 4/4/76, p. 4. **GEORGETOWN**

Grain – By canal – 3,000 bushels of corn on boat H. M. Talbott, consigned to H. M. Talbott.

Wed. 4/5/76, p. 4. **A CRACKER OVER THE WAVES** – The owners of the New Era, a two-wheeled propeller, which has been elaborately described in the *Alleganian*, and the machinery of which was built by M. Darragh & Co., of Rochester, Pa., have all along maintained that their craft would be successful as a towboat. Several weeks since a successful experiment was made in that direction, the steamer, herself and convoy unloaded, carrying a tow down to the Dougherty wide-water and back. That experiment proved the position maintained only so far as unloaded boats were concerned. It yet remained to be shown that it would hold equally true with loads. This second experiment was made yesterday afternoon, and so far, has been a complete triumph for the New Era. Yesterday afternoon about four o'clock the New Era, with a convoy, both boats together carrying 213 02 tons, exclusive of fuel, started from the Potomac wharf down the river, with 85 pounds of steam registered. It is true it was wide and deep water, but the New Era with her partner glided along smoothly at a racing pace, as unconcernedly as if she didn't care whether school kept or not.

The decks of both were filled with spectators, while a large number of people had congregated on the abutments of the locks. One of the prettiest sights was the graceful way in which all the curves were rounded and smoothed off as nicely as a Chinese laundryman could do it. The man at the wheel was Mr. John Cowden, and under his skillful hand the rudder gave no violent jerks and swerves but moved firmly and steadily. A short distance above the locks the New Era glided over to the Maryland bank and there parted with her partner, which was at once taken charge of by two fiery mules and swung through the locks in a jiffy. In a short time, the New Era followed and went through the lock in five minutes, though that time is by no means a fair sample of her average time in locking, for athwart the mouth of the lock was an obstruction which was difficult to get by. There was no cramping or jamming in the lock, the engines

letting her out at once. Carrying only 80 pounds of steam, with 45 yards of tow line between them, the two boats proceeded down the canal.

For a distance of half a mile or so a large number of boatmen kept alongside, walking on the tow-path, while perhaps a score remained on the boat until the stop-lock was reached, about a mile below town, when there ensued an immediate scrambling over the abutment, to the great amusement of the crew. It was interesting to watch the demeanor of Mr. Darragh, the builder of the "New Era's" machinery, who was one of those going as far as the stop-lock. Coming down the river, and until both were fairly under way in the canal,

"His brow was grave, his eye beneath,
Flashed like a falchion from its sheath."

But after a while, when it was manifest that the steamer could do the work claimed for her, his brow cleared up and his eyes twinkled with a pleasure impossible to conceal.

The New Era and her convoy are manned by eight men. Two stout mules are carried along to pull the convoy through locks. The time made by the New Era for three miles was exactly one hour, eight minutes and thirty seconds. This would be good time for four stout mules pulling one loaded boat.

Canal Trade.

Fourteen boats carrying 1,562 15 tons of coal, cleared this port yesterday, as follows:

Consolidation Company

<i>Name</i>	<i>Destination</i>	<i>Tonnage</i>
C. P. Manning	Georgetown	115 06
A. B. Turner	Georgetown	120 18
Jimmy M., jr.	Georgetown	114 01
W. Moorehead	Georgetown	111 08
		<hr/> 461 13

New Central Company

J. P. Broderick	Georgetown	115 03
Lizzie Reagan	Georgetown	112 00
Four Sisters	Georgetown	113 00
D. R. Long	Georgetown	112 05
E. B. Hartley	Georgetown	107 05
Dennis Murphy	Georgetown	109 10
John Reeves	Georgetown	108 13

J. Dick	Georgetown	110 04
		<hr/> 888 00
Borden Company		
New Era [Stmr]	Georgetown	102 09
Henry Kraus	Georgetown	110 13
		<hr/> 213 02

ES, Wed. 4/5/76, p. 4. **GEORGETOWN**

Grain – By canal – boat J. N. Thomas with 1,350 bushels of wheat, 2,250 bushels of corn and 75 barrels of flour consigned to J. G. & J. M. Waters; boat Hattie & Bessie with 3,400 bushels of wheat and 140 barrels of flour consigned to Hartley & Bro.

Thu. 4/6/76, p. 4. **The Canal Trade.**

Sixteen boats carrying 1,836 17 tons of coal, cleared this port yesterday, as follows:

Consolidation Company

<i>Name</i>	<i>Destination</i>	<i>Tonnage</i>
A. Gruber	Georgetown	114 14
W. L. Read	Georgetown	115 01
J. N. Clary	Georgetown	121 08
T. Malloy	Georgetown	113 11
Grason & Fannie	Georgetown	107 12
G. Meredith	Georgetown	114 09
Robin	Georgetown	112 13
P. J. Smith	Georgetown	114 11
		<hr/> 913 19

New Central Company

R. Fannon	Georgetown	112 14
A. Zeigler	Georgetown	116 07
Jane Keedy	Georgetown	112 13
		<hr/> 341 14

Blaen Avon Company

Belle Resley	Georgetown	112 18
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Borden Company

Baltimore	Georgetown	120 09
P. A. Gorman	Georgetown	108 17
		<hr/> 239 06

Individual

H. S. Miller	Georgetown	114 18
Sinclair & Agnew (Gas coal)		
C. Segerson	Alexandria	114 12

Trial of the Lovell.

It was given out yesterday that the "Arthur Lovell," Mr. John Gorman's new steamer would make a trial trip today. The Lovell is generally on the New Era plan, but she has only one propeller, and that has a variable diameter, as she is loaded or unloaded, of from four feet two inches to five feet. Early yesterday evening an *Alleganian* reporter saw Mr. Darragh dash by a place on Baltimore street where the former was standing. There was something in his demeanor that indicated business. Accordingly, the reporter thought it would probably pay to walk over toward Potomac wharf and listen to the roar of the breakers on the bar outside that never reach the shore. When he arrived there, he found the Arthur Lovell with steam all up, and Mr. Gorman stirring about like a bee in fresh clover. The reporter appreciating the joke, and wishing to escape notice, drew a slouch hat down over his eyes, drew up the lapels of his overcoat, and went aboard, quietly taking a seat alongside the bow cabin. In a minute or two the "Lovell" backed out into the stream and away she went up and down the river from a point just above the blue river to the long curve above Malayan's. The time made by the Lovell was excellent, and if she can only do as well in the narrow waters of the canal her success is assured. The moral of this incident is easy to adduce. When you have any experiments to make after this, do not imagine you can do so without the *Alleganian's* knowing all about it, provided we care to know.

The New Era Heard From.

A boatman, who arrived in town yesterday forenoon, stated that he had met the New Era and her convoy, at half past four that morning, just this side the tunnel, and that they were passing along smoothly with everything all right. The tunnel is about 27½ miles from Cumberland and that distance was therefore made by the New Era in a night run of 12 hours, passing through nine locks. That is a good record.

Racing Speed.

The "Areturus," a steamer owned by Wm. Hassett & Bro., of Clearspring, built late last fall at the yard of Wm. Young & Brother here, and constructed on the plan of the "New Era," made but one trip last fall, going down as far as Clearspring with a load of coal. She returned the other day with a convoy, both unloaded, and made the splendid record of five miles in sixty-four minutes.

AG, Thu. 4/6/76, p. 2. **Steam Tow Boats on the Canal** – The *Cumberland News* of Wednesday, says: "Yesterday afternoon the steamer New Era and the canal boat Henry Kraus, loaded with coal, were cleared by the Borden Mining Company for Georgetown. After the boats were loaded, the Kraus was lashed to the side of the steamer and both came down the river in fine style. At the lock it was necessary to disconnect them, and after being locked through, the Kraus was attached to the New Era by a towline and a start made, the steamer seeming to have no difficulty whatever in pulling her heavy load. The New Era carried quite a number of spectators, and a large number assembled on the banks to witness the novel spectacle. At a point about four miles below this city the towing capacities of the New Era were fully tested. Steam was crowded on and a fair start taken at a mile post. She ploughed through the water in good style, pulling her tow in an even manner, and completed a distance of three miles in one hour and eight and one-half minutes. Her owner is confident that she will take the Kraus through to Georgetown in good time and at considerably less expense than if the latter was run by mule power.

p. 3. **Local Brevities**

Among the strangers in Cumberland, yesterday, was Capt. W. J. Boothe, of this city, general manager of the American Coal Company

Fri. 4/7/76, p. 4. **The Canal Trade.**

Sixteen boats carrying 1,818 04 tons of coal, cleared this port yesterday, as follows:

Consolidation Company

Name	Destination	Tonnage
J. R. Cruzen	Georgetown	114 04
J. B. Varnum	Georgetown	113 13
Jacob McGraw	Georgetown	115 10
J. & D. Nuse	Georgetown	116 12
		459 19

New Central Company

Jas. E. Coulehan	Georgetown	112 18
Jack Topper	Georgetown	109 18
Abraham Lincoln	Georgetown	112 18
R. H. Gordon	Georgetown	113 19
James Noble	Georgetown	113 06
Emma	Georgetown	116 07
C. W. Adams	Georgetown	114 17
		794 03

Borden Company

Jacob H. Snyder	Georgetown	121 04
Areturus	Georgetown	101 17
Clara & Prudy	Georgetown	115 15
		338 16

Individual

Acme	Georgetown	113 06
A. Greenless	Georgetown	112 00
		225 06

The Areturus.

The steamer *Areturus*, on the "New Era" plan, but differing from her a little in having the boiler in the center of the boat, departed from this port yesterday afternoon with a convoy. Both boats together contained 222 tons of coal, exclusive of fuel. The steam pressure registered an average of about 90 pounds as far as our reporter accompanied her, which was to aqueduct, about four miles south of Cumberland. The time made by the *Areturus* and her convoy, as accurately marked by our reporter, was three miles in one hour, ten minutes and thirty seconds, under a pressure of 90 pounds of steam – a record of two minutes greater than the *New Era* for the same distance on Tuesday.

A Line of Steamers.

Messrs. Weld & Sheridan have commenced building a regular line of steamers to convey coal from here to tide water. Last year the first one of the line, the "Star No. 1," was in successful operation, and recently two more of the same line, the "Star No. 2" and the "Star No. 3," were launched. Yesterday the propeller of one of the latter was tried in the basin near the lock. The steamer was attached by a large chain to a neighboring boat, but so great was the power of propulsion that the steamer snapped the chain and shot away some distance down the canal before she could be stopped.

Heard From Again.

A dispatch received in this city yesterday stated that the *New Era* with convoy had reached Sir John's Run, 54 miles from Cumberland, in 27 hours, with 21 lockages. This would be considered good time for a loaded boat with six mules. Another dispatch received later in the day from Williamsport, says the *New Era* passed there all right at 1 o'clock, being a distance of 84 miles in 44½ hours, passing through 29 locks.

Still Another.

A steamer is now building at the boat-yard of Mr. Frederick Mertens in this city, in which the machinery for the use of steam as a motor, recently patented by Merwin McKaig & Co., will be placed. In the *Alleganian* some time since we gave an extended account of this machinery. A great many have held that it is just the thing for the successful navigation of the canal by steam.

L. G. Stanhope, esq., superintendent of the Hancock division, has erected buoys along the outside channel of Little Pool, in his division, for the accommodation of steam canal boats. By this arrangement the steamers can move along the whole length of the wide-water without interfering or being interfered with by the boats drawn by mules. The steam canal-men appreciate this move on the part of Mr. Stanhope.

ES, Fri. 4/7/76, p. 4. **GEORGETOWN**

Coal Trade – This branch of business is gradually re-opening with good prospects for a fine season – all the companies being busy in making alterations and increasing their facilities. The Consolidation company reports receipt of 1,623 tons and shipments of the same for the week ending today. This company loads directly from the canal boats to the schooner, at Cowship’s wharf, on the river front, at foot of Green street. This is a great saving in time, labor and money.

AG, Fri. 4/7/76, p. 3. **Local Brevities**

Business on the C. & O. canal is increasing. Eighteen boats left Cumberland Wednesday. The revenue for March was \$2,292.16; the tonnage was 3,567 tons. During March 1875, there were no shipments.

Alexandria Canal – The necessary repairs to the Alexandria Canal and aqueduct having been made, the water has been turned on and the canal filled from Georgetown to the Four-mile stop lock. The water was also turned, at one o’clock today, on that portion between the stop lock and this city, and it is expected that the entire length will be filled and in condition for trade by tomorrow. Three boats have already arrived at the brick yards, above the stop lock, the Osceola, R. T. Semmes and Centennial, consigned respectively to Messrs. West, Windsor and Appleman.

Sat. 4/8/76, p. 4. **The Canal Trade.**

Fourteen boats cleared this port yesterday, carrying 1,605 tons of coal as follows:

Consolidation Company

<i>Name</i>	<i>Destination</i>	<i>Tonnage</i>
Lark	Georgetown	113 02
Tommy & Nellie	Georgetown	116 15
John A. Graham	Georgetown	115 10
M. M. Jane	Georgetown	109 16
		<hr/>
		455 03

New Central Company

W. P. Wools	Georgetown	111 00
Geo. W. Jones	Georgetown	113 07
W. M. Price	Georgetown	115 17
George Hutton	Georgetown	112 01
William Young	Georgetown	113 13
		<hr/>
		570 18

Borden Company

William R. Shaw	Georgetown	112 08
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Blaen Avon Company

C. C. Kelly	Georgetown	113 07
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Individual

Laura S.	Georgetown	117 14
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Alex. Kratz	Georgetown	118 08
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Cumberland	Georgetown	117 12
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		353 14

The “individual” boats were loaded with Borden coal.

Cumberland Coal Trade.

The Georgetown reporter of the Washington *Star* states that this branch of business is gradually re-opening, with good prospects for a fine season – all the companies being busy in making alterations and increasing their facilities. The Consolidation Company reports receipts of 1,623 tons and shipments of the same for the week ending yesterday. This company loads direct from the canal boats to the schooner at Cowship’s wharf, on the river front, at foot of Green street. This as a great saving in time and money.

Trial Trip of the Arthur Lovell, Steamer.

A trial trip of Mr. Gorman’s new steam canal boat Arthur Lovell took place yesterday. The boat left the Potomac wharf at 10:30 a. m. and moved down the river to the lock. In passing through the lock it moved out without jamming, as one wheeled propellers generally do. At the lock many persons aboard, the entire number on the boat being over one hundred.

The trial trip was to the aqueduct (about four miles) and return. Notwithstanding that the day was unfavorable for a trial trip, on account of the [illegible] a perfect gale at times, the

average time made going down was about six miles an hour. There were also obstructions in the way of empty boats without crews. There was slight washing of the banks, which was principally on the berm side. Mr. John Gorman, the owner, acted as pilot; Mr. Samuel Lloyd was engineer. Mr. Gorman purposes loading the boat as soon as possible, for a trip to Georgetown.

ES, Sat. 4/8/76, p. 4. **GEORGETOWN**
Grain Trade – Boat Seneca with 1,500 bushels of corn and 175 barrels flour consigned to T. C. Wheeler; 1,000 bushels corn and 100 bushes rye consigned to H. M. Talbott.

Mon. 4/10/76, p. 1. **The Canal Trade.**
 Twenty-two boats cleared this port Saturday, carrying 2,508 09 tons of coal as follows:

Consolidation Company		
<i>Name</i>		<i>Tonnage</i>
C. H. Dalton	Georgetown	110 03
W. C. Ernst	Georgetown	118 00
J. Snively	Georgetown	114 17
Ernst & Holland	Georgetown	100 16
John R. Ray	Georgetown	117 14
Monongahela	Williamsport	108 07
D. M. Read	Georgetown	116 19
		<hr/>
		786 16
Borden Company		
Arthur Lovell	Georgetown	107 00
John R. Masters	Georgetown	117 05
William Staples	Georgetown	117 10
A. C. Greene	Georgetown	118 09
Lizzie & Phillie	Georgetown	113 19
F. L. Tilghman	Georgetown	116 06
Phillie G.	Georgetown	116 11
		<hr/>
		807 00
New Central Company		
Alex. Adams	Georgetown	116 16
F. A. Mertens	Georgetown	112 09
J. R. Purcell	Georgetown	117 09
Our Sister	Georgetown	115 01
Thomas Lannon	Georgetown	109 08
		<hr/>
		571 03
Blaen Avon Company		

W. E. Turner	Georgetown	112 05
Clara	Georgetown	115 13
Lillie & May	Williamsport	115 12
		<hr/>
		343 10

Wharf News.

The rumor that the Basin Wharf has been sold to the Canal Company for \$140,000 is pronounced incorrect by those who are in a position to know. There are negotiations now pending between the Canal Company and the owners of the wharf, but whether those negotiations are looking toward a further lease or a purchase cannot be stated at present. Probably nothing definite will be known until the expiration of the present lease, which will terminate on the 17th instant.

The following are the facts with reference to the acquisition of the wharves here by the Canal Company last year. The Potomac wharf was leased for two years at \$6,000 per annum; the Basin wharf for one year at \$12,000, and the Consolidation wharf was leased upon condition that the owners receive a drawback of five cents per ton on all coal shipped over the canal by that company.

Arrived.

The New Era with her convoy was seen by an *Alleganian* reporter on Friday evening about 7 o'clock nine miles below Weverton Junction. She was then steaming along smoothly at a fair rate of speed with Mr. Peter Cowden at the wheel. At half-past eight on the following evening she arrived at Georgetown, making the trip in four days and four hours, including lockages and detentions, which is about the ordinary run for a five mule boat. The New Era leaves today at 1 p.m. for Cumberland.

The Potomac Wharf.

The Potomac wharf was never in better condition than it is today. It has recently been put through repair, and with four chutes can do a great deal of loading in a day. Besides it is a very large wharf and can accommodate over 200

cars. Last year during the month of June it loaded on boats over 60,000 tons of coal.

Improvements.

Among the South Cumberland improvements recently noted in the *Alleghanian*, we failed to mention the large stable for boarding and keeping mules, erected this spring below the Basin wharf by Mr. George Jones.

 There was an outdoor meeting held at the Consolidation wharf yesterday afternoon at four o'clock, under the auspices of Kingsley Chapel "Daniel's Band" society, Messrs. D. Haller and Geo. F. Johnson leading the exercises in short exhortations and singing. A very large number of boatmen attended, and a good time was had generally.

The Lovell.

The "Arthur Lovell," Mr. John Gorman's steamer, which left this port with a convoy on Saturday, made excellent time, and operated to the entire satisfaction of the owner and builder. The time made was one mile in 24 minutes, which is at the rate of 2½ miles an hour.

 The smoke stacks of the Star line of steamers owned by Weld & Sheridan, of this city, are being painted a bright scarlet, with a ring of black around the top.

ES, Mon, 4/10/76, p. 4. **GEORGETOWN Grain** – By canal – Boat Wheeler & Barron with 3,500 bushels of corn consigned to Hartley & Bro.; also 1,300 bushels of corn consigned to H. M. Talbott; boat Caledonia with 365 bbls. of flour consigned to J. G. & J. M. Waters, and 1,000 bushels of corn to Hartley & Bro.

AG, Mon. 4/10/76, p. 3. **The Coal Trade** – The Cumberland *Civilian* says: "The Cumberland and Pennsylvania Railroad Company has sold its road to the Consolidated Coal Company, and enables that company to operate the road under its charter, which

embraces railroad privileges, and authorizes the company to charge from four to six cents per ton per mile for transporting coal. In this event the Cumberland and Pennsylvania Railroad Company owns no property, and as the Consolidation Coal Company will operate its newly acquired railroad under its own charter, it will presumably have the legal right to regulate the tariff according to the provisions of that charter. It also says the miners have called a mass meeting to be held at New Detmold today, and show evidence of making a strenuous opposition to the proposed reduction in their wages.

Tue. 4/11/76, p. 1. **The Lovell.**

Advices from Williamsport today state that the steamer Arthur Lovell, with her convoy, carrying together 224 tons of coal, exclusive of fuel, arrived there yesterday, compassing a distance of 47 miles in 84 hours.

 We are informed that Mr. M. Darragh has contracted with Mr. Peter Quigley to supply the machinery for a boat similar to the Arthur Lovell.

The Canal Trade.

Eleven boats cleared this port yesterday, carrying 1,230 13 tons of coal as follows:

Consolidation Company		
Georgetown		
W. Irving	Capt. C. A. Potts	117 09
Blue Bell	Capt. Riley	114 08
J. J. Moore	Capt. Moore	113 19
A. Gruber	Capt. V. Woltz	117 12
Blaen Avon Company		
Georgetown		
J. T. Dixon & Co.	Capt. H. Heck	119 02
J. H. Houck	Capt. Taylor Read	118 08
Martin Scally	Capt. Peter Dunn	116 01
New Central Company		
Georgetown		
Ben Bissell	Capt. Geo. W. McChan	115 00
S. H. Davis	Capt. Peter Mouse	115 01
Borden Company		
Georgetown		
Wm. Borden	Capt. I. Manning	120 08

Hancock
Round Top Capt. Hine Athey 63 05
No. 2

Mr. Asahel Willison, collector of canal tolls at this port, who has been confined to his home by severe sickness for the past week or so, is now we are pleased to say, recovered sufficiently to walk about.

The owner of the "Skedaddler," the indomitable Weisebrod, still has faith in one thing, which is the "Skedaddler."

The steamer Star No. 2, of Weld & Sheridan's line, made a short trip up the river yesterday to the Potomac wharf, where she will be loaded today.

Potomac Wharf.

The capacity of Potomac wharf for loading boats is at the rate of 35 per day, which would amount to very nearly 800,000 tons of coal during the boating season, or about as much as the entire amount of coal shipped over the Chesapeake and Ohio canal last year. With three chutes in operation, as many as 29 boats a day have been loaded at this wharf, and this without realizing its full capacity. It is given out by good authority that the Canal Company is but awaiting the settlement of a suit between the owners of the wharf and the Cumberland and Pennsylvania railroad, to make a purchase of the same. The property covers a space of about eleven acres.

"You Need Not Read It."

On the third of March Mr. Jas. A. Millholland, acting as attorney for the Cumberland and Pennsylvania Railroad Company, entered the office of Justice Jones in this city and expressed a desire to acknowledge in the presence of that functionary a deed of transfer. Mr. Jones unrolled a large document and began reading it. "Never mind," said Mr. Millholland, "I know what is in it; you needn't read it." So, the justice desisted, and without further remark received the acknowledgement.

That document was a deed transferring the property of the Cumberland and Pennsylvania Railroad Company *in toto* to the Consolidation Coal Company.

AG, Tue. 4/11/76, p. 2. **CANAL COMMERCE**
- Arrived - Boats Osceola, M. A. Brady and R. T. Semmes to J. P. Agnew; Park Agnew, empty to load.

p. 3. **The Canal** - The Alexandria Canal is now in complete working order and boats are beginning to arrive. It will probably be a week or so, however, before business will become very active in the coal trade.

Wed. 4/12/76, p. 4. **Canal Trade.**

Owing to the strike in the mining regions, the shipments of coal by canal were light yesterday. The following are the departures:

Consolidation Company		
Georgetown		
A. M. Grove	Capt. Otho Grove	118 16
Mohawk	Capt. John Boiler	118 01
Williamsport		
Grason & Fannie	Capt. Wm. Taylor	108 15
Blaen Avon Company		
Williamsport		
M. S.	Capt. A. J. Lewis	118 16
O'Donnell		
Georgetown		
Wm. Mertens	Capt. Geo. Merryman	116 16
Fleming & Motter	Capt. W. H. Roderick	114 15
Katie & Addie	Capt. Peter Wolf	114 13
Shepherdstown	+1,072 feet lumber	
Mollie	Capt. John Hammond	22 11

Boatmen are talking seriously of returning home, in view of the present gloomy prospects for the resumption of shipments from the mining regions.

The miners of the Consolidation Company refused yesterday to work at the proposed reduction of ten cents.

There are eleven saloons in South Cumberland between the Basin Wharf and the Consolidation wharf.

The Blaen Avon and Borden miners were at work yesterday.

A force of some fifteen workmen are now busily engaged in preparing the old residence of Mr. Thomas I. McKaig for occupancy by the present owner, Mr. Frederick Mertens.

Still Another. – Doerner & Bender have recently put up the sides of the hull of a new steamer to be built for Mr. Wagner of Georgetown. This boat will be on the plan of the “Ludlow Patton.”

Mr. M. Darragh proposes to visit Georgetown and Alexandria shortly to lay before certain coal company officials there, propositions concerning the building of steamers for these parties by him.

ES, Wed. 4/12/76, p. 4. **GEORGETOWN Grain** – By canal – boat Hattie & Bessie with 3,500 bushels wheat and 131 barrels flour consigned to Hartley & Bro.

AG, Wed. 4/12/76, p. 2. **CANAL COMMERCE** – Arrived – Boats C. Segerson and George Hughes to J. P. Agnew; A. B. Turner and J. M. Resley to individuals; Caledonia to Lee & Bro. for plaster; G. S. Ball for Washington. Departed – Boats C. Segerson, George Hughes, A. B. Turner, J. M. Resley, Centennial and M. A. Brady.

Thu. 4/13/76, p. 4. **Canal Trade.**
Only three boats departed from port yesterday as follows:

Blaen Avon Company			
Georgetown			
Mollie E. Tice	Capt. James Myers	115	13
Nora & Willie	Capt. Charles Sorrel	118	12
Borden Company			
Georgetown			
L. N. Lovell	Capt. W. F. Cowden	117	14

Canal Receipts.

The receipts of the canal for the week ending April 8 were: From Cumberland, \$195.78; Georgetown, \$1,050; Williamsport, \$90; Hancock, \$56.29. Total, \$1,392.07. Accrued revenue at Cumberland, \$5,575; number of boats leaving Cumberland during the week 98, carrying 10,812 tons of coal.

ES, Thu. 4/13/76, p. 4. **GEORGETOWN Grain** – Boat Loudoun with 4,000 bushels corn consigned to Hartley & Bro.; boat J. N. Thomas with 1,000 bushels wheat, 2,800 bushels [corn] consigned to J. G. & J. M. Waters.

AG, Thu. 4/13/76, p. 2. **CANAL COMMERCE** – Arrivals – Boat A. Greenless to New Central Coal Co. Departed – Boat American Boy.

Fri. 4/14/76, p. 4. The coal trade by canal yesterday was rather slim. The following are the departures:

Borden Company		
Areturus	Georgetown	116 17
H. Borden	Georgetown	113 13
Hunter Griffith	Georgetown	121 05
		<hr/>
		341 10
Blaen Avon Company		
Mary Mertens	Georgetown	111 13
E. M. Bynon	Georgetown	115 19
		<hr/>
		227 12
New Central Company		
F. M. Davis	Georgetown	112 09

Arrived.

The “New Era,” with her convoy, arrived at this port yesterday morning at 6 a.m., having left Georgetown on Monday at 3½ p.m., thus making the return trip in 2 days and 15 hours, giving a rate of about 3 miles an hour.

And Still Another.

Messrs. Doerner & Bender, boat builders in this city, have just concluded a contract with

Mr. Wagner, of Georgetown, to build another steamer on the "Ludlow Patton" plan, similar to the one now being built at this yard for the same party.

ES, Fri. 4/14/76, p. 4. **GEORGETOWN Grain** – Boat H. M. Talbott with 800 bushels corn and 1,200 bushels wheat consigned to H. M. Talbott; boat Medley with 2,000 bushels corn consigned to Hartley & Brother.

Coal Trade – For week ending today – New Central Coal Company – receipts 2,500 tons; shipments 2,500 tons. Consolidation Coal company – receipts 2,181 tons; shipments 3,138 tons. Mr. Winship, of the Consolidation company, received a dispatch from the agent at Cumberland that the miners are all at work there today.

Sat. 4/15/76, p. 4. **Canal Trade.** There were fifteen departures from port yesterday as follows:

	Borden Company	
Georgetown		
Star No. 1	Capt. S. H. Otto	103 00
Star No. 2	Capt. J. M. Moore	102 02
Star No. 3	Capt. John Mills	105 01
H. Kraus	Capt. P. G. Cowden	111 02
New Era	Capt. P. G. Cowden	101 02
John Sammon	Capt. Michael Quigley	117 18
L. B. Agnew	Capt. Michael Quigley	120 14
	Blaen Avon Company	
Georgetown		
J. B. Winslow	Capt. F. Maury	111 11
William Foley	Capt. S. Kelly	111 12
G. W. Knode	Capt. F. T. Boyer	
L. W. Poffenberger	Capt. Hawley	111 11
	Consolidation Coal Company	
Georgetown		
W. H. Boyd	Capt. W. Seaman	113 04
M. Boyer	Capt. W. Boyer	115 18
Dove	Capt. A. Mose	116 18

A Suggestion About Locks

A boatman in this city, whose theory about the doubling of certain locks on the canal to secure a greater efficiency of steam navigation, has attracted considerable attention in the coal trade circle, gave our reporter

yesterday his suggestion in detail. According to his theory of doubling twenty-eight locks, some of which are of wood and could be so changed without very great cost, there would be made such long unbroken runs by steamers with convoys that the distance to tide water could be compassed in far less time than now. The following is his statement in detail, which begins the reckoning from the eastern terminus of the canal: Double six locks between ten mile lock and Tunnel locks, which will give a distance of twenty miles. From the head of seven-mile bottom, double six locks, giving a distance of nineteen miles to dam No. 6. From dam No. 6, double 4 locks to the Four Locks, giving a distance of twenty-five miles. From dam No. 5, double two locks to dam No. 4, giving a distance of seventeen miles. From dam No. 4, double four locks to Harper's Ferry, giving a distance of twenty miles. From Weverton, double six locks to Seneca, giving a distance of thirty-nine miles. By this doubling, it will be seen that steamers with convoys would have a clear run of 142 miles. There can be no doubt of these suggestions, and we feel assured that if properly presented to the consideration of the Canal Board, they would receive attention.

The Arthur Lovell, with her convoy, arrived in Georgetown on Tuesday evening, having accomplished the journey in a little over 4 days.

The New Era, with a convoy, was out again yesterday.

Four steamers left this port yesterday.

ES, Sat. 4/15/76, p. 4. **GEORGETOWN Grain** – Arrived – Boat Seneca with 2,000 bushels corn, 450 bushels wheat and 150 barrels flour consigned to T. C. Wheeler.

AG, Sat. 4/15/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Belle Resley, Wm. E. Turner,

C. C. Kelly, J. H. Houck and Martin Scally to
Blaen Avon Coal Co.

Departed – Boats Geo. Hughes, Belle Resley, C.
C. Kelly, W. E. Turner and Caledonia.

p. 3. **The Coal Trade** – The Cumberland
News of yesterday says: “The Consolidation
Company on Thursday evening issued orders for
the resumption of work at the old price, viz; 65
cents. This cannot fail to have an important
bearing on the situation, and will doubtless
create an excitement when it shall become
known.” The *Alleghanian* says: “The boatmen are
becoming very much exercised over the existing
complications of the coal traffic; and we should
not be surprised if serious results should follow
unless the question is soon settled.”

New Coal Agency – Mr. Wm. A. Smoot has
been appointed agent at this city for handling the
coal of the Blaen Avon Coal Co. Mr. S. P. S.
Hutton, the shipping agent of the company, has
also established his office at Mr. Smoot’s, and
will continue there for the future. Mr. Smoot
will extend his present wharf out to the new Port
Warden’s line, and will, in addition, build
another wharf adjoining the present one on the
south. He will also put up a steam engine and
machinery for hoisting coal. Mr. Smoot expects
to handle a large quantity of coal during the
season.

Mon. 4/17/76, p. 2. **The Wharf Matter.**

The Canal Company at the beginning of
last year acquired possession of the three
wharves here. The Potomac wharf was leased
for two years at an annual rental of \$6,000; the
Basin wharf was leased for one year at \$12,000;
and the Consolidation wharf was leased – for
what time we fancy very few people about here
know – on condition that for every ton shipped
over the canal from this wharf the Consolidation
Company was to receive from the Canal
Company five cents. The latter wharf is kept in
repair and the entire expense of running it is
maintained by the Consolidation Company. The

other two wharves were kept in repair and run at
the expense of the Canal Company.

During several months past negotiations
have been pending between Walsh & McKaig
and the Canal Company to effect a sale or lease
of the Basin wharf, the present lease expiring on
the 17th of April, 1876, today. The Canal
Company offered, we have heard, \$100,000 for
the property, and to have included in addition
some hundred feet off and to the right and left of
the western end of the wharf. Walsh & McKaig
insisted upon \$120,000. A short time since,
while the matter was yet awaiting settlement, the
Canal Company received a notice from the
owners of the property to vacate it at the
expiration of the present lease – which was done
last Saturday, the superintendent, Mr. Michael
Coulehan, and all wharf hands being discharged,
and all the property of the Canal Company
removed.

p. 4. **The Arthur Lovell.**

The Arthur Lovell, Mr. John Gorman,
captain, which with her convoy left Georgetown
at half-past three o’clock on Thursday afternoon,
arrived here yesterday afternoon at 3 o’clock.
During the round trip she consumed not quite six
tons of fuel. It is believed by the owner that
alone she would not consume more than four
tons.

The “Ludlow Patton” cleared this port on
Saturday afternoon. A gentleman, who had
agreed to time her for us as far as the aqueduct,
arrived at the locks just as the *Patton* had
reached a point opposite the Consolidation
wharf.

Mr. Patrick Ganley’s new steamer, which
has been built during the winter at the yard of
Coulehan Bros., in this city, has been nicely
painted with well contrasting colors, and is now
ready for the machinery which is building at the
McKaig foundry works, and will be shortly
placed in the hull.

The sides are up of the steamer now building on the McKaig plan at Merten's upper boat-yard. The completion of this steamer is looked forward to with great interest. The inventor is confident it will surpass anything now on the canal. Mr. James Reid is the purchaser of the one now building.

ES, Mon. 4/17/76, p. 4. **GEORGETOWN Grain Trade** – Boat E. F. Wheeler with 2,800 bushels of wheat and 3,000 bushels potatoes consigned to J. G. & J. M. Waters. Boat Wheeler & Barron with 3,200 bushels of corn consigned to Hartley & Bro., and 500 bushels corn and 300 bushels wheat consigned to H. M. Talbott.

The nationwide depression reached the canal in 1876 and forced the directors, on April 18, 1876, to reduce the toll on coal to 41 cents per ton (plus 5 cents wharfage). The rebate system of 5 to 10 cents per ton remained in effect for large shippers.³

Tue. 4/18/76, p. 4. **Canal Trade.**

The following were the departures of boats from this port yesterday:

Consolidation Coal Company

Georgetown		
Van S. Brashears	Capt. F. Moore	122 08
A. F. Lantz	Capt. John Shriver	115 15
Williamsport		
Monongahela	Capt. Denton Shupp	
J. Sheridan	Capt. James Creamer	120 04
Georgetown		
I. M. Boyer	Capt. Eli Spong	116 16
J. K. Whitford	Capt. Wm. Moore	116 13

Borden Company

Georgetown		
John R. Masters	Capt. John Gorman	111 06
Arthur Lovell	Capt. John Gorman	107 06

Canal News.

The number of boats cleared from this port during the week ending April 15 was 72, carrying 7,444 15 tons of coal. The gross receipts

for Cumberland were \$3,482.07, of which \$482.43 was paid in Georgetown; \$106.65 at other places and \$2,892.99 here.

The machinery for the "Thomas Venners," a steamer on the "Ludlow Patton" plan, owned by Mr. Patrick Ganley, was placed in the hull of that boat yesterday. The weight of the machinery is six tons.

Boatmen to the Fore.

It is understood that a mass meeting of the boatmen now lying here idle on account of the miner's strike, will hold a mass meeting tonight in South Cumberland to discuss and take action upon the situation. The boatmen are getting desperate.

AG, Tue. 4/18/76, p. 3. **CANAL COMMERCE** – Arrived – Boats Four Sisters, Clara, John T. Dixon and Wm. Mertens to Blaen Avon Coal Company.

Departed – Departed – Boats Four Sisters, J. H. Houck and Park Agnew.

Overboard – A horse belonging to Mr. W. A. Smoot, while engaged in hoisting freight out of a vessel at that gentleman's wharf, yesterday evening, was pulled overboard. After some difficulty he was extricated from his dangerous predicament.

Wed. 4/19/76, p. 1. **Canal Trade.**

There were eighteen departures of boats from this port yesterday, as follows:

Borden Company

Georgetown		
Borden & Lovell	Capt. John Mosher	113 01
Dr. O. M. Schindel	Capt. John Warner	112 11
Etta & Rena	Capt. Charles Porter	116 00
P. A. Gorman	Capt. Thomas Brown	118 09
E. L. Flury	Capt. J. H. Boren	122 13
James H. Percy	Capt. M. French	110 11

Blaen Avon Company

Georgetown		
George Hughes	Capt. John Callan	115 06

³ C. & O. Canal Historic Resource Study, by Harlan Unrau, p. 462.

Belle Resley	Capt. H. Teeters	117 07
M. S. O'Donnell	Capt. S. W. Ingram	112 05
Consolidation Company		
Georgetown		
W. Thompson	Capt. P. O'Brian	119 13
Congress	Capt. Kirby	119 12
A. B. Turner	Capt. W. Reynolds	118 17
Energy	Capt. Joseph Morrow	116 06
C. W. Brengle	Capt. J. W. Turner	111 11
Miner	Capt. D. Yingling	113 07
Julia Tyler	Capt. R. Hebb	116 10
Yonkers	Capt. E. Mondell	117 04
Williamsport		
A. Gruber	Capt. V. Woltz	117 01

Boatmen Leaving.

Yesterday about a dozen boatmen, belonging to the Maryland, American and other companies, pulled up stakes and went home. Some of them were so hard up, that they were compelled to borrow the money necessary to return. This is too bad.

The American company has also ordered all repairs on its boats to be discontinued, except those now on the stocks in the boatyards.

Starving.

The boatmen still remain here in suspense and at great loss. It has been only through the clemency of our merchants that they have been enabled to maintain themselves and stock. It is reported to us by responsible parties that numbers of the boatmen are on the verge of starvation, having spent their last dollar.

Mr. Michael Coulehan informs us that we were led into a mistake in stating that he had been removed as superintendent of the Basin Wharf; that he still remains at the wharf in his present capacity whether the wharf continue in the hands of the present owners or the Canal Company. Of course, we understood that an officer of Mr. Coulehan's efficiency and acceptability could only be removed by the disuse of the wharf.

ES, Wed. 4/19/76, p. 4. **GEORGETOWN Reduction in Tolls on Coal** – At the regular monthly meeting of the Chesapeake and Ohio

canal directors, at Annapolis yesterday, there was concurrence in the action of the board of public works reducing toll five cents per ton on coal between Cumberland and Georgetown.

Grain – By canal – Loudoun 2,000 bu. wheat and 1,600 bushels wheat [*sic*, corn] to Hartley & Bro.

AG, Wed. 4/19/76, p. 2. **CANAL**

COMMERCE – Arrived – Boats Katie & Addie.

Departed – Boats Wm. Mertens, Clara and J. T. Dixon.

Coal Trade Items – On Monday the Consolidation Company notified the officials of the Blaen Avon Coal Company here that unless the old rates were paid for shipments of coal over the Cumberland and Pennsylvania railroad, which brings the coal from the mines to Cumberland, the Consolidation would stop the cars on them yesterday. The officers of the Blaen Avon Company say that they will pay the old rates, but under protest, which will not prevent future action for recovery of the excess.

It was also given that the Borden Company has planked down the cash for shipments over the Cumberland and Pennsylvania road at the old figures.

The number of boats cleared from Cumberland during the week ending April 15th, was 72, carrying 7,444.15 tons of coal.

The boatmen who have been lying idle at Cumberland on account of the miners' strike, are said to be getting desperate and held a meeting last night to take action on the situation. The result of the meeting has not yet transpired.

Thu. 4/20/76, p. 4. **Canal Trade.**

There were sixteen departures of boats from this port yesterday, as follows:

Consolidation Company		
Georgetown		
C. Slack	Capt. T. Morrison	115 00
L. R. Fechtig	Capt. A. N. Smith	110 13
Ernst & Holland	Capt. Penner	113 16
A. P. Gorman	Capt. D. Yingling	113 15
C. F. Russell	Capt. Chas. Seaman	114 03

A. Campbell	Capt. Isaac Eddy	116 19
Geo. A. Pearre	Capt. H. Sensel	114 19
Alexandria		
American Boy	Capt. L. Robinson	112 18
R. Shriver	Capt. P. Nuse	116 15
Grason & Fannie	Capt. W. Taylor	112 00
	Borden Company	
Georgetown		
Mattie	Capt. John Seaman	116 19
R. L. Gross	Capt. J. Mattingly	112 16
J. M. Resley	Capt. Geo. Hite	111 02
	Blaen Avon Company	
Georgetown		
J. B. Winslow	Capt. F. Maury	113 14
C. C. Kelly	Capt. Potter	115 15
W. E. Turner	Capt. Mrs. James Riley	117 07

 The *Areturus*, a steamer on the New Era pattern, arrived in port yesterday with her convoy, having made the round trip in five days and two hours. The *Areturus* is owned by Messrs. Wm. Hassett & Son, of Clearspring.

Going Home.

A number of the boatmen left for home yesterday, and today it is expected that a still larger number will return.

AG, Thu. 4/20/76, p. 2. **CANAL COMMERCE** – Arrived – Boat Mollie E. Tice to Blaen Avon Coal Co.
 Departed – Boat Katie & Addie.

Fri. 4/21/76, p. 4. **Eating an Old Sow and Six Pigs.** – When the ice broke up on the canal this season, a boatman from Pig’s-Skin ridge, near Mill Point, Washington county, brought his boat to Cumberland, and has since waited patiently for boating to begin. When he started from home, the larder of his cabin was well stocked with provisions for himself and family, and he had three week’s provender for his five mules. On the boat he also carried an old sow and six piggies, more for company’s sake than with any design to murder them. Yesterday an *Alleganian* reporter had some conversation with him on his boat lying near the Basin wharf.

The reporter, who had some slight acquaintance with the boatman, having met him

near Fort Frederick, Washington county, last year, while on a pleasure trip in that vicinity, offered his friend an unquestionable good cigar, and then the talk became quite confidential. “Look here,” he said, “Can’t some of you newspaper fellows get this confounded Consolidation company to toe the scratch; for the fact of the matter is that we boatmen are actually starving to death.” The reporter thought the Legislature would settle the matter in a week or two, and then there would be lively and regular shipments. “If they are going to do anything, they had better be about it quick.” he replied.

After a while the boatman told our reporter what we have narrated above about starting from home with full supplies, etc. He then insisted upon taking the reporter into the cabin of his boat, opened cupboards, barrels and jars and showed him how the very last mouthful had been consumed. He also took the reporters to see his mules, which were picketed a short distance from the boat. “Look at them mules; nothing but skin and bones, and hungry enough to eat sawdust. When I left home they were fat as butter-balls; and the very last peck of oats is gone. As for myself and family, we will have to begin on the old sow and six pigs tomorrow.”

Canal Trade.

There were eight departures of boats from this port yesterday, all for Georgetown, as follows:

	Consolidation Company	
Joseph Light	Capt. Geo. Seaman	115 15
W. Weber	Capt. Geo. Dixon	119 04
L. L. Shives	Capt. Shives	115 14
J. T. Davis	Capt. N. Berger	111 04
Joel Charles	Capt. J. Hammond	113 14
	Borden Company	
Denton Jacques	Capt. Geo. Seaman	118 02
	Blaen Avon Company	
Ida J. Kreps	Capt. F. Smith	113 08
	Individuals	
Centennial	Capt. Henry Boley	120 18

MCS, Fri. 4/21/76, p. 3. At the regular monthly meeting of the Chesapeake and Ohio canal directors on Tuesday, there was concurrence in

the action of the board of public works reducing toll five cents per ton on coal between Cumberland and Georgetown. They also passed resolutions of respect to the memory of A. K. Stake and Greenburg M. Watkins, late members of the directory.

ES, Fri. 4/21/76, p. 4. **GEORGETOWN – Coal Trade** – For week ending today:

Consolidation Coal Company – receipts, 2,657 tons; shipments, 2,531 tons. New Central Coal Company – receipts, 2,712 tons; shipments, 2,712 tons. Maryland Coal Company – shipments, 1,290 tons.

Grain Trade – By canal – boat Caledonia with 3,500 bushels of corn; boat Medley with 1,600 bushels wheat and 250 bushels corn, consigned to Hartley & Bro. Boat J. N. Thomas with 1,350 bushels wheat and 1,600 bushels corn consigned to J. G. & J. M. Waters.

AG, Fri. 4/21/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Nora & Willie, E. M. Bynon and Mary Mertens to Blaen Avon Coal Co.; William R. Shaw and S. J. Kelly to J. P. Agnew; Molly E. Waters to Lee & Bro. for plaster; B. R. Summers to W. A. Smoot. Departed – Boats Mollie E. Tice, Nora & Willie and B. R. Summers.

 p. 3. **The Coal Trade** – The expectations of an early and lively coal trade seem doomed to disappointment. In addition to the strike of the miners, which interfered very considerably with the operations of the coal companies, they have had to contend with the exorbitant charges of the Cumberland and Piedmont Railroad Company. This railroad, by which all of the coal is brought from the mines to Cumberland, had been heretofore charging three cents per ton per mile on all coal shipped over the road. The Maryland Legislature, at its last session, amended the charter of the Railroad Company so as to allow a charge of only two cents per ton. The railroad company being unwilling to comply with this reduction, sold, or,

as it is claimed, pretended to sell out its road to the Consolidation Company about the same day the bill was passed. Several of the leading companies, among them the American, New Central, Hampshire and Baltimore and Maryland Companies, have absolutely refused to pay the old rate of three cents per ton, claiming it to be in contravention of law, and that the pretended sale of the rail road to the Consolidation Company was only a subterfuge to evade the provisions of the amended charter. They also assert that the pretended bill of sale was ante-dated, in order not to be affected by the amendment. The Consolidation Company upon the refusal of the other companies to pay the old rates, have stopped carrying their coal over its road, and, until some arrangement is made, no coal can come from the miners to Cumberland. The matter has been brought to the attention of the Governor of Maryland it is expected that the Attorney General will be instructed to enter suit, and to compel the railroad company to receive the new rate of freight. Some of the coal companies are paying the old rates under protest, expecting the recover the excess by suit, hereafter. It is earnestly hoped that some decision may be arrived at speedily, as all classes of people connected with the trade are suffering by the stoppage. The supply of coal at this city has been reduced to almost nothing, and at Georgetown there are sixteen vessels awaiting cargoes.

Sat. 4/22/76, p. 4. **Canal Trade.**

There were nineteen departures of boats from this port yesterday, as follows:

Consolidation Company		
Wm. Moorehead	Georgetown	109 19
Morning Star	Georgetown	112 17
Okonoko	Georgetown	120 16
H. J. Kenah	Georgetown	112 14
G. W. Barnett	Georgetown	116 04
Linnet	Georgetown	114 15
Adam Norrie	Georgetown	114 14
C. P. Manning	Georgetown	115 08
J. W. Morris	Georgetown	119 15

S. T. Ekis	Georgetown	113 12
Monongahela	Williamsport	112 00
Borden Company		
John C. Hassett	Georgetown	108 06
Rudolph Herr	Georgetown	113 09
Jacob H. Snyder	Georgetown	118 08
Blaen Avon Company		
Mary Mertens	Alexandria	115 07
Emery		
Cumberland	Georgetown	117 15
Newburg		
Chas. B. Embrey	Williamsport	111 00
Individual		
J. E. Coulehan	Georgetown	114 02

Paymaster Fawcett was in town yesterday paying off hands in the employ of the Canal Company here. He expects to leave on Monday for Williamsport in his packet boat.

Letters of patent have been granted to Mr. Merwin McKaig of this city for his submerged propeller of steamboats, a description of which was given some time since in the *Alleganian*. Mr. McKaig is now engaged in making the patterns for his new steamer at his foundry.

ES, Sat. 4/22/76, p. 4. **GEORGETOWN Grain Trade** – By canal – boat Seneca with 1,300 bushels corn and 250 bushels wheat consigned to T. C. Wheeler, and 400 bushels corn to H. M. Talbott; boat Round Top with 25,000 hoop poles, 418 bbls. cement; Red Eye No. 1 with 332 bushels wheat; boat J. W. Myers with 25 bbls. flour, all consigned to J. G. & J. M. Waters.

AG, Sat. 4/22/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Fleming & Motter and G. W. Knode to Blaen Avon Coal Co.; Carrie timber for Alexandria Marine Railway Co. Departed – Boats G. W. Knode, William R. Shaw, Nora & Willie, M. E. Waters, E. M. Bynon and Mary Mertens.

Mon. 4/24/76, p. 1. **Canal Trade.**
 Twenty-six boats left this port Saturday, carrying 2,978 13 tons of coal, as follows:

Consolidation Company		
Tommy & Nellie	Georgetown	117 00
Robin	Georgetown	117 18
C. H. Dalton	Georgetown	115 03
A. J. Center	Georgetown	110 19
Jimmy M., jr.	Georgetown	116 00
G. Meredith	Georgetown	116 11
Dr. A. A. Biggs	Georgetown	113 14
Consolidation	Georgetown	115 00
A. Gruber	Georgetown	119 01
Laura	Georgetown	112 12
P. J. Smith	Georgetown	111 15
Thomas Malloy	Georgetown	115 11
D. M. Read	Georgetown	112 12
J. R. Cruzen	Georgetown	112 04
J. B. Varnum	Georgetown	111 17
J. Snively	Georgetown	114 01
Dove	Williamsport	113 16
	17 boats	1945 14
Borden Company		
Maggie B.	Georgetown	111 13
Alonzo Berry	Georgetown	117 06
Henry Kraus	Georgetown	113 11
New Era	Georgetown	103 03
Jos. H. Farrow	Georgetown	120 04
Wm. Staples	Georgetown	119 03
	6 boats	685 00
Blaen Avon Company		
Geo. Sherman	Harper's Ferry	111 02
Robert Portner	Alexandria	125 02
J. H. Houck	Alexandria	111 15
	3 boats	347 19

 p. 2. **The Canal Management.**

The management of the Chesapeake and Ohio Canal has won for itself an inexpugnable popularity among the people of Western Maryland by the generous concessions it has made to shippers in the pressure of these doubtful times. Including free wharfage, coal can now be shipped over the canal for less toll than has ever been paid since its construction; even lower than they were when flour was \$2.50

a barrel. In this whole matter all parties admit that the canal management is entitled to the greenest laurels.

Now, then, let us draw an inference: What reason, not to say rationality and justice, can there be in the Consolidation Company's refusing to lower its rates, when the Canal Company has thus reduced to antebellum rates, and the Consolidation is paying its own boatmen starvation prices.

 p. 4. **The Patton's First Trip this Season.** – The steamer *Ludlow Patton* arrived at 1:30 p.m. yesterday at the basin just below the locks, having made the return trip in 45 hours and 15 minutes. The fastest time made was a mile in 7½ minutes; average time, 4.7 miles to the hour. The Patton has been running for about a year and a half, making two trips the first winter and twenty-nine during the summer. The design and arrangement of this boat are due [illegible] Atkinson, who has made several inventions for the improvement of steam navigation on the canal. On this steamer the machinery is so conveniently arranged that the boat can be controlled by two men at any time. The steersman, by means of a singular contrivance, is enabled not only to guide the boat but also to regulate the speed at the same time, and the fireman can as readily act the part of the bowman. But the greatest advantage claimed by this boat is that the propeller can at all times be submerged at will, thus increasing the speed of the boat and causing a less washing of the shore. It being necessary that the boat should always be on an even keel, the boiler has been placed amidships, the steam being conveyed to the engine in the stern by means of pipes which may be laid over or beneath the race planks. The cost of the motive power a round trip is, for coal, (4½ tons), \$9, oil (2 gallons), \$1.60; total, \$10.60. Four hands are required to run the boat, day and night, receiving the same wages as those on the mule boat, but the work is much easier, all the pumping being done by steam. The boat is so arranged that in rainy or cold weather all the

hands may be dry and comfortable. There is now on the only one steamer of this pattern – the *Ludlow* – but by the first of June there will be five – three owned by the proprietor of the Patton and two by other companies. The advantages of this steam forcibly present themselves to the public, and no doubt in a few months the canal will be traversed by many more.

 The Borden Mining Company is now paying \$1 a ton for freight on coal shipped over the canal.

The New Era.

The *New Era* with a convoy, both boats carrying 216 tons of coal, exclusive of fuel, left port at 2 o'clock p.m. on Saturday. The *New Era* [illegible] 6 days and 18 hours, absolute running time, including lockage. The *New Era* is now on her third trip this season. She left here for the first trip on April 4th; for the second on 13th; for the third on the 22nd.

 Mr. Michael Quigley has purchased of William Young & Bros. a steamer built at the yard of the above firm last winter. In the hull he will place machinery similar to that now on the *Arthur Lovell*, Gorman's dashing boat.

 If the owner of the *H. T. Weld* will but try the experiment, boatmen think that she will take a tow without any difficulty.

ES, Mon. 4/24/76, p. 4. **GEORGETOWN Grain** – By canal – Boat *H. M. Talbott* with 3,000 bushels of wheat and 1,000 bushels of corn consigned to *H. M. Talbott*; also 300 bushels corn to *T. C. Wheeler*.

AG, Mon. 4/24/76, p. 3. **CANAL COMMERCE** – Arrivals – Boats *Lillie & May*, *L. W. Poffenberger* and *A. B. Bain* to *Blaen Avon Coal Co.*; *Caledonia* to *C. F. Lee*; *Kirby & Hubert* to *E. Francis*; *Golden Rule* for fish. Departed – Boats *G. W. Knode*, *Fleming & Motter*, *A. B. Bain* and *Kirby & Hubert*.

Tue. 4/25/76, p. 4. **Canal Trade.**

Fifteen boats left this port yesterday, carrying 1,725 19 tons of coal, as follows:

Consolidation Company

J. M. Forbes	Georgetown	112 08
A. M. Grove	Georgetown	118 17
W. Irving	Georgetown	112 11
M. M. Jane	Georgetown	116 18
J. A. Graham	Georgetown	117 12
Jacob McGraw	Georgetown	112 14
W. L. Read	Georgetown	111 11
J. N. Clary	Georgetown	120 00
J. & D. Nuse	Georgetown	112 11
Grason & Fannie	Georgetown	111 11

Ten boats 1148 13

Blaen Avon Company

Wm. Mertens	Georgetown	114 16
Martin Scally	Georgetown	119 12

Two boats 234 08

Individual

R. B. Cropley	Washington	119 06
Samuel Swain	Georgetown	108 00

Two boats 227 06

Borden Company

William R. Shaw	Georgetown	115 12
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Canal Receipts at Cumberland.

The receipts of the canal from this port for the week ending April 22, were as follows: payable at Cumberland, \$4,652.75; at Georgetown, \$812.21; at other points, \$249.88; making a total of \$5,714.84. The amount of coal shipped was 12,227 06 tons.

ES, Tue. 4/25/76, p. 4. **GEORGETOWN**

Bridge Smashed – A canal boat ran into the bridge across the canal at the foot of Potomac street this morning and demolished half of it. Not much damage was done as that particular bridge couldn't be hurt much. The canal company, it is said, purpose shortly to place a substantial iron structure at that point.

AG, Tue. 4/25/76, p. 2. **CANAL COMMERCE**

– Arrived – Boats Wm. Foley, L. L. Mouse, Geo.

Hughes and M. S. O'Donnell to Blaen Avon Coal Co.

Departed – Boats Caledonia, Lillie & May, L. W. Poffenberger and Wm. Foley.

Wed. 4/26/76, p. 4. **Circuit Court.**

Circuit Court for Allegany county convened yesterday morning at 9 o'clock a.m. Judges Alvey, Pearre and Motter on the bench.

The celebrated case of the State vs. John Curran, alias John D. Bassee, charged with an assault with intent to kill Mr. Edward Mulvaney, superintendent of the Cumberland division of the Chesapeake and Ohio Canal, and with an assault with intent to rob Mr. Fawcett, treasurer and acting paymaster of the canal company one day last October. [illegible] Messrs. Boyd and Blackiston were for the State; Messrs. Price and Read for the defense.

Bassee, the prisoner, was brought into court and occupied a seat in the rear of his counsel. He wore a nap overcoat, with white shirt and collar, and altogether presented a very neat appearance. Bassee is a small man, of rather slender build, with very small extremities. His complexion is rather pale, with a faint tendency to the blonde. He wore no beard, save a very shadowy light moustache. The hair is dark brown, very thick and strong. The eyes are a lively gray, with a restless, anxious glance. The features generally are handsome, the nose being clear-cut and the brow very high, except for a sneering smile that opens the thin lips and shows too prominently a row of faultless upper white teeth. Altogether Bassee is a kind of makeup that Shamus O'Brian recalls.

After some considerable challenging on the part of the defense, the following jury was sworn:

David Fletcher, foreman; W. Ireland, H. M. Wineow, C. W. Gephart, Frederick Hartsock, Charles Pagenhart, J. D. Koontz, D. J. Betz, Talismen, W. H. Porter, J. Wesley Deetz, W. H. Shipley, John Beaver.

The following is an outline of the testimony in the case:

Edward Mulvaney – About noon on the 18th of last October, in company with Mr. Fawcett, I started in a one-horse buggy down the canal; we were driving very rapidly, and it was probably one o'clock p.m. when we reached a point near Mexico farm, about seven miles from Cumberland, when three men suddenly sprang out from behind a lot of low undergrowth on the side of the towpath, and shouted "halt," simultaneously therewith firing three or four shots; their faces were covered with black masks, and they were at different distances from the buggy, one of them being as near as four or five feet and the one furthest away being distant from me about fifteen feet; they presented their pistols; one of them ran forward to seize the horse; all of them had large Colt's revolvers; the man who had seized the horse ran back to his companions alongside of us, and just then I started the horse off rapidly and got away from them; after we had gone on about 50 yards, I looked back and saw one of the party, a large-sized man, trying to repeat the fire, which he was not able to do through inability to manage the pistol; the large man who tried to repeat the fire I took for Barney McQuaid; I afterwards found that the left lapel of my coat had been pierced by a bullet which had penetrated to a pencil in a memorandum book in my pocket and snapped it off; one of the balls struck the horse, making a slight wound; I afterwards found the ball in my clothes; it fits that pistol exactly, (referring to one lying on the table, supposed to have been left in Justice Blocher's office under circumstances that will be detailed hereafter.)

The State here introduced Mr. Mulvaney's testimony to a certain conversation that occurred between him and Barney McQuaid on Saturday, October 16th, two days prior to the assault. The defense claimed the right to reserve an exception. The court allowed the testimony [illegible] on the ground of its showing the possible intention of the prisoner if it could be shown that he had acted in conjunction with McQuaid upon any information the latter had received from Mr. Mulvaney.

On Saturday afternoon about six o'clock, while talking to Mr. Peter Cain, in front of the Court House, McQuaid came up and said, "When were you down the canal last?" "About two weeks ago." I replied. "When are you going down again?" asked McQuaid. "I am going on Monday with Mr. Fawcett, to pay off." was the reply. "On Monday, eh?" he said, and with that he left me.

Conrad Mollen – Met McQuaid on Saturday evening about seven o'clock on the west side of Will's creek; he asked me if Mulvaney and Fawcett were going down the canal to pay off on Monday, and how they were going; told him they were going down in a one-horse buggy. I was in Mulvaney's employ at the time.

Mr. Fawcett – I am Treasurer and acting paymaster of the Chesapeake and Ohio canal; saw three men spring out from behind some haw bushes at the point named by Mr. Mulvaney and fire directly at him; had in my possession about \$6,000; testimony as to details of the assault and attendant circumstances corroborative of Mulvaney's; after we had got away some 30 feet from the assailants looked back and saw three men standing on the towpath unmasked; the largest man, very pale faced, was in the center of the group and was trying to repeat the fire; two of them wore cloaks and the other wore a dark overcoat; was not greatly excited; in fact, am surprised that I was not more so; I have a very strong impression that the prisoner at the bar was one of the party from remembrance of him; (at this point in Mr. Fawcett's testimony the prisoner showed considerable agitation) the top of the buggy was entirely down; there was considerable smoke, but can't say that it came in my face; Mulvaney was driving.

John T. Edwards – Was down the river hunting on the morning of October 18th, near the canal bridge; at first saw just the hats of two men creeping along the river bank; by and by they came into view; when they saw us they started obliquely [illegible] toward the canal; they were about 50 yards from us; they were both of nearly

one size, though one was a little smaller than the other; one of them wore a nap overcoat and the other wore a cloak; the parties had no guns; at first we thought they were shooting ducks; this occurred about 9 o'clock; the overcoat worn by one was like that the prisoner now has on.

Mr. D. Blocher, Justice of the Peace – The prisoner was brought before me on the evening of the 18th; I committed him for three days to await a hearing; gave his name as Bassee; said he was a bricklayer from Washington; left on Sunday about five o'clock on a freight train; arrived in Cumberland, he said, about 9 o'clock on Monday morning; had been trying all day to sell a pistol; I asked him where it was but he would not tell me; [illegible] the rear of the office near a platform close to me; on Tuesday the little girl, in sweeping out the office, found the pistol secured in a crevice of the platform just underneath where Bassee was sitting; one barrel of the pistol was empty; when Bassee was again brought before me I asked him if he had lost a pistol; said he had not; then showed him the pistol; he seemed not to understand it; called it one of them "turning things," etc.

The evidence of Mr. S. A. Cox, who had been an attorney for the prisoner before the magistrate, which was offered, though not insisted upon by the State's Attorney, was ruled out by the Court.

E. Marean – No freight train left Washington on the 17th day of October.

W. I. Boyd – Arrested the prisoner as a suspicious looking character near the rolling mill on Monday evening between 5 and 6 o'clock; he was seen looking toward the canal basin; arrested him and took him before Justice Blocher, who acquitted him; arrested him a second time in South Cumberland, but he escaped from me; he was afterward caught again, however.

Mr. V. Hammond – Went to the ground where the assault occurred, and there found peculiar foot-marks in the soft mud, one of them as if made by a shoe that had been busted on one side, with the heel run down; the soil was soft

and pliable; returned and went down again with a shoemaker, who took accurate measurements of the tracks; went to the jail and found that they corresponded exactly with Bassee's foot.

Mr. Simpson – Am a shoemaker; made the measurements spoken of by Mr. Hammond; evidence substantially the same as that of Hammond.

The State here rested its case.

H. W. Magruder – McQuaid was a larger man than the prisoner; probably weighed 30 or 40 pounds more.

Jury retired 4 or 5 hours and then brought in a verdict of guilty.

Canal Trade.

Twenty boats left this port yesterday, carrying 2,295 15 tons of coal, as follows:

Consolidation Company		
J. R. Ray	Georgetown	117 18
M. Boyer	Georgetown	115 13
Blue Bell	Georgetown	116 13
Uno	Georgetown	110 18
Lark	Georgetown	113 13
Creole	Georgetown	115 05
Maryland	Georgetown	115 18
M. C. Clay	Georgetown	104 17
I. Crane	Georgetown	114 16
R. I. Morris	Georgetown	118 17
J. S. Millholland, jr.	Georgetown	115 11
Hawk	Georgetown	114 18
A. F. Lantz	Georgetown	<u>113 11</u>
	Thirteen boats	1484 08
Borden Company		
A. C. Greene	Georgetown	117 12
Capt. J. R. Masters	Georgetown	114 05
Arthur Lovell	Georgetown	<u>113 14</u>
	Three boats	345 11
Blaen Avon Company		
J. A. Spielman	Georgetown	116 12
Clara	Georgetown	117 00
Four Sisters	Georgetown	<u>116 16</u>
	Three boats	350 08
Individual		
Thomas Lannon		110 00

ES, Wed. 4/26/76, p. 4. **GEORGETOWN**
The Coal Difficulties – There is very little coal at present being shipped by the canal, and it is feared that the canal men and others interested in the coal trade are going to have a rough time of it. The facts in the case are these: The Maryland legislature at its last session passed a bill reducing the tolls on coal over the Cumberland and Pennsylvania Railroad one cent per ton per mile. Before the bill had taken effect, the said railroad was conveyed to the Consolidation Coal Company and was by them transferred to the Cumberland and Piedmont Railroad. It is said the transfer is only nominal, and that the Consolidation Coal Company owns most of the stock. An act amending the bill referred to, to prevent such transfers, was passed by the last legislature, but is *ex post facto* to them. Hence, they can keep the rate of tolls as in force prior to the act. The American Coal Company and the New Central and Maryland have petitioned the Governor to instruct the Attorney General to inquire into the validity of the transfer and of the action of the road in adhering to the old rates. It is said that the reduction of tolls was necessary to enable the companies to continue to work the mines with any profit. The Maryland company has closed the mines and others, it is said, will follow. In fine, all the companies have been out-generated by the Consolidation company, and of course somebody is going to be hurt. It has done nothing, however, which the others would not have done had they been able.

Grain by Canal – Boat Hattie & Bessie with 2,500 bushels wheat, 200 bushels middlings and 200 bbls. flour; also boat Caledonia with 1,500 bushels corn and 500 bushels wheat consigned to Hartley & Bro.

AG, Wed. 4/26/76, p. 3. **CANAL**
COMMERCE – Arrived – Boats M. S. O'Donnell, Belle Resley, W. E. Turner, Captain J. B. Winslow, C. C. Kelly and Mary Mack to Blaen Avon Coal Co.; American Boy to W. A. Smoot.

Departed – Boats L. L. Mouse, Geo. Hughes, M. S. O'Donnell and Belle Resley.

Thu. 4/27/76, p. 1. **Canal Trade.**

Sixteen boats left this port yesterday, carrying 1,795 08 tons of coal, as follows:

Consolidation Company		
A. B. Turner	Georgetown	115 18
Robert Gordon	Georgetown	115 05
John Spencer	Georgetown	111 00
J. R. Purcell	Georgetown	116 06
Monongahela	Georgetown	112 00
Mohawk	Georgetown	115 03
Wm. M. Hill	Georgetown	<u>112 09</u>
	Seven boats	798 01
Borden Company		
Areturus	Georgetown	101 04
F. L. Tilghman	Georgetown	117 14
Clara L. Brengle	Georgetown	<u>119 06</u>
	Three boats	338 04
Blaen Avon Company		
Katie & Addie	Georgetown	116 19
J. T. Dixon & Co.	Georgetown	<u>113 04</u>
	Two boats	230 03
Individual		
Ludlow Patton	Georgetown	107 00
Pattie Dunlop	Georgetown	112 00
R. Fannon	Georgetown	105 00
Ben Bissell	Georgetown	<u>105 00</u>
	Four boats	429 00

 Messrs. McKaig & Son are at work upon Mr. Patrick Ganley's steam canal boat, putting the boiler in her hull. Mr. G. expects to be ready in a few days to make a trial trip.

 p. 4. **Watch Recovered.** – The Martinsburg *Independent* says that Mr. Artz, a boatman arrived at that place on Tuesday in search of a young man whom he had employed in Williamsport to assist on his boat, but who suddenly disappeared Monday night, carrying with him Mr. Artz's watch. Shortly after his arrival Mr. Artz recognized the thief and captured him and having recovered the watch

concluded not to have him arrested and let him go.

ES, Thu. 4/27/76, p. 4. **GEORGETOWN Grain** – Boat Ellen Brooks with 3,000 bushels wheat consigned to J. G. & J. M. Waters. Wheeler & Barron with 3,000 bushels corn and 500 bushels wheat to Hartley & Bro.; also, 500 bushels corn to H. M. Talbott. Katie Ann with 1,300 bushels wheat to Hartley & Bro.

AG, Thu. 4/27/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Centennial to Appleman’s brick works; L. R. Fechtig to West’s brick works; J. H. Houck to Blaen Avon Coal Co.; Caledonia to Lee & Bro. Departed – Boats W. E. Turner, J. B. Winslow, American Boy, C. C. Kelly, L. R. Fechtig and Centennial.

Fri. 4/28/76, p. 4. **Canal Trade.**
Sixteen boats left this port yesterday, carrying 1,846 07 tons of coal, as follows:

Consolidation Company		
W. H. Boyd	Georgetown	115 13
I. M. Boyer	Georgetown	117 07
Arthur Gruber	Georgetown	115 18
V. S. Brashears	Georgetown	115 02
Capt. J. Sheridan	Georgetown	119 03
Johnny & Tommy	Georgetown	114 02
Julia Tyler	Georgetown	116 01
H. T. Weld	Georgetown	96 18
Williamsport	Georgetown	115 02
W. Thompson	Georgetown	116 07
	Ten boats	1141 13
Borden Company		
Wm. Boyd	Georgetown	121 05
Invincible	Georgetown	122 09
Maggie B.	Georgetown	116 03
	Three boats	359 17
Blaen Avon Company		
Dr. O. M. Schindel	Georgetown	116 04
David Seibert	Georgetown	116 13
	Two boats	232 17
Individual		
Little Nan	Georgetown	112 00

The “Star No. 2,” of Weld & Sheridan’s line of steam canal boats, arrived here yesterday on her return trip from Georgetown. She left Georgetown on Tuesday evening at four o’clock, arriving here yesterday at eleven o’clock a.m., making her trip in forty-three hours.

Circuit Court.

The next case taken up in the criminal appearances was that of the State vs. John Hood and Joseph Bowman; larceny. The above parties were accused of stealing an overcoat, coat and vest from the boat Leander Love, Mr. Manning captain, at the Basin wharf last winter. The goods were traced to a house adjoining the property of A. Goodwin, in South Cumberland, where they were found in the possession of the accused. The following jury was selected: W. L. Reed, foreman; J. McNamee, George Wigley, Edward L. McCleary, Wm. H. Shipley, G. W. Price, John Morris, John Rhind, jr., H. Shircliff, Casper Kasson, H. Dickens, Solomon Troxell. Jury rendered a verdict of not guilty on first count, namely that of larceny, but found verdict of guilty on second count, namely that of receiving stolen goods. The attorneys in the case were Boyd and Hoffman for the State; Brace and Price for the defense.

ES, Fri. 4/28/76, p. 4. **GEORGETOWN Coal Trade** – For the week ending today: Consolidation Coal Company – receipts 7,561 tons, shipments 7,561 tons; Borden Mining Company – receipts 1,000 tons, shipments 1,000 tons; Maryland Coal Company – shipments 625 tons.
Grain Trade – Boat J. N. Thomas with 3,200 bushels wheat, 280 bushels corn and 84 barrels flour to J. G. & J. M. Waters.

AG, Fri. 4/28/76, p. 2. **CANAL COMMERCE** – Arrived – Boat C. Slack to West & Brothers’ brick yard; E. L. Flury to Appleman’s brick yard. Departed – Boats J. H. Houck, C. Slack, Caledonia and E. L. Flury.

Sat. 4/29/76, p. 4. **Canal Trade.**

Fifteen boats left this port yesterday, carrying 1,713 05 tons of coal, as follows:

Consolidation Company

Anna Bruce	Georgetown	113 07
Geo. A. Pearre	Georgetown	116 08
Ernst & Holland	Georgetown	114 13
Star No. 3	Georgetown	104 07
A. E. McDonald	Georgetown	113 01
A. Campbell	Georgetown	114 08
Garrett & Mans	Georgetown	117 17
Col. J. C. Lynn	Georgetown	115 06
Three Brothers	Georgetown	117 02
Grason & Fannie	Georgetown	111 19
C. W. Brengle	Georgetown	117 16
A. P. Gorman	Georgetown	114 07
Yonkers	Georgetown	111 17
James Taylor	Georgetown	112 15

Fourteen boats 1595 03

Borden Company

Julia Borden	Georgetown	118 02
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The Thomas Moore.

The Thomas Moore, a steamer on the New Era pattern, owned by Mr. Darragh, will make her first trip for this season one day next week.

ES, Sat. 4/29/76, p. 4. **GEORGETOWN Grain** – By canal – Boat Wm. Talbott with 3,800 bushels of wheat consigned to Wm. Talbott.

AG, Sat. 4/29/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Ellen Brooks for fish; Mary Mack to Blaen Avon Coal Co. Departed – Boats Ellen Brooks and Mary Mack for Cumberland.

Mon. 5/1/76, p. 4. **Canal Trade.**

Eighteen boats left this port Saturday, carrying 2,005 02 tons, as follows:

Consolidation Company

L. L. Shives	Georgetown	114 14
Robert Shriver	Georgetown	114 01

Morning Star	Georgetown	110 15
W. Moorehead	Georgetown	111 11
W. C. Ernst	Georgetown	118 15
Ino	Georgetown	112 07
Star No. 1	Georgetown	106 00
L. R. Fechtig	Georgetown	112 08
J. T. Davis	Georgetown	114 06
D. A. Miller	Georgetown	117 11
Joel Charles	Georgetown	113 13
Congress	Georgetown	110 02
Okonoko	Georgetown	118 04

Thirteen boats 1474 07

Mt. Savage Fire Brick Co.

F. J. Laing	Georgetown	110 00
Chas. A. Greene	Georgetown	108 03
Warren Delano, jr.	Georgetown	102 12

Three boats 320 15

Gas Coal

Friendship	Georgetown	105 00
Jack Topper	Georgetown	105 00

Two boats 210 00

“Too Fat.”

Drivers on Consolidation boats now get only their board in return for services, and that board can't be expected to be very choice when its boatmen receive only the pitiful sum of \$1 a ton. Not only do the drivers get only board for their toilsome labor, but only those drivers can find employment with the Consolidation who are slim and slender and don't eat much. The other day a nondescript sort of boy, very fat, asked employment of a Consolidation boatman, asking only his board for services. “Get out!” said the boatman, “we don't want any of your kidney around here; you'll eat too much.”

So far this season 448 boats have cleared this port. There have been a few empty boats among the number, however, which returned home on account of failure to get loads.

Basin Wharf Matters.

On Saturday last a letter was received by Collector Willison from the Canal Company authorizing him to offer the owners of the Basin

wharf 5 cents per ton for all coal shipped over said wharf, though the above arrangement, we believe, is not intended to be permanent. It doth not yet appear what answer was received to this proposition.

Basin Wharf has been idle since the 17th of March, except some gas coal, a boat load or so now and then, shipped by Messrs. Sinclair & Agnew.

Looking Bad.

The Consolidation boatmen, who have struck a big bonanza carrying coal at one dollar a ton, have a lean and hungry look, likewise their poor mules, which look up to their owners with the pitiful entreaty, so pathetic and touching, of dumb creatures starving to death, whilst their pound of strength is rapidly being exhausted to carry coal that sells for \$3.21 unloaded in Washington.

“The New Era.”

The New Era, with her convoy the Henry Korn, arrived at this port on Saturday night at 10 o'clock, making the return trip from Georgetown in 2 days and 11 hours, and the round trip in 7 days and 10 hours, which includes 18 hours unusual detentions at Georgetown. The New Era started on her first trip this season on the 4th of April and has made three trips. There is no doubt but that the New Era can make 4 trips a month and take a tow.

Mr. Mertens' New House.

The work of Mr. Frederick Mertens' new house is rapidly approaching completion. A new balcony has been put up on the southern side of the house on the second story, and the roof of the rear part of the house has been newly shingled. The whole building and the grounds have been overhauled and very much improved, Mr. Mertens having a force of 12 or 15 men constantly employed in this work for the last two or three weeks.

There is a boatman in the line of a certain company now shipping coal, who offered in Georgetown on Thursday, eight fine mules for \$800, having paid for them in the first place between \$1,300 and \$1,400. Several of the mules were considered the best on the canal and were sold to the present owner by Mr. David Taylor at \$200 a head. To such a pass as this have the boatmen come.

ES, Mon. 5/1/76, p. 4. **GEORGETOWN Grain** – Boat Loudoun with 2,600 bushels of wheat consigned to H. M. Talbott, also, 1,000 bushels of wheat to Hartley & Bro. Boat J. S. Welch with 215 bales of hay and 20 barrels of ear corn to T. C. Wheeler.

AG, Mon. 5/1/76, p. 3. **CANAL COMMERCE** – Arrived – Boats R. Portner to J. P. Agnew; I. J. Kreps to Blaen Avon Coal Co.; J. W. Rhind to Blaen Avon Coal Co.

Alexandria Canal Company – The annual meeting of the Alexandria Canal Company was held at the Auditor's office today. Lewis McKenzie presided and P. G. Uhler was appointed secretary.

The following directors for the ensuing year were elected: W. J. Boothe, P. G. Uhler, Benj. Barron, John W. Burke, John B. Smoot, Benj. Wheat and E. J. Miller.

Captain W. J. Boothe was re-elected President and P. G. Uhler, Clerk.

After auditing the accounts of the President and Clerk, the meeting was adjourned.

Tue. 5/2/76, p. 4. **Circuit Court.**

The court then took the civil trials docket.

No. 99, Frank and George Knoye vs. Chesapeake and Ohio Canal company. The plaintiffs in this case are boatmen, and have laid suit for \$2,000 damages, claiming that their boat, loaded with coal, was lost during the freshet last summer by going over the dam through the fault of the canal company. The plaintiffs claim that the lock tender at the lower dam, when applied to

by him, wouldn't allow him to run his boat into the canal out of the river, to avoid the freshet which was anticipated, but refused because he had lost the key of the lock, and would not break the chain; notwithstanding the utmost endeavors of the plaintiffs, the boat went over the dam and was an utter wreck, including all the coal.

The attorneys in the case, which is one of great interest to boatmen, are Ferdinand Williams for the plaintiff; Thomas McKaig, jr., and A. H. Blackiston for the defendant. The case had progressed last evening to the selection of the jury, the opening statement of the counsel and an examination of one witness.

Canal Trade.

Seventeen boats left this port yesterday, carrying 1,843 04 tons of coal, as follows:

Consolidation Company

H. J. Kenah	Georgetown	112 10
D. M. Read	Georgetown	119 19
S. T. Ekis	Georgetown	112 06
John Leech	Georgetown	117 02
C. Slack	Georgetown	115 14
C. P. Manning	Georgetown	116 05
Wm. Weber	Georgetown	113 11
Geo. Barnett	Georgetown	115 02
Monongahela	Williamsport	109 07
Dove	Washington	116 01
	Ten boats	<u>1147 17</u>

New Central Company

Elizabeth	Georgetown	112 04
E. Mulvaney	Georgetown	114 01
B. F. Price	Georgetown	111 09
	Three boats	<u>337 14</u>

Blaen Avon Company

M. Waters	Alexandria	109 15
Mary Mertens	Alexandria	116 16
	Two boats	<u>226 11</u>

Individual

H. S. Miller	Georgetown	116 06
Diligent	Georgetown	115 00
	Two boats	<u>231 06</u>

Canal Receipts.

During the week ending April 30th, one hundred and seventeen boats left this port, carrying 12,311 01 tons. The financial receipts from this port were \$6,019.38, of which sum \$5,649.46 was payable at Cumberland, at Georgetown, \$270.43; at Williamsport, \$99.49.

New Central.

The hitch between the New Central Company and the Consolidation has been removed by the consent of the former company to pay the old freight rates, under protest, however. The New Central will send about 400 tons a day over the Pennsylvania railroad and some six or eight boat loads by canal a day.

ES, Tue. 5/2/76, p. 4. **GEORGETOWN Grain** – By canal – Boat Wheeler & Barron with 3,000 bushels of corn consigned to Hartley & Bro. Also, 500 bushels of corn to H. M. Talbott.

AG, Tue. 5/2/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Mary Mertens and M. Scally to Blaen Avon Coal Co.; A. B. Turner to Mayfield & Hieston; J. S. Welsh railroad ties to B. & P. R. R. Co.; A. Adams to C. F. Lee. Departed – Boats A. B. Turner, R. Portner, I. J. Kreps, J. S. Welsh and J. W. Rhind.

 p. 3. **The Coal Trade** – The dead lock between the coal companies and the Cumberland and Piedmont Railroad, on the question of freight charges still remain. The New Central Company, however, proposed to resume shipments yesterday, they having large contracts to fill, made before the present troubles began, and founded on the new rate of two cents per ton freight. These contracts they are compelled to fill under pain of forfeit, and hence their attempted resumption of work yesterday. The Consolidation Company which controls the railroad, however, has refused to supply the New Central with cars, unless the latter company will agree to pay the old rates. It is said by some parties, that this movement of the New Central Company was made at the suggestion of the

Attorney general to have the Consolidation Company do exactly what it has done, namely, refuse cars at the rate fixed by law. All of the other companies have contracts to a greater or less amount to fill, and are anxiously awaiting the result of the action of the State authorities. It is probably, however, that they will have to go to work to a limited extent at least, in a short time, in order to fill their contracts. As no legal solution of the difficulty can be had before next October, the damage to the coal trade and those engaged in it, or dependent on it for their support must be almost incalculable.

Wed. 5/3/76, p. 4. **Canal Trade.**

The increase of the number of boats leaving this port is very gratifying, and somewhat encourages one in these dull times. Yesterday twenty-four boats, carrying 2,715 12 tons of coal left here, most of them for Georgetown:

Consolidation Company

Georgetown		
H. C. Hicks	Capt. Riley	113 01
Tommy & Nellie	Capt. Little	115 05
Jacob McGraw	Capt. Mertens	112 04
Jimmy M., jr.	Capt. Bush	115 04
J. W. Turner	Capt. Bailey	117 15
P. J. Smith	Capt. Anderson	114 12
Laura	Capt. Brubaker	113 14
Consolidation	Capt. Shank	112 15
C. H. Dalton	Capt. Little	114 18
	Nine boats	1029 08

New Central Company

Georgetown		
J. R. Couter	Capt. Williams	106 07
Lizzie Reagan	Capt. Smith	114 16
Four Sisters	Capt. Kean	112 18
D. R. Long	Capt. Long	110 18
Dr. J. P. Broderick	Capt. Little	109 12
Elizabeth	Capt. Seaman	112 04
J. B. Turton	Capt. Brooks	106 18
	Seven boats	772 08

Blaen Avon Company

Georgetown		
Fleming & Motter	Capt. Roderick	112 19
G. W. Knode	Capt. Boyer	116 18
C. B. Embrey	Capt. Buchanan	120 07
	Three boats	350 04

Despard Company

Washington		
Baltimore	Capt. Starliper	114 06
	Individual	
Georgetown		
E. Stake	Capt. Ardinger	118 13
John Hieston	Capt. McArthur	113 00
Chas. H. Knott	Capt. Young	112 00
Round Top No. 2	Capt. Athey	104 13
	Four boats	448 06

Circuit Court.

Circuit Court for Allegany county convened yesterday morning at 9 o'clock a.m., Judges Alvey, Pearre and Motter on the bench.

Case No. 99, civil trial docket, Frank and George Knode vs. Chesapeake and Ohio Canal Company, an account of which was mentioned yesterday, was taken up and occupied the attention of the court until adjournment. The following named gentlemen compose the jury: Reuben Ache, foreman; P. T. Pizer, Walter Ireland, Frederick Hartsock, Harmon Baake, James Parks, George Pagenhart, George Gillette, Charles Gephart, D. J. Betz, John Hindle, Eli Ash.

The Thomas Venners.

The Thomas Venners, a new steamer, on the plan of the Ludlow Patton, built in handsome style last winter at the yard of Coulehan Bros., will be launched today and a trial trip made. Mr. Patrick Ganley, the owner of the steamer expects from his craft excellent running time.

Basin Wharf.

The owners of the basin wharf have accepted the terms offered by the canal company, namely, to pay five cents a ton for all coal shipped from said wharf.

ES, Wed. 5/3/76, p. 4. **GEORGETOWN Grain** – By canal – Boat Wm. Ryder with 1,000 bushels corn and 500 bushels wheat consigned to Hartley & Bro.; boat Thomas E. Thrasher with 200 bushels corn and 150 bales hay to H. M.

Talbott; boat Joel Charles with 54 barrels flour to J. G. & J. M. Waters.

AG, Wed. 5/3/76, p. 2. **CANAL COMMERCE**

– Arrived – Boats J. A. Spielman and Katie & Addie to Blaen Avon Coal Co.

Departed – Boats M. Mertens, P. Agnew and M. Scally.

p. 3. **The Coal Trade Troubles** – The hitch between the New Central Company and the Consolidation Company has been removed by the consent of the former company to pay the old freight rates, under protest, however. The New Central will send about 400 tons a day over the Pennsylvania Railroad and some six or eight boats load by canal a day. This action of the New Central Company is taken in consequence of the standing contracts mentioned in yesterday's *Gazette*.

The Cumberland *Times* of yesterday says: "We are now satisfied that there was nothing in the rumor alluded to yesterday in reference to the resumption of coal shipments by the Maryland Company. So far from having any idea of shipping, that company has through its agents notified some of its miners to look out for employment elsewhere, as the Maryland mines will not likely be worked for some time yet – at least not until rates are obtained which will give that company an opportunity to compete with the Clearfield region. That region is now putting its coal in the market sixty cents per ton cheaper than any company in this region can possibly do it, excepting perhaps the Consolidation. Resumption is therefore a matter impossible until relief is afforded."

Thu. 5/4/76, p. 4. **Canal Trade.**

The canal trade is still on the increase, twenty-four boats left this port yesterday, carrying 2,814 01 tons of coal.

Consolidation Company

Georgetown		
J. B. Varnum	Capt. Pennell	113 12
Dr. A. A. Biggs	Capt. Brubaker	113 16
T. Malloy	Capt. Knode	114 05

John A. Graham	Capt. Brubaker	115 01
W. L. Read	Capt. Bowers	111 10
J. N. Clary	Capt. Bowers	116 14
G. Meredith	Capt. Compton	117 13
Robin	Capt. Compton	110 15
Adam Norrie	Capt. Pennell	114 15
Grason & Fannie	Capt. Taylor	114 08
Ten boats		1142 09

New Central Company

Georgetown		
Sallie & Jennie	Capt. Grosh	115 18
Iowa	Capt. Keady	110 16
E. B. Hartley	Capt. Bonnett	108 00
G. S. Couter	Capt. Newell	110 01
V. H. Weir	Capt. Bell	108 00
R. A. Goodwin	Capt. Kaiser	110 00
Six boats		662 15

Blaen Avon Company

Georgetown		
Lillie & May	Capt. Sandbar	119 05
George Hughes	Capt. Callan	112 19
M. E. Tice	Capt. Gerhart	118 05
L. W. Poffenberger	Capt. Hawley	118 12
Four boats		469 01

Despard Company

Washington		
W. H. Lowe	Capt. Renner	119 06

Individual

Georgetown		
E. L. Flury	Capt. Borden	112 07
Centennial	Capt. Boley	120 03
Nuttie & Billie	Capt. Bowers	112 00
Areturus	Capt. Hassett	75 00
Four boats		429 10

Circuit Court.

Circuit Court for Allegany county convened yesterday morning at 9 o'clock a.m., Judges Alvey, Pearre and Motter on the bench.

Case No. 99, on the civil trial docket, Frank and George Knode vs. Chesapeake and Ohio Canal Company, was decided yesterday by jury verdict in favor of the defendant.

The new steamer, on the Ludlow Patton plan, built at the yard of Messrs. Doerner & Bender, for parties in Georgetown, is now finished, except painting. The boat will be taken

to Georgetown, where the machinery will be put into her.

The timber for another steamer, on the same pattern, for the same parties, has been selected by Doerner & Bender, and work on the same will be begun at once.

ES, Thu. 5/4/76, p. 4. **GEORGETOWN Grain** – By canal – Red Eye No. 1 with 411 bushels wheat to J. G. & J. M. Waters.

AG, Thu. 5/4/76, p. 2. **CANAL COMMERCE** – Arrived – Boats J. T. Dixon to Blaen Avon Coal Co.; C. W. Brengle for plaster; Hubert & Kirby limestone to E. Francis. Departed – Boats A. Adams, J. A. Spielman and C. W. Brengle.

 p. 3. **Coal Trade** - The product of the mines of the Cumberland coal region for 1876 to April 29, was 393,188.18 tons, a decrease of 115,900.16 tons as compared with a corresponding period of last year. The shipments by canal show a decrease over last year of 175 19 tons.

Fri. 5/5/76, p. 4. **Canal Trade.**
 Twenty-five boats left this port yesterday, carrying 2,848 08 tons of coal.

Consolidation Company		
Georgetown		
Creole	Capt. Jackson	118 01
A. B. Turner	Capt. Reynolds	117 05
J. W. Forbes	Capt. Moore	119 03
A. M. Grove	Capt. Grove	117 07
M. Boyer	Capt. Boyer	114 16
J. Snively	Capt. Miller	114 06
J. R. Cruzen	Capt. Lypold	112 04
Maryland	Capt. Clendening	115 10
A. J. Center	Capt. Ingram	108 14
W. Irving	Capt. Potts	114 08
Linnet	Capt. Zeigler	109 05
Eleven boats		1039 18

New Central Company		
Georgetown		
Ohio	Capt. Pierce	109 06
G. H. Bradt	Capt.	115 00
John Hammond	Capt. Brooks	119 15

W. P. Wools	Capt. Little	111 00
Emma	Capt. Paxton	116 00
	Five boats	571 01
Blaen Avon Company		
Georgetown		
Wm. Foley	Capt. Hartley	112 14
Despard Company		
Georgetown		
Ludlow Patton	Capt. Farman	92 18
	Individual	
Georgetown		
Sally Kelly	Capt. Kelly	118 02
P. A. Gorman	Capt. Brown	115 06
John Sammon	Capt. Quigley	114 16
L. B. Agnew	Capt. Quigley	117 02
Mattie	Capt. Seaman	118 08
Samuel Swain	Capt. Patterson	112 00
J. M. Resley	Capt. Hite	116 03
	Seven boats	811 17

 The steamer Thomas Venners did not make a trial trip as was expected yesterday, the machinery and cabins not being quite finished. The trial trip is expected to be made this evening.

 Steamers on the Ludlow Patton plan will be introduced extensively on the Erie canal.

NR, Fri. 5/5/76, p. 4. **Rocks in the Potomac.** - Senator Burnside has presented a petition, which has been referred to the Senate Committee on Commerce, asking an appropriation for the removal of obstructions in the Potomac river above those rocks known as the "Three Sisters." The petition was signed by C. M. Matthews, Frank Jones, H. M. Sweeny, George W. Riggs, W. W. Corcoran, Arthur T. Brice, Henry H. Dodge, E. P. Berry, M. J. Adler, J. G. Waters, H. D. Cooke, Walter S. Cox, J. G. Berret and others, who represent then, in view of the recent construction of an outlet lock for the Chesapeake and Ohio canal, whereby the shipment of coal will be largely increased and the cost diminished, these rocks, which obstruct navigation between said outlet locks and the anchorage of coal vessels, ought to be removed.

ES, Fri. 5/5/76, p. 4. **GEORGETOWN**

Grain – Boat J. N. Thomas with 3,100 bushels wheat, 500 bushels corn, 70 barrels flour consigned to J. G. & J. M. Waters.

Coal – (Reports for week ending today) – Consolidation Coal Company – Receipts 8,219; shipments 7,680 tons. Borden Mining Company – Receipts 1,350 tons; shipments 980.

AG, Fri. 5/5/76, p. 2. **CANAL COMMERCE** – Arrived – Boats E. M. Stanhope to Blaen Avon Coal Co.; F. L. Tilghman for plaster. Departed – Boats Hubert & Kirby, John T. Dixon and Katie & Addie.

 p. 3. **Steam Yacht for the Canal**

A very handsome iron steam yacht for the use of the office of Chesapeake and Ohio Canal Company is now being built in Baltimore, and will be finished in two weeks. The boat is run by steam with an ordinary screw, and is intended to run very rapidly. It is 80 feet long, with a width of 18 feet, [*sic*, not likely more than 14'-6"] and is finished in luxurious style. There are four elegant staterooms for passengers, and three of the same style for the officers. There are also fifteen berths for passengers and three for the hands. There are three large and elegantly furnished offices, one well equipped kitchen, a dining hall and a strongly built and well-protected room, where the safe containing valuables and moneys will be kept.

The boat is intended for the use of the officers in making inspections along the line of the canal and for the use of the paymaster in paying off hands at different points between Cumberland and the eastern terminus of the canal. *Cumberland Alleganian*.

Sat. 5/6/76, p. 4. **Canal Trade.**

Twenty-eight boats left this port yesterday, carrying 3,213 00 tons of coal.

Consolidation Company

Williamsport		
A. Gruber	Capt. Woltz	118 18
Monongahela	Capt. Shupp	113 06
Georgetown		
Wm. M. Hill	Capt. Swain	114 03

M. C. Clay	Capt. Murphy	116 10
J. Craw	Capt. White	116 18
John Spencer	Capt. Rinehart	113 15
Lark	Capt. French	113 16
Blue Bell	Capt. Thompson	
I. M. Boyer	Capt. Spong	115 10
A. P. Luntz	Capt. Swain	114 12
R. I. Morris	Capt. Stride	120 08
J. & D. Nuse	Capt. Lockett	115 19
M. M. Jane	Capt. Arthur	112 10
	Thirteen boats	<u>1499 03</u>

New Central Company

Georgetown		
James Noble	Capt. Gower	114 03
William R. Shaw	Capt. Coffman	112 18
City of Hamburg	Capt. Jackson	115 06
J. E. Coulehan	Capt. Kimble	114 09
W. M. Price	Capt. Griminger	114 18
Wm. Young	Capt. Reives	118 05
Dennis Murphy	Capt. Dick	114 14
A. Lincoln	Capt. Unglesbie	111 12
	Eight boats	<u>916 05</u>

Borden Coal Company

Georgetown		
Henry Kraus	Capt. Cowden	117 10
New Era	Capt. Cowden	<u>103 15</u>
	Two boats	221 05

Individual

Georgetown		
T. O'Connell	Capt. Mills	114 11
S. H. Sherman	Capt. Pitzer	116 07
E. M. Bynon	Capt. Johnson	117 17
W. & B. Mills	Capt. Mills	115 17
Pattie Dunlop	Capt. Snyder	<u>112 00</u>
	Five boats	576 12

Trial of the Thomas Venners.

Yesterday afternoon the first trial trip of Mr. Patrick Ganley's new steamer, the Thomas Venners, was made in the river. The deck of the steamer was crowded with occupants to the number of probably two hundred. The trial was made in the Potomac, and excellent time was made, everything working to the entire satisfaction of the owner. The machinery of the Venners was made by the enterprising firm of W. W. McKaig & Son and demonstrates the fact that there is no need to go out of Cumberland to have good work done. The hull of this steamer was

built by Coulehan Bros., boat builders, in South Cumberland.

ES, Sat. 5/6/76, p. 4. **GEORGETOWN Canal News** – The coal trade on the canal is almost suspended, and it is feared that it will even be worse. The great body of coal is all going by way of the Baltimore and Ohio railroad. It will be noticed in last evening's *Star* that but 9,569 tons of coal were received by canal last week. Rates must come down to compete with the railroad of the canal will be "busted."

Grain – By canal – Boat Caledonia with 2,000 bushels corn and 1,000 bushels wheat consigned to Hartley & Bro.; also, 65 barrels flour to T. C. Wheeler.

AG, Sat. 5/6/76, p. 2. **CANAL COMMERCE** – Arrived – Boats D. Seibert and Clara to Blaen Avon Coal Co.
Departed – Boat John T. Dixon.

p. 3. **The River Channel at**

Georgetown – Senator Burnside has presented a petition, which has been referred to the Senate Committee on Commerce, asking an appropriation for the removal of obstructions in the Potomac river above the rocks known as the "Three Sisters." The petition represents that, in view of the recent construction of an out lock for the Chesapeake and Ohio canal, whereby the shipment of coal will be largely increased and cost diminished, these rocks, which obstruct navigation between the said outlet lock and the anchorage of coal vessels, ought to be removed.

Mon. 5/8/76, p. 4. **Canal Trade.**

Twenty-nine boats left this port Saturday, carrying 3,299 13 tons of coal.

Consolidation Company

J. K. Whitford	Georgetown	112 10
H. T. Weld	Georgetown	100 00
W. H. Boyd	Georgetown	112 16
Julia Tyler	Georgetown	112 12
Joseph Light	Georgetown	114 08
Ernst & Holland	Georgetown	117 13

Dr. C. F. Russell	Georgetown	115 19
Hawk	Georgetown	114 07
J. A. Millholland	Georgetown	118 18
Capt. J. Sheridan	Georgetown	113 12
V. S. Brashears	Georgetown	116 07
Walter Thompson	Georgetown	118 13
J. R. Ray	Georgetown	117 03
	Thirteen boats	<u>1485 04</u>

New Central Company

F. F. Davis	Georgetown	114 18
Geo. Hutton	Georgetown	112 03
Mary Mack	Georgetown	111 13
Geo. W. Jones	Georgetown	114 16
American Boy	Georgetown	109 06
S. H. Davis	Georgetown	115 17
F. A. Mertens	Georgetown	<u>111 13</u>
	Seven boats	790 06

Borden Mining Company

J. R. Masters	Georgetown	121 17
A. Lovell	Georgetown	113 03
New Era	Georgetown	103 15
Henry Kraus	Georgetown	<u>117 10</u>
	Four boats	456 05

Despard Company

Mollie & Bettie	Washington	113 17
Godfrey Berkebile	Washington	<u>114 06</u>
	Two boats	228 03

Blaen Avon Company

M. S. O'Donnell	Harpers Ferry	117 10
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Individual

John W. Rhind	Georgetown	109 17
Andrew Spier	Georgetown	<u>112 09</u>
	Two boats	222 06

The Thomas Venners.

An extended trial trip of the Thomas Venners was made on last Saturday morning. The steamer went down the canal to the foot of the one-mile level, about 10 miles below Cumberland. Had on board a number of ladies and gentlemen, among whom were Mr. Thomas Venners and family, Mr. Chas. Robb and Capt. Pearce, of the Maryland company, and a special reporter of the *Alleghanian*. In going down, on account of frequent stoppages no attempt was made to run at full speed or take the time. In coming back the distance of 10 miles was compassed in one hour and forty-five minutes, including [illegible].

ES, Mon. 5/8/76, p. 4. **GEORGETOWN**

Accident – About 8 o'clock this morning a man by the name of Albert Lutman, while jumping from a canal boat to the bank, broke his leg. Dr. Bowie Tyler was sent for and soon adjusted the fracture.

AG, Mon. 5/8/76, p. 2. **CANAL COMMERCE**
– Arrived – Boat Four Sisters to William A. Smoot.

p. 3. **The Coal Trade** – But one boat has arrived here since Saturday, and the business of the canal seems to be suspended for the season. The Washington *Star* says: “The coal trade on the canal is almost suspended, and it is feared that it will even be worse. The great body of coal is all going by way of the Baltimore and Ohio railroad. Only 5,969 tons of coal were received by canal last week.”

Tue. 5/9/76, p. 4. **Canal Trade.**

Yesterday 3,236 15 tons of coal were carried from this port to different points by 29 boats.

Consolidation Company

Alexandria		
M. O'Connor	Capt. Atwell	111 12
Georgetown		
Energy	Capt. Morrow	113 04
Star No. 3	Capt. Pennell	103 15
A. Campbell	Capt. Eddy	116 08
Younkers	Capt. Mondell	110 13
Congress	Capt. Kirby	111 15
Miner	Capt. Yingling	113 10
Star No. 2	Capt. Moore	102 08
Mohawk	Capt. Baler	113 13
Grason & Fannie	Capt. Taylor	111 17
A. P. Gorman	Capt. Yingling	114 17
Geo. A. Pearre	Capt. H. Sensel	112 00
	Twelve boats	1325 06

New Central Company

Georgetown		
Thomas Lannon	Capt. French	110 00
Neil Fannon	Capt. Alexander	115 07
R. H. Gordon	Capt. Miller	108 03
J. R. Purcell	Capt. Armstrong	112 11

Dr. F. M. Davis	Capt. Middleton	110 06
Loretto	Capt. Ardinger	112 02
C. W. Adams	Capt. D. Coffman	110 01
Daniel Henry	Capt. Neal	112 17
M. Ruben	Capt. Gardner	114 15
	Nine boats	1005 16

Blaen Avon Company

Georgetown		
Belle Resley	Capt. Teeters	114 07
W. E. Turner	Capt. Riley	112 07
	Two boats	226 14

Despard Company

Washington		
Cumberland	Capt. Henry	114 08
	Individual	

Georgetown		
James H. Percy	Capt. French	111 14
H. Loveridge	Capt. Hine	118 00
Little Nan	Capt. Ensminger	108 10
G. W. Grove	Capt. Rudgeon	105 00
L. G. Stanhope	Capt. Nave	111 07
	Five boats	574 11

ES, Tue. 5/9/76, p. 4. **GEORGETOWN**

Grain – Boat Seneca has arrived with 1,300 bushels of wheat, 200 bushels of mill feed, 225 barrels flour and 50 bushels of rye consigned to T. C. Wheeler.

AG, Tue. 5/9/76, p. 3. **Coal Trade** – There are no new developments in regard to the troubles now retarding the coal trade. The Hampshire mine of the Hampshire and Baltimore Coal Company at Piedmont resumed operations yesterday, but the coal dug at this mine is not shipped by canal but is sent over the Baltimore and Ohio Railroad to Baltimore. The stock of coal left on hand at this city, last fall, is very nearly exhausted, and it is rumored that the yard of the Hampshire and Baltimore Company will be closed in a few days. Mr. J. P. Agnew sent a gang of the coal heavers whom he has had employed here, to Georgetown, yesterday, to assist in loading vessels for the New Central Company, for which he is the agent at that point.

Local Brevities

Canal Trade - 1876

A man named Albert Lutman broke his leg in Georgetown yesterday morning by falling off a canal boat into the canal.

Wed. 5/10/76, p. 4. **Canal Trade.**

Yesterday 3,728 19 tons of coal were carried from this port to different points by 33 boats.

Consolidation Company

Georgetown		
R. Shriver	Capt. Nuse	111 18
L. R. Fechtig	Capt. Smith	114 19
Dove	Capt. Mose	114 06
C. W. Brengle	Capt. Turner	113 08
J. T. Davis	Capt. Berger	112 14
A. E. McDonald	Capt. McDonald	115 02
Morning Star	Capt. Singer	110 04
Anna Bruce	Capt. Drum	109 14
W. Moorehead	Capt. Read	102 08
Joel Charles	Capt. Hammond	109 15
Star No. 3	Capt. Pennell	103 15
W. C. Ernst	Capt. Bender	116 08
Okonoko	Capt. Byroad	116 06
Uno	Capt. Peck	112 17
L. L. Shives	Capt. Shives	112 11
D. A. Miller	Capt. Weller	116 02

Sixteen boats 1803 14

New Central Company

Georgetown		
A. Greenless, jr.	Capt. Fox	111 17
D. R. Long	Capt. Long	111 12
Ben Bissell	Capt. McChan	111 00
Jack Topper	Capt. Snyder	113 02
E. Mulvaney	Capt. Cohill	111 16
B. F. Price	Capt. Miller	107 15
Elizabeth	Capt. Seaman	110 12
A. Zeigler	Capt. Dixon	118 02
Dr. J. P. Broderick	Capt. Little	109 13

Nine boats 1005 09

Blaen Avon Company

Georgetown		
Mary Mertens	Capt. Merryman	115 15
J. H. Houck	Capt. Allison	112 13
J. B. Winslow	Capt. Snyder	116 18
C. C. Kelly	Capt. Potter	112 10

Four boats 457 16

Despard Company

Washington		
Queen City	Capt. Edenhart	121 06

Individual

Georgetown		
A. Adams	Capt. Sorrell	115 00
L. N. Lovell	Capt. McCardell	115 10
Harper's Ferry		
M. Fannon	Capt. Bissett	110 04
	Three boats	340 14

Canal Receipts.

The financial receipts from this port for the week ending May 6 are as follows: Amount due at Cumberland, \$7,132.08; Georgetown, \$602.14; other places, \$181.68; total, \$7,915.90. The tons of coal shipped were 16,782 03.

Mr. Albert Lutman.

Mr. Albert Lutman, the young man mentioned in yesterday's *Alleganian* as having his leg broken at Georgetown, was a boatman, in the employ of Mr. William Cowden, of this city, and is engaged as one of the hands on the *New Era* and her convoy. He is a young man about 18 years of age and resides at Oldtown. The injury to his leg is a compound fracture, and it is thought that amputation may be necessary. The young man came to this city yesterday and was taken during the day to his home in Oldtown. The accident arose in a spirit of playfulness on the part of young Lutman, who had taken a hat from one of the men and jumped from the boat with it with the result above noted.

Thu. 5/11/76, p. 1. **Canal Trade.**

Yesterday 21 boats left this port carrying 2,752 tons of coal.

Consolidation Company

Williamsport		
Monongahela	Capt. D. Shupp	111 02
Georgetown		
Nannie Grove	Capt. Grove	116 11
C. P. Manning	Capt. Read	116 00
George & James	Capt. Brashears	120 14
W. J. B. Lloyd	Capt. Kirkpatrick	119 05
Ino	Capt. McCarty	115 00
A. Zeigler	Capt. Dixon	115 00
G. W. Barnett	Capt. Little	115 01
Star No. 1	Capt. S. H. Otto	105 10
D. M. Read	Capt.	117 12
	Eichelberger	
	Ten boats	1153 11

New Central Company

Georgetown		
C. Segerson	Capt. Walden	113 06
Williamsport	Capt. Stickel	111 13
Osceola & Jake	Capt. Seaman	115 13
James & Willie	Capt. Wilson	103 04
Little Eddy	Capt. Ward	115 19
Friendship	Capt. Hall	112 11
N. Willison	Capt. Keech	109 03
M. A. West	Capt. Conrad	113 03
	Eight boats	<u>899 04</u>

Borden Coal Company

Georgetown		
G. Hunter	Capt. Cowden	122 02
Dr. O. M.	Capt. Warner	116 07
Schindel		
Harry Borden	Capt. Cowden	117 14
J. A. Spielman	Capt. Miller	114 14
	Four boats	<u>471 04</u>

Despard Company

Washington		
Abraham Kuhn	Capt. Overcash	114 01
	Individual	
Georgetown		
A. B. Bain	Capt. Osborne	114 00

Coal Trade.

The *Alexander Gazette* of Tuesday [5/9], speaking of the Hampshire & Baltimore company, says: The stock of coal left on hand at this city, last fall, is very nearly exhausted, and it is rumored that the yard of the Hampshire & Baltimore company will be closed in a few days. Mr. J. P. Agnew sent a gang of coal heavers, whom he has had employed here, to Georgetown yesterday, to assist in loading vessels for the New Central company, for which he is the agent at that point.

The patterns are now being rapidly made for the new adjustable shaft steamer conceived and planned by Merwin McKaig & Co. This firm has now two pattern makers regularly engaged on patterns.

The adjustable shaft steamer of Messrs. Mitchell & Son, at Hancock, will be tried this week. The machinery was made here at the foundry of Bull & Co.

AG, Thu. 5/11/76, p. 2. **CANAL**

COMMERCE – Arrived – Boats Caledonia to Lee & Bro.; Molly E. Waters to W. A. Smoot; Mattie to American Coal Co.; H. S. Miller and Ed Stake to J. P. Agnew; C. B. Embry and G. W. Knode to Blaen Avon Coal Co.; John Sheridan to Smith & Wimsat's brick yard. Departed – Boats Garrett & Davis, Mary Mertens, Caledonia, Mattie, Clara, Four Sisters and John Sheridan.

Fri. 5/12/76, p. 4. **Canal Trade.**

Yesterday 27 boats left this port carrying 3,079 06 tons of coal.

Consolidation Company

Georgetown		
A. Gruber	Capt. Woltz	115 01
Jacob McGraw	Capt. Mertens	107 11
Peter Sinclair	Capt. Grove	112 16
Jimmy M, jr.	Capt. Bush	110 08
John Leech	Capt. Walker	111 05
S. T. Ekis	Capt. Morrison	115 02
C. H. Dalton	Capt. Little	111 17
H. I. Kenah	Capt. Donnelly	113 17
Mrs. C. E. Charles	Capt. Little	120 00
Elmer & Kate	Capt. Little	118 15
	Eleven boats	<u>1253 11</u>

New Central Company

Georgetown		
Robert Portner	Capt. Cummings	121 14
Four Sisters	Capt. Kean	111 16
J. R. Couter	Capt. Williams	113 17
Sallie & Jennie	Capt. Grosh	111 11
J. W. Carder	Capt. McArthur	114 04
Lizzie Reagan	Capt. Smith	115 05
Fonrose Bowers	Capt. Bowhay	113 01
Ida J. Kreps	Capt. Smith	116 12
	Eight boats	<u>918 00</u>

Borden Mining Company

Georgetown		
Alexander	Capt. Cowden	115 02
Fall River	Capt. Miles	115 07
Areturus	Capt. Hassett	102 11
Joseph R. Haines	Capt. Irwin	112 13
	Four boats	<u>445 13</u>

Maryland Coal Company

Col. J. T. Tice	Capt. Magruder	111 06
A. E. McQuade	Capt. Clark	116 00
	Two boats	<u>227 06</u>

Blaen Avon Company		
Georgetown		
M. Scally	Capt. Dunn	118 11
	Individual	
Alexandria		
B. R. Summers	Capt. Sorrel	116 06

A Consolidation Boatman.

A Consolidation boatman happened by some strange streak of good luck to chance upon one of the new silver quarters the other day – not many such ever come into the possession of those suffering and sorrowing mortals. Holding the piece up on his thumb, he looked at it a moment with tears in his eyes, and at last exclaimed: “Gorra! ain’t she a whopper? big as a cartwheel!”

The Areturus.

The first time the *Areturus* went out this season she took a loaded convoy, which she carried down as far as Clearspring, and there left her, finishing the remainder of the journey to Georgetown, and returning to Cumberland single-loaded. Since this first trip she has taken no convoys until yesterday, when she went out with the Dr. O. M. Schindel.

The steamer recently built on the *Ludlow Patton* plan by Messrs. Doerner & Bender for parties in Georgetown was taken up the river to Potomac wharf yesterday and loaded. The machinery for her will be placed on the hull in Georgetown, where it has been made. The *Ludlow Patton* is expected here today, and she will convoy the new steamer to Georgetown.

The machinery for the new steamer on the plan of the Arthur Lovell, owned by Mr. Michael Quigley, is expected here very soon. Following close after from Beaver Falls, Pa., is also coming the manufacturer of said machinery, “uncle” Darragh.

The F. L. Tilghman arrived here on Wednesday night from Georgetown with a return load of twenty-five tons of plaster for Mr. J. C.

Orrick & Son, commission merchants, grain and produce dealers in this city.

ES, Fri. 5/12/76, p. 4. **GEORGETOWN Coal Trade** (For the week ending today.) Consolidation Coal Company – Receipts 6,984 tons; shipments 6,973 tons. New Central Coal Company – Receipts 4,250 tons; shipments 4,250 tons. Borden Mining Company – Receipts 785 tons; shipments 450 tons.

Grain – By canal – Boat Medley with 2,500 bushels wheat to Hartley & Bro., and 600 bushels corn to H. M. Talbott; boat H. M. Talbott with 600 bushels wheat, 800 bushels corn and 2 tons hay for H. M. Talbott.

AG, Fri. 5/12/76, p. 2. **CANAL COMMERCE** – Arrived – Boats J. Snively to Lee & Bro.; Centennial to West’s brick yard; Hubert & Kirby limestone to E. Francis; George Hughes and M. E. Tice to Blaen Avon Coal Co.; S. J. Kelly and A. P. Gorman to J. P. Agnew. Departed – Boats H. S. Miller, C. B. Embrey, Centennial, M. E. Waters, Hubert & Kirby, G. W. Knode and Ed. Stake.

Sat. 5/13/76, p. 4. **Canal Trade.**

Yesterday 37 boats left this port carrying 4,227 05 tons of coal.

Consolidation Company		
Georgetown		
American Flag	Capt. McKnight	116 01
Matthew Kersey	Capt. Fisher	123 05
Samuel Bacon	Capt. Rowland	118 13
Michael Snow	Capt. Martz	117 06
Tommy & Nellie	Capt. Little	111 09
Consolidation	Capt. Shank	117 16
Laura	Capt. Bowhay	115 05
W. L. Read	Capt. Bowers	115 05
J. N. Clary	Capt. Bowers	115 04
C. Slack	Capt. Morrison	116 13
T. Malloy	Capt.	111 19
J. W. Turner	Capt. Bowhay	111 12
H. C. Hicks	Capt. Riley	113 00
John A. Graham	Capt. Brubaker	114 11
H. C. Flagg	Capt. Piper	115 13
	Fifteen boats	1732 13
	New Central Company	

Georgetown		
J. T. Dixon & Co.	Capt. Heck	113 00
G. S. Couter	Capt. Newell	109 09
Iowa	Capt. Keady	117 18
J. B. Turton	Capt. Brooks	111 13
Ohio	Capt. Pierce	111 17
R. A. Goodwin	Capt. Kaiser	116 10
W. P. Wools	Capt. Little	111 15
E. B. Hartley	Capt. Bonnert	<u>111 17</u>
	Eight boats	903 19

Maryland Coal Company

Georgetown		
M. A. Brady	Capt. Brady	116 11
H. B. Simons	Capt. Taylor	115 19
Alex. Kratz & Co.	Capt. Brookman	118 04
Francis Gannon	Capt. Evans	114 16
John H. Kindle	Capt. Smith	<u>114 05</u>
	Five boats	579 15

Borden Mining Company

Georgetown		
A. C. Greene	Capt. Joy	107 14
F. L. Tilghman	Capt. Cowden	114 18
Wm. Staples	Capt. Henry	<u>118 18</u>
	Three boats	341 10

American Coal Company

Alexandria		
G. P. Lloyd	Capt. Emberson	111 00
James Green	Capt. Martz	<u>115 07</u>
	Two boats	226 07

Despard Company (Gas coal)

Washington		
F. L. Moore	Capt. Brown	117 16

Individual

Georgetown		
Ida & Harry	Capt. Ekis	110 00
Ludlow Patton	Capt. Atkinson	105 05
T. H. West	Capt. Reid	<u>110 00</u>
	Three boats	325 05

The Ludlow Patton.

This steamer left the locks this morning with the F. L. Moore in tow, both freighted with coal. The time occupied in reaching the aqueduct was one hour and twenty minutes. The F. L. Moore, on reaching Georgetown, will take in her engine, when another steamer will be added to those already on the line. The particulars in relation to the building of the

engine for this boat have already been published in this paper.

AG, Sat. 5/13/76, p. 2. **CANAL COMMERCE**
– Arrived – Boats Blue Bell to West's brick yard.

Departed – Boats Samuel J. Kelly, P. A. Gorman and Blue Bell.

Mon. 5/15/76, p. 4. **Canal Trade.**

Forty-one boats left this port Saturday, carrying 4,692 04 tons of coal as follows:

Consolidation Company

Dr. A. A. Biggs	Georgetown	111 12
G. Meredith	Georgetown	115 17
A. B. Turner	Georgetown	115 06
Johnny & Tommie	Georgetown	118 15
J. B. Varnum	Georgetown	107 01
Phillie G.	Georgetown	121 09
M. Boyer	Georgetown	111 00
A. M. Grove	Georgetown	118 17
Robin	Georgetown	111 14
Creole	Georgetown	<u>111 08</u>
	Ten boats	1142 19

New Central Company

V. H. Weir	Georgetown	116 07
A. Lincoln	Georgetown	113 04
Emma	Georgetown	112 11
J. J. Moore	Georgetown	111 10
Iowa	Georgetown	107 18
City of Hamburg	Georgetown	111 18
John Hammond	Georgetown	111 00
J. E. Coulehan	Georgetown	109 07
G. H. Bradt	Georgetown	111 10
Our Sister	Georgetown	114 12
Wm. Young	Georgetown	<u>115 00</u>
	Eleven boats	1234 17

American Coal Company

Edward Bayer	Alexandria	113 09
M. Sanford	Alexandria	115 04
Wm. Smith	Alexandria	112 08
Richard Bender	Alexandria	116 02
A. J. Clark	Alexandria	117 08
H. O. Claughton	Alexandria	<u>119 02</u>
	Six boats	693 13

Maryland Company

Baltimore	Georgetown	115 15
Peter Fleckenstein	Georgetown	114 09
T. W. Riley & Son	Georgetown	114 08
Thomas Sammon	Georgetown	117 15
Mayfield & Hieston	Georgetown	114 19
George S. Young	Georgetown	110 18
Annie	Georgetown	<u>113 14</u>

Canal Trade - 1876

	Seven boats	<u>801 18</u>
	Borden Mining	
R. J. West	Georgetown	118 02
Borden & Lovell	Georgetown	115 17
Sallie E. Hassett	Georgetown	120 15
Warren Delano	Georgetown	<u>118 10</u>
	Four boats	473 04
	Despard Company (Gas coal)	
Laura S.	Washington	121 09
M. Sinclair	Washington	<u>114 04</u>
	Two boats	235 13
	Individual	
Ida & Harry	Washington	110 00

ES, Mon. 5/15/76, p. 4. **GEORGETOWN Grain** – By canal – Boat Ellen Brooks with 1,300 bushels wheat and 700 bushels corn consigned to J. G. & J. M. Waters.

AG, Mon. 5/15/76, p. 3. **CANAL COMMERCE** – Arrived – Boats Lilly & May and Fleming & Motter to Blaen Avon Coal Co.; L. G. Stanhope to Appleman’s brick yard; M. O’Conner to T. J. Mehaffey & Co. Departed – Boats L. G. Stanhope, G. Hughes, and Lilly & May.

Tue. 5/16/76, p. 4. **Canal Trade.**
Forty-one boats left this port yesterday, carrying 4,660 00 tons of coal as follows:

	Consolidation Company	
Williamsport		
Monongahela	Capt. Shupp	104 02
Georgetown		
J. M. Forbes	Capt. Moore	118 03
Maryland	Capt. Clendening	114 07
Lark	Capt. French	116 02
Adam Norrie	Capt. Pennell	117 17
John Spencer	Capt. Rinehart	112 19
A. F. Lantz	Capt. Swain	117 11
W. Irving	Capt. Potts	111 14
J. R. Cruzen	Capt. Lypold	111 11
J. & D. Nuse	Capt. Lockett	116 16
R. I. Morris	Capt. Stride	117 16
Diligent	Capt. Moriarty	<u>121 10</u>
	Twelve boats	1380 08
	New Central Company	
Georgetown		
Nuttie & Billie	Capt. Bowers	111 14
William R. Shaw	Capt. Coffman	112 03
F. A. Mertens	Capt. Manning	108 03

S. H. Davis	Capt. Mouse	112 08
American Boy	Capt. Robinson	109 07
Mary Mack	Capt. McArthur	105 00
John Reeves	Capt. Dick	106 18
Dennis Murphy	Capt. Dick	<u>106 03</u>
	Eight boats	871 26
	Maryland Coal Company	
Georgetown		
F. H. Darby	Capt. Tice	111 14
Mattie	Capt. Seaman	114 11
A. L. Miller	Capt. Keech	115 10
F. H. Irwin	Capt. Compton	110 10
John Park Agnew	Capt. Harrison	110 10
Willie Snyder	Capt. Snyder	116 10
G. M. Stonebraker	Capt. Delaney	111 15
Thomas Venners	Capt. Ganley	<u>108 04</u>
	Eight boats	899 04
	American Company	
Alexandria		
John Wilson	Capt. McCann	110 01
James R. Anderson	Capt. Reynolds	115 15
Maj. E. L. Moore	Capt. Little	119 08
John P. Moore	Capt. Nuse	114 17
P. G. Uhler	Capt. Pearce	119 16
Wm. E. Bell	Capt. Brendlinger	<u>119 00</u>
	Six boats	707 17
	Borden Mining	
Georgetown		
Emerald	Capt. Long	117 00
Lizzie & Phillie	Capt. Gannon	113 13
Martha	Capt. Long	<u>115 07</u>
	Three boats	346 00
	Blaen Avon Company	
Georgetown		
Katie & Addie	Capt. Wolf	121 19
	Despard – Gas Coal	
Washington		
Five Brothers	Capt. Little	113 18
	Individual	
Georgetown		
Henry S. Miller	Capt. Kimble	115 16
J. Hieston	Capt. McArthur	<u>104 00</u>
	Two boats	219 16

Break in the Canal.

On Sunday, about six o’clock in the afternoon, a break occurred in the canal just below Mercerville, near the 82-mile stake. It is supposed that it will take three days to repair damages, consequently the boats will be somewhat detained.

Canal Receipts.

The total receipts from the canal at this port for the week ending May 13 amounted to \$10,319.04. Of this amount there was payable at Cumberland, \$9,769.67; at Georgetown, \$476.01; at other points, \$73.36. The amount of coal shipped was 21,623 12.

In Congress, the other day, Mr. Walsh presented the petition of John Bangs, asking compensation for the canal boat Michael O'Shea, burned by the United States forces at Williamsport, Md., on September 17, 1862, which was referred to the Committee on War Claims.

The steamer Thomas Veneers went out on her first trip with a cargo down the canal yesterday.

ES, Tue. 5/16/76, p. 4. **GEORGETOWN Grain** – By canal – Boat Hattie & Bessie with 3,400 bu. wheat and 100 barrels of flour to Hartley & Bro.

AG, Tue. 5/16/76, p. 2. **CANAL COMMERCE** – Arrived – Boats E. M. Byson and Wm. Foley to Blaen Avon Coal Co.; B. R. Summers to Wm. A. Smoot.
Departed – Boats Fleming & Motter, M. E. Tice and B. R. Summers.

p. 3. Local Brevities

Information was received here today of a break in the C. & O. Canal near Shepherdstown, which occurred yesterday. The cause or extent of the break is not known.

Wed. 5/17/76, p. 1. Overhanging Rocks.

Near Sharpsburg and Williamsport there are overhanging rocks, where boatmen, who don't relish the idea of their comrades and fellow-travelers-to-a-grave-of-starvation boating for \$1 a ton, gather on dark nights and pelt with stones their misguided comrades as they pass along. These same pelters have posted up at

conspicuous points along the canal such choice bits of poetry as this:

“The mules are on the towpath;
The hames are on the collar;
And we'll stone any son of a gun
That dares to boat for a dollar.”

The Patton and other Steamers.

A dispatch received at this office yesterday states that the *Ludlow Patton* and her convoy, the E. L. Moore, arrived at Georgetown at 12 m. yesterday, having compassed the journey in the remarkably short time of 98 hours. At 4 o'clock on Monday afternoon the Patton passed Harper's Ferry, and everything then was O. K., and we presume the rest of the downward trip was accomplished equally free from accident or detention. The successful carrying of a tow by the Patton so satisfactorily and in so short a time is a new triumph for this class of steamers.

The Star No. 1 arrived at Georgetown on Sunday morning at 5 p.m.

The Arthur Lovell, with a convoy, the J. R. Masters, arrived at Georgetown on Sunday morning also.

The *Areturus*, which left here with a tow, arrived at Georgetown without tow at 2:30 p.m. Sunday.

The Arthur Lovell met with some trouble with her propeller on Big Slackwater, though we are not at present informed of the nature of the difficulty.

p. 4. Canal Trade.

Thirty-eight boats left this port yesterday, carrying 4,311 18 tons of coal as follows:

Consolidation Company		
Georgetown		
I. M. Boyer	Capt. Spong	116 01
A. J. Center	Capt. Ingram	114 12
Capt. J. Sheridan	Capt. Creamer	118 04
V. Brashears	Capt. Moore	113 17
W. Thompson	Capt. O'Brian	115 06
Blue Bell	Capt. Riley	115 12
Linnet	Capt. Zeigler	110 09
J. K. Whitford	Capt. Moore	113 16
Garrett & Mans	Capt. Fitzgerald	117 00
	Nine boats	1034 17
New Central Company		

Georgetown		
C. J. Myers	Capt. Malone	113 06
Sharpsburg	Capt. Spong	108 10
J. B. Slattery	Capt. McCoy	106 05
Col. J. C. Lynn	Capt. Reed	112 13
D. A. Carl	Capt. Dennell	113 06
Lucinda	Capt. Rinehart	119 02
A. J. Mills	Capt. Fisher	121 11
	Seven boats	<u>794 13</u>
Borden Mining Company		
Georgetown		
Henry Kraus	Capt. Cowden	117 05
New Era	Capt. Cowden	101 00
Chas. H. Knott	Capt. Young	119 06
Pattie Dunlop	Capt. Snyder	112 00
C. L. Brengle	Capt. Doyle	115 17
F. J. Laing	Capt. Young	120 00
	Six boats	<u>685 08</u>
New Central Company		
Georgetown		
Geo. Hutton	Capt. Wright	108 06
James Noble	Capt. Gower	107 10
F. F. Davis	Capt. Swain	113 13
J. Dick	Capt. Dick	111 08
Samuel Swain	Capt. Lynch	107 11
	Five boats	<u>548 08</u>
American Company		
Alexandria		
Thomas Patton	Capt. Eaton	116 19
M. D. Corse	Capt. Bear	117 12
John H. Platte	Capt. Hooker	115 07
John L. Read	Capt. Hooker	115 01
George Sherman	Capt. Russell	112 04
	Five boats	<u>577 03</u>
Despard Company (Gas coal)		
Washington		
P. J. Sowers	Capt. Rockwell	114 10
	Individual	
Georgetown		
Centennial	Capt. Boley	118 07
Morning Sun	Capt. Little	104 00
M. C. Merryman	Capt. Merryman	104 00
Kate Prather	Capt. Fernsner	112 00
P. A. Gorman	Capt. Brown	118 12
	Five boats	<u>556 19</u>

On May 17, 1876 the toll on grain and flour was reduced to $\frac{3}{4}$ cent a ton per mile from points between Williamsport and Weverton to

Washington. This action was taken to aid canal shippers in their competition with the Baltimore & Ohio Railroad for the agricultural trade of the Potomac Valley.⁴

ES, Wed. 5/17/76, p. 4. **GEORGETOWN**

Good Speed – The *Ludlow Patton*, the successful steam canal boat, owned by Mr. Henry Wagner, arrived this morning from Cumberland, making the trip in 98 hours. This was remarkable speed from the fact that the Patton towed all the way another steam canal boat, the *F. L. Moore*, owned by the same gentleman, which comes here for her engine. Both boats were also loaded, the Patton having 120 tons coal and the Moore 110 tons.

Grain – By canal – Boat Seneca with 2,000 bushels corn, 450 bushels wheat and 900 bushels mill feed consigned to T. C. Williams, and 100 bushels corn to H. M. Talbott; boat Caledonia with 2,000 bushels wheat, 1,000 bushels corn and 500 bushels oats to Hartley & Bro.; boat Loudoun with 2,000 bushels corn and 1,600 bushels wheat consigned to Hartley & Bro.

Break in the Canal – The *Cumberland News* of yesterday says: At one o'clock yesterday morning there was a break in the canal at the 82nd-mile stake, which is on the 6-mile (feeder) level, below dam No. 4. Extent of damage not known, but feared to be considerable, as it is in a bad place.

AG, Wed. 5/17/76, p. 3. **CANAL**

COMMERCE – Arrived – Boats S. T. Ekis to Johnson's brick yard.

Departed – Boats E. M. Bynon, Martin O'Conner, Wm. Foley and S. T. Ekis.

Break in the Canal – The break in the canal, mentioned in yesterday's *Gazette*, is near the 82nd mile post, just below Mercerville. It consists of a considerable washing away of the towpath, and will compel a suspension of navigation for a few days. Reports received here

⁴ C. & O. Canal Historic Resource Study, by Harlan Unrau, p. 460.

this morning, however, say that boats will be able to pass the place on Friday.

Thu. 5/18/76, p. 1. **Canal Trade.**

Owing to the break in the canal, only 21 boats left this port yesterday, carrying 2,396 04 tons of coal, as follows:

Consolidation Company		
Georgetown		
Ichabod Crane	Capt. White	112 00
Joseph Light	Capt. Seaman	113 04
Julia Tyler	Capt. Hebb	116 03
Hawk	Capt. Benner	115 00
J. Snively	Capt. Miller	<u>113 13</u>
	Five boats	570 00
Maryland Company		
Georgetown		
R. T. Semmes	Capt. Westbrook	112 11
R. B. Cropley	Capt. Wright	113 18
W. H. Coin	Capt. McCoy	113 02
Wm. Moffett	Capt. Myers	<u>118 09</u>
	Four boats	458 00
American Coal Company		
Alexandria		
Wm Darrow	Capt. Judy	113 09
A. S. Wintringham	Capt. Eichelberger	113 02
Weyand Doerner	Capt. Goodwin	<u>116 10</u>
	Three boats	343 01
New Central Company		
Georgetown		
Alpha	Capt. McKaig	105 09
G. P. DeWitt	Capt. Montgomery	108 09
Clara	Capt. Eddy	<u>114 08</u>
	Three boats	328 06
Borden Mining		
Georgetown		
Invincible	Capt. Cowden	121 00
Maggie B.	Capt. Cowden	<u>118 11</u>
	Two boats	239 11
Blaen Avon Company		
Williamsport		
E. M. Stanhope	Capt. Rinehart	
Despard – Gas Coal		
Washington		
Denton Jacques	Capt. Newkirk	113 17
	Individual	
Georgetown		
Benj. Miller	Capt. Crumbaugh	113 15
John M. Resley	Capt. Hite	<u>111 01</u>
	Two boats	224 16

Owing to the break in the canal, mentioned the other day in our columns, no

boats are expected to reach this port before Friday.

p. 4. On Tuesday 450 cars, containing nearly 5,000 tons of coal left Piedmont, being the largest shipment in one day during the present season. [Transcribers Note: This equates to 11.11 tons per car, approximately the capacity of the three-pot hopper cars, suggesting in 1876 the hopper cars had not yet been increased in size.]

AG, Thu. 5/18/76, p. 2. **CANAL COMMERCE** – Arrived – Boat L. W. Poffenberger to Blaen Avon Coal Co. Departed – Boat L. W. Poffenberger.

p. 3. **Steam Canal Boat** – The Washington *Star* says: “The *Ludlow Patton*, the successful steam canal boat, owned by Mr. Henry Wagner, arrived this morning from Cumberland, making the trip in 98 hours. This was remarkable speed from the fact that the Patton towed all the way another steam canal boat, the *F. L. Moore*, owned by the same gentleman which comes here for her engine. Both boats were also loaded, the Patton having 120 tons coal and the Moore 110 tons.

Fri. 5/19/76, p. 4. **Canal Trade.**

Twenty-three boats left this port yesterday, carrying 2,650 10 tons of coal, as follows:

American Company		
Alexandria		
Chas. Clifton	Capt. Weaver	114 05
David Stewart	Capt. Penner	113 14
A. J. Akin	Capt. Hamsberg	116 14
T. H. Faile	Capt. Hamsberg	117 08
John H. Parrott	Capt. Colbert	120 14
James A. Alexander	Capt	115 05
Samuel Lloyd	Capt. McMullen	<u>119 03</u>
	Seven boats	817 03
New Central Company		
Georgetown		
Johnny	Capt. P. Kean	111 11
P. L. Seamen	Capt. King	109 03
J. Marmaduke	Capt. Chaplain	113 10
Four Sisters	Capt. McIntyre	113 12
Nora & Willie	Capt. Sorrell	113 01

	Five boats	<u>569 17</u>
	Borden Mining	
Georgetown		
Wm. Borden	Capt. Manning	118 14
Alice	Capt. Artz	114 03
Henry Freeland	Capt. Cowden	115 12
Onward	Capt. Donnelly	<u>117 00</u>
	Four boats	<u>465 09</u>
	Blaen Avon Company	
Williamsport		
David Seibert	Capt. Hamilton	115 18
C. B. Embrey	Capt. Buchanan	117 10
Georgetown		
Mary Mertens	Capt. Faulkwell	<u>117 13</u>
	Three boats	<u>351 01</u>
	Maryland Company	
Georgetown		
Dr. Wiley	Capt. Stewart	114 07
	Despard – Gas Coal	
Washington		
Lillie & Nannie	Capt. Sterling	121 06
	Individual	
Georgetown		
Ed. Stake	Capt. Ardinger	116 07
T. Embrey	Capt. Ardinger	<u>104 00</u>
	Two boats	<u>220 07</u>

The Skedaddler.

Capt. John Weisebrod is remodeling the machinery in his steamer, the "Skedaddler." He proposes to have everything ready in a very short time to carry coal to the eastern markets. Success to Johnny.

 The Maryland Company has stopped shipping coal. All the companies except the Consolidation are liable to stop at any time; there is nothing permanent in the present arrangement.

ES, Fri. 5/19/76, p. 4. **GEORGETOWN Coal Trade** (For week ending today.) Consolidation Coal Company: Receipts 6,721 tons; shipments the same. New Central Coal Company: Receipts 4,836 tons; shipments the same. Maryland Coal Company: Receipts 1,120; shipments 1,325. Borden Mining Company: Receipts 620 tons; shipments the same.

AG, Fri. 5/19/76, p. 2. **CANAL COMMERCE** – Arrivals – Boats Richard Burke to W. A.

Smoot; Caledonia for plaster to Lee & Bro.; and W. E. Turner and Belle Resley to Blaen Avon Coal Co.

Departures – Boats W. E. Turner, Belle Resley, R. Burke and Caledonia for Cumberland

Sat. 5/20/76, p. 4. **Canal Trade.**

Sixteen boats left this port yesterday, carrying 1,833 02 tons of coal, as follows:

American Company		
Alexandria		
J. W. Morris	Capt. Bowers	115 12
C. R. Hooff	Capt. Himes	119 00
R. S. Grant	Capt. Weaver	112 16
John W. Burke	Capt. Renner	114 09
Wm. Walsh	Capt. Teach	115 18
C. Robb	Capt. Bowers	<u>118 06</u>
	Six boats	696 01
Borden Mining		
Georgetown		
C. E. Hassett	Capt. Hassett	120 17
W. L. Shaw	Capt. Kinsel	
Julia Borden	Capt. Cowden	114 19
Exchange	Capt. Cowden	110 18
Jacob H. Snyder	Capt. Shaw	120 15
Ida & Sally	Capt. Tice	<u>118 16</u>
	Six boats	701 13
New Central Company		
Georgetown		
B. F. Charles	Capt. Snyder	108 10
Maryland Company		
Georgetown		
Ida & Willie	Capt. Albert	111 18
Individual		
Georgetown		
Rebecca B. Lynn	Capt. Albert	112 00
T. J. Mahaffy	Capt. Otto	<u>103 00</u>
	Two boats	<u>215 00</u>

 The Blaen Avon and New Hope mines paid off the other day, and the other companies in the Frostburg and George's Creek region will do likewise on Saturday. This will afford only a feeble and temporary ray amid the universal gloom that hangs over our mining region.

 The report reached this city last evening that the recent break in the canal near

Mercerville, which was filled in to completion the other day, has again broken out.

AG, Sat. 5/20/76, p. 2. **CANAL COMMERCE**

– Arrived – Boats M. S. O'Donnell, J. B. Winslow and J. H. Houck to Blaen Avon Coal Co.

Departed – Boats M. S. O'Donnell, J. B. Winslow and J. H. Houck.

Mon. 5/22/76, p. 1. **Canal News.**

Mr. Asa Willison, collector of tolls, received a dispatch on Saturday from Mr. Samuel McGraw, announcing that the work of repairing the break in the canal near Shepherdstown was completed at 6 o'clock on Friday evening, and that boats passed through at 9 o'clock on Saturday morning.

p. 4. **Canal Trade.**

Sixteen boats left this port Saturday, carrying 1,863 08 tons of coal, as follows:

American Company		
Robert H. Miller	Alexandria	119 14
J. H. Stickney	Alexandria	116 19
John J. Swift	Alexandria	119 00
T. L. Betts	Alexandria	117 07
S. S. Howison	Alexandria	<u>119 03</u>
	Five boats	592 03
Borden Mining		
Six Brothers	Georgetown	110 11
Sallie H. Taylor	Georgetown	116 12
Rudolph Herr	Georgetown	113 19
Chas. A. Greene	Georgetown	119 17
F. Ensminger	Georgetown	117 09
Mabel	Georgetown	<u>117 18</u>
	Six boats	596 13
Maryland Company		
Dr. Eliason	Georgetown	113 00
Busy Bee	Georgetown	112 15
G. W. Thecker	Georgetown	108 07
Moses Whitson	Georgetown	<u>111 03</u>
	Four boats	445 05
Consolidation		
Monongahela	Georgetown	112 03
Despard – Gas Coal		
David & Turner	Washington	117 04

Quite a troop of boats arrived in port yesterday afternoon, making the first arrivals since the break.

Bass Struck.

On the last trip made by the Arthur Lovell down the canal, when the steamer was passing a point near Oldtown, a big bass that weighed between five and six pounds was struck by the propeller and thrown clear out on the tow-path, where it was picked up by a small boy named Charley Firman, who ran off with it.

The Bassee Reward.

The Board of Directors of the Chesapeake and Ohio Canal Company have directed the \$500 reward in the Bassee case be given to Constable Wm. L. Boyd, on condition that the Court of Appeals does not reverse the verdict of the jury in the lower court.

ES, Mon. 5/22/76, p. 4. **GEORGETOWN**

Grain – Arrived boat J. N. Thomas with 2,500 bushels wheat, 850 bushels corn and 76 barrels flour consigned to J. G. & J. M. Waters.

AG, Mon. 5/22/76, p. 3. **CANAL**

COMMERCE – Arrived – Boats Wm. Mertens and J. A. Spielman to Blaen Avon Coal Co.

Tue. 5/23/76, p. 4. **Canal Trade.**

Thirty-one boats left this port yesterday, carrying 3,503 14 tons of coal, as follows:

Consolidation Company		
Georgetown		
W. H. Boyd	Capt. Seaman	114 13
Star No. 2	Capt. Moore	100 17
Wm. M. Hill	Capt. Swain	112 17
J. A. Millholland	Capt. Repp	114 11
G. A. Pearre	Capt. Sensel	115 07
M. C. Clay	Capt. Murphy	113 03
Dr. Russell	Capt. Seaman	112 16
H. T. Weld	Capt. Nuse	98 17
Congress	Capt. Kirby	114 04
Ernst & Holland	Capt. Penner	118 17
C. W. Brengle	Capt.	118 17
Dove	Capt. Mose	<u>114 11</u>
	Twelve boats	1329 02
Maryland Company		

Georgetown		
Carrie & Maggie	Capt. Lindsey	108 01
L. H. Kuhn	Capt. Cunningham	111 14
Wm. T. Hassett	Capt. Miller	113 01
Geo. B. Oswald	Capt. Myers	114 12
Thomas Hassett	Capt. Callahan	106 06
Lillie & Nannie	Capt. Sterling	109 04
J. E. Stanhope	Capt. Hetzer	109 11
J. E. Hughes	Capt. O'Neal	106 11

Eight boats 879 00

American Company

Alexandria		
Dr. M. M. Lewis	Capt. Eichelberger	115 00
Dr. G. Ellis Porter	Capt. Chaney	117 08
Wm. J. Boothe, jr.	Capt. Hatch	114 02
John Bradburn	Capt. Malone	116 18
Henry Delafield	Capt. Hetzer	114 13
David A. Lowe	Capt. Lynch	119 05

Six boats 697 06

Borden Mining Company

Georgetown		
Henry Boley	Capt. Smith	115 14
M. S. Haines	Capt. Zimmerman	119 10
N. Williams	Capt. Zimmerman	117 15
John C. Hassett	Capt. Weyand	107 18
Donna Tilghman	Capt. Stoops	117 09

Five boats 578 06

McKaig's New Steamer.

Some time since Messrs. Merwin McKaig and J. A. Muncaster received letters patent for the invention of a contrivance for raising and lowering of a propeller for steam canal boats. The patterns for the boiler and machinery of the new steamer, in which the invention will be placed, are now nearly completed, the work having been done very carefully and in the most workmanlike manner. Every effort will be made by the builders to increase the power and diminish the weight of the machinery as far as possible. To accomplish this purpose, all the smaller parts of the machinery will be made of steel, and it is expected that the weight of the apparatus will be thereby reduced at least one-third. In order to insure great excellence in every detail of the work the hands employed are given full time and furnished with the best material.

It is not probable that the new steamer will be ready for trial before September.

Canal Receipts.

The receipts from this port for the week ending May 20, were \$8,504.75. Of this there was payable at Cumberland, \$8,276.87; at Williamsport, \$57.49; at Georgetown, \$170.39. The amount of coal shipped was 18,026 tons.

Improvements.

Mr. Thomas Connolly will build this summer a new brick store-house in South Cumberland between Basin and Consolidation wharves. He will build on the site of the old saddler's shop, which was yesterday removed to the canal side of the road.

The place on the canal where the recent break occurred is a rather dangerous locality, and one often liable to breakage from the fact that the bed of the canal there lies upon treacherous limestone ridges. A watchman is constantly employed there by the canal company, but in spite of all precautions it is almost impossible to provide against the contingency of breaks at this point.

It is found that the water in the canal basin, near the Basin Wharf, is not fit for use in the boilers of steamers. The Thomas Venners used some of it in a recent trial trip, and the result was to cause the water in the boiler to foam up and prevent the proper generation of steam.

AG, Tue. 5/23/76, p. 2. **CANAL COMMERCE**
 – Arrived – Boats C. C. Kelly to Blaen Avon Coal Co.; A. Spier to Windsor's brick yard.
 Departed – Boats W. Mertens and A. Spier.

p. 3. **Accidents at the Canal** – A little daughter of Mr. C. H. Arrington fell into the upper level of the Alexandria Canal this morning and would have been drowned but for the efforts of Mr. James Dean, who jumped into the canal and rescued her.

A little daughter of Mrs. Cunningham, while crossing one of the gates at the upper

locks, last evening, stumbled and would have fallen into the lock but was caught by a youth named Thomas Fannon, who happened to be standing nearby. The little girl was returning from school at the time, and her books and slate fell into the lock.

Wed. 5/24/76, p. 4. Canal Trade.

Thirty-one boats left this port yesterday, carrying 3,465 05 tons of coal, as follows:

Consolidation Company		
Georgetown		
M. M. Jane	Capt. Arthur	115 05
Dr. R. J. Duckett	Capt. Price	111 04
A. Gruber	Capt. V. Woltz	119 14
Morning Star	Capt. Singer	112 15
A. P. Gorman	Capt. Yingling	113 15
Miner	Capt. Yingling	114 11
Energy	Capt. Morrison	112 03
Anna Bruce	Capt. Draner	110 13
A. Campbell	Capt. Eddy	120 01
Joel Charles	Capt. Hammond	113 01
W. C. Ernst	Capt. Bender	117 12
J. R. Ray	Capt. [Kerfoot]	116 16
W. Moorehead	Capt. Read	111 10
	Thirteen boats	<u>1393 00</u>
New Central Company		
Georgetown		
B. F. Price	Capt. Miller	110 15
G. W. Jones	Capt. McKalvey	109 10
Dr. F. M. Davis	Capt. Middleton	113 18
Daniel Henry	Capt. O'Neal	112 19
	Four boats	<u>447 02</u>
American Company		
Alexandria		
Wm. C. Hunter	Capt. Butler	114 14
Ben Williamson	Capt. Austin	114 09
Daniel Annan	Capt. Eichelberger	122 12
L. A. Long	Capt. Long	117 13
Rechabites	Capt. Harris	114 17
	Five boats	<u>584 06</u>
Borden Mining Company		
Georgetown		
T. B. Lynn	Capt. Farron	107 14
Susan Charles	Capt. Snyder	118 02
Little Nan	Capt. Ensminger	119 13
	Three boats	<u>345 09</u>
Maryland Company		
Georgetown		
L. G. Stanhope	Capt. Nave	112 16
Dr. F. C. Doyle	Capt. Wise	115 00
	Two boats	<u>227 16</u>
Blaen Avon Company		

Williamsport		
E. M. Stanhope	Capt. Shaffer Individual	119 05
Georgetown		
Alex. Adams	Capt. Sorrell	114 00
M. S. Fernsner	Capt. Fernsner	115 10
E. L. Flury	Capt. Borden	<u>118 17</u>
	Three boats	<u>348 07</u>

Going it Timidly.

Along that portion of the Potomac above the blue bridge, where the African Baptists immerse their converts, there are the remains of a log wall, whence coal was formerly loaded on to flat-boats and carried down the river at high water, long before the canal was built. Last summer the pastor of the flock above mentioned met with a watery mishap by stepping off this wall and going down incontinently in the deep water. Now when immersing at this place, he feels the way very cautiously with his cane, on the principle, we suppose (to [illegible] the figure) that a burnt child dreads the fire. At the last baptismal service which took place there last week, the converts were put down in water scarcely more than two feet deep, and considerable mud was stirred up by the concussion. Prudential considerations prevented the pastor from going out farther.

Going It.

Quite a number of boats collected below the recent break before it was repaired. After they were allowed to pass over the level, then began an indiscriminate and pell mell race for Cumberland, in which long oaths were dispensed liberally and the pious ejaculations of the muleteers flowed full copiously. The upshot of all this was that several boatmen lost valuable mules by overheating and over-working these humble and sweet tempered creatures.

The one lesson that most boatmen can't learn is that better time and more money can be made by going along at a fair even gait than in going it by fits and starts.

ES, Wed. 5/24/76, p. 4. **GEORGETOWN**

Grain – By canal – Boat Hattie & Bessie with 150 barrels of flour and 3,300 bushels corn consigned to Hartley & Bro.

Thu. 5/25/76, p. 4. **Canal Trade.**

Thirty-four boats left this port yesterday, carrying 3,844 17 tons of coal, as follows:

Consolidation Company		
Georgetown		
R. Shriver	Capt. Nuse	115 03
D. A. Miller	Capt. Miller	119 01
Yonkers	Capt. Mondell	120 16
L. L. Shives	Capt. Shives	112 19
S. T. Ekis	Capt. Morrison	117 12
Jimmy M., jr	Capt. Bush	116 17
Star No. 3	Capt. Pennell	108 00
J. T. Davis	Capt. Berger	116 11
D. M. Read	Capt. Eichelberger	118 05
Monongahela	Capt. Shupp	112 01
Jacob McGraw	Capt. Mertens	113 03
Williamsport		
Grason & Fannie	Capt. Taylor	110 01
	Twelve boats	1380 09
Borden Mining Company		
Georgetown		
Theo. Dean	Capt. Martin	120 11
B. M. Young	Capt. Miles	119 19
Arthur Lovell	Capt. Gorman	106 11
Capt. J. R. Masters	Capt. Gorman	114 13
Areturus	Capt. Hassett	102 14
J. H. Farrow	Capt. Ardinger	115 13
Alonzo Berry	Capt. Ardinger	113 04
	Seven boats	793 05
New Central Company		
Georgetown		
Dr. J. P. Broderick	Capt. Little	111 06
R. Fannon	Capt. Alexander	114 09
D. R. Long	Capt. Long	113 17
Loretto	Capt. Ardinger	107 13
Elizabeth	Capt. Seaman	110 07
	Five boats	557 12
American Company		
Alexandria		
Samuel Henry	Capt. Turner	112 15
Gardner L. Booth	Capt. Davis	119 08
James Dayton	Capt. Shaw	115 19
William Gregory	Capt. James	114 19
	Four boats	463 01
Maryland Company		
Georgetown		
Ludlow Patton	Capt. Farman	95 19
Cumberland	Capt. Henry	112 11
A. K. Syester	Capt. Kroon	104 12
James H. Percy	Capt. French	102 10

	Four boats	415 12
	Blaen Avon Company	
Williamsport		
C. B. Embrey	Capt. Buchanan	111 14
Georgetown		
Geo. Hughes	Capt. Callan	123 04
	Two boats	234 18

 The cost of the machinery and boiler of the steamer Arthur Lovell was \$1,600, which is cheaper, we understand, than any other steamer on the canal.

 The Arthur Lovell, with convoy, carried 240 tons of coal on her last round trip, and only six tons of fuel were used.

A Prospective Race.

Three steamers, the *Areturus*, the *Lovell* and the *Ludlow Patton*, each built on entirely different plans, left this port yesterday morning within an hour or so of each other. The *Lovell* is the only one of the three taking a convoy. Now let us see which of the three will arrive at Georgetown first.

So far as we know, there have not been any races hitherto for a long distance between the canal steamers, except last year, when the H. T. Weld chased the Alpha from Georgetown to the Monocacy, when the Alpha met with an accident to her smoke stack, compelling her to stop. The Weld then went by, with flames shooting three or four feet above the mouth of her smoke stack.

ES, Thu. 5/25/76, p. 4. **GEORGETOWN**

Grain – By canal – Boat H. M. Talbott with 2,000 bushels of corn and 250 bushels of wheat consigned to H. M. Talbott. Boat Loudoun with 2,000 bushels of corn and 20 bales of hay consigned to Hartley & Bro.; also, 2,000 bushels of corn consigned to H. M. Talbott.

AG, Thu. 5/25/76, p. 2. **CANAL**

COMMERCE – Arrived – Boats G. P. Lloyd and Ed Bayer to American Coal Co.; Hubert & Kirby limestone to E. Francis; P. Hein lumber to A. M. R. W. Co.

Departed – Boats G. P. Lloyd, Ed Bayer, C. C. Kelly and Hubert & Kirby.

The Canal – The break in the C. & O. Canal having been repaired, loaded boats are expected to arrive here this evening. The Cumberland *Alleganian* says that the place on the canal where the recent break occurred is a rather dangerous locality, and one often liable to breakage from the fact that the bed of the canal there lies upon treacherous limestone ridges. A watchman is constantly employed there by the canal company, but in spite of all precautions it is almost impossible to provide against the contingency of breaks at this point.

Racing on the Canal – Quite a number of boats collected below the recent break before it was repaired. After they were allowed to pass over the level, then began an indiscriminate and pell mell race for Cumberland, in which long oaths were dispensed liberally and the pious ejaculations of the muleteers flowed forth copiously. The upshot of all this was that several of the boatmen lost valuable mules by overheating and over-working these humble and sweet-tempered creatures. The one lesson that most boatmen can't learn is that better time and more money can be made by going along at a fair even gait than in going it by fits and starts. – *Cumberland Alleganian*.

Local Brevities

Loaded coal boats have arrived here, and the American Coal Company recommenced their shipments this morning, which will be continued during the season unless interrupted by another break in the canal.

Fri. 5/26/76, p. 4. **Canal Trade.**

Thirty boats left this port yesterday, carrying 3,455 02 tons of coal, as follows:

Consolidation Company		
Georgetown		
P. J. Smith	Capt. Anderson	114 05
A. E. McDonald	Capt. McDonald	118 06
L. R. Fechtig	Capt. Smith	113 09

C. P. Manning	Capt. Read	120 02
John Leech	Capt. Walker	117 01
Ino	Capt. McCarty	116 03
Elmer & Kate	Capt. Little	120 05
Mrs. C. E. Charles	Capt. Little	117 09
G. W. Barnett	Capt. Little	112 16
Wm. Weber	Capt. Dixon	118 02
C. H. Dalton	Capt. Little	119 10
Tommy & Nellie	Capt. Little	117 05

Twelve boats 1404 13

New Central Company

Georgetown		
R. H. Gordon	Capt. Miller	114 12
B. F. Price	Capt. Miller	110 19
Four Sisters	Capt. Kean	111 03
Thomas Lannon	Capt. French	112 14
M. Ruben	Capt. Gardner	115 05
E. Mulvaney	Capt. Cohill	111 00

Six boats 675 13

Borden Mining

Georgetown		
Geo. T. Gatrell	Capt. Gatrell	121 16
Sallie J. Kelly	Capt. Kelly	118 05
Isaac Wilson	Capt. Sisler	121 08
Johnny & Frankie	Capt. Gatrell	115 17

Four boats 477 06

American Company

Alexandria		
W. J. B. Lloyd	Capt. Kirkpatrick	115 19
M. A. Myers	Capt. Martin	116 10
Andrew Main	Capt. Moore	112 13

Three boats 345 02

Maryland Company

Georgetown		
Thomas O'Connell	Capt. Mills	109 14
Kate Brooks	Capt. McCormick	113 02
Henry Boyd	Capt. Brown	111 12

Three boats 333 18

Individual

Georgetown		
R. B. Cropley	Capt. Little	108 10
J. T. Dixon & Co.	Capt. Heck	110 00

Two boats 218 10

First Boat.

The first boat that reached the eastern terminus of the canal since the break was the Alexander, which carried Borden coal, and unloaded at Georgetown on Wednesday afternoon.

ES, Fri. 5/26/76, p. 4. **GEORGETOWN**

Coal Trade – Consolidation Coal Company:

Receipts 3,482 tons, shipments 3,592 tons.
Borden Mining Company: Receipts 2,200 tons, shipments 1,300 tons.

Cement – By canal – Round Top with 750 barrels cement to J. G. & J. M. Waters.

AG, Fri. 5/26/76, p. 2. **CANAL COMMERCE**
– Arrived – Boats A. P. Gorman and B. Miller to J. P. Agnew; H. O. Claughton, A. J. Clark, M. Sanford, R. Bender, W. Smith, W. E. Bell, P. G. Uhler, J. Green, J. P. Moore, J. H. Platte, J. L. Read, E. L. Moore, Geo. Sherman, J. A. Alexander and D. Stewart to American Coal Co. Departed – Boats H. O. Claughton, A. J. Clark, M. Sanford, R. Bender, W. Smith, W. E. Bell, P. G. Uhler, J. Green, J. P. Moore and J. H. Platte for Cumberland.

p. 3. **Coal Trade** – Both the Alexandria and Chesapeake and Ohio Canal being now in perfect order, coal boats are arriving regularly. The American and Blaen Avon are however the only companies which have recommenced shipments from this port. The former company cleared three vessels today and others are expected. It is not known when the other companies will resume shipments, but it will probably be about the middle of June.

Sat. 5/27/76, p. 4. **Canal Trade.**

Thirty boats left this port yesterday, carrying 3,405 07 tons of coal, as follows:

Consolidation Company		
Georgetown		
C. Slack	Capt. Morrison	112 15
W. L. Read	Capt. Bowers	117 15
Star No. 2	Capt. Otto	112 06
J. N. Clary	Capt. Bowers	116 15
H. C. Hicks	Capt. Riley	115 08
Laura	Capt. Brubaker	112 13
Okonoko	Capt. Byroads	118 01
Consolidation	Capt. Shank	113 14
Mohawk	Capt. Baler	112 04
H. J. Kenah	Capt. Broderick	116 13
J. W. Turner	Capt. Bowhay	115 13
T. Malloy	Capt. Knode	112 08
	Twelve boats	1380 05
New Central Company		

Georgetown		
J. R. Couter	Capt. Williams	115 09
W. P. Wools	Capt. Little	110 12
M. A. West	Capt. Conrad	109 01
Albert Zeigler	Capt. Dixon	111 02
Geo. S. Couter	Capt. Newell	114 08
Jack Topper	Capt. Snyder	111 01
Friendship	Capt. Hall	104 08
Lizzie Reagan	Capt. Butler	111 01
	Eight boats	887 02
Maryland Company		
Georgetown		
W. H. Lowe	Capt. Renner	116 03
John Sammon	Capt. Quigley	111 01
Laura B. Agnew	Capt. Quigley	112 00
Cherokee Tribe	Capt. Sisler	107 16
M. H. Russell	Capt. Hetzer	111 10
	Five boats	558 10
Borden Mining Company		
Georgetown		
L. N. Lovell	Capt. Cowden	118 00
John G. Lynn	Capt. Martin	121 13
S. H. Sherman	Capt. Pitzer	118 19
	Three boats	358 12
Individual		
Georgetown		
G. F. Smith	Capt. Bender	112 00
T. Bowers	Capt. Bowhay	109 00
	Two boats	221 00

Mr. M. Darragh has returned to this city to superintend the placing of the machinery in Mr. Michael Quigley's boat.

AG, Sat. 5/27/76, p. 2. **CANAL COMMERCE**
– Arrived – Boats Nora & Willie, D. Murphy, J. Dick, J. Lewis, Clara, G. P. DeWitt and steamer Alpha to New Central Coal Co.; Round Top Cement for sale; R. S. Grant, C. Clifton, John W. Burke, Charles Robb, J. H. Parrott, Jr. and J. W. Morris to American Coal Co. Departed – Boats J. L. Read, A. P. Gorman, E. L. Moore, Nora & Willie, G. Sherman, J. A. Alexander, D. Stewart, R. S. Grant, C. Clifton, J. Reives, J. Dick and Round Top Cement.

p. 3. **Man Killed** – A colored man named Henry Gilbert met with his death at Agnew's coal dock this morning under the following circumstances: The steam hoisting apparatus was at work transferring coal from a canal boat to the

schooner Earl P. Mason, when an eye bolt which held up the derrick broke off owing to a flaw in the iron, and the derrick fell to the floor of the upper platform. The empty coal bucket becoming detached from the hook fell to the wharf below, striking Gilbert on the top of the head, and falling into the dock. Gilbert, at the time he was struck, was crossing from the canal boat to the wharf on a plank directly beneath the hoisting apparatus. Upon being struck he fell into the dock [*sic.* water] and sunk. His body was after some difficulty recovered. The top of his skull was crushed in and his death must have been instantaneous. Gilbert was about fifty years of age and leaves a wife and five small children, who live near Colross. No blame can be attached to any one connected with the yard as Mr. Milstead, the foreman, had carefully examined the derrick this morning, as is his custom, and found it in seemingly good order. The defect in the iron was so located as not to be apparent on the outside.

Local Brevities

The Maryland Coal Company, which stopped shipments by canal on Wednesday week, on account of the break, resumed the same on Saturday. The New Central Company, which also stopped shipping by canal at the same time, resumed shipments Thursday.

Mon. 5/29/76, p. 3. **Coal Trade.**

Both the Alexandria and Chesapeake and Ohio canals being now in perfect order, coal boats are arriving regularly. The American and Blaen Avon are however the only companies which have re-commenced shipments from this port. The former company cleared three vessels today and others are expected. It is not known when the other companies will resume shipments, but it will probably be about the middle of June. – *Alexandria, Gazette, 26th.*

p. 4. **Canal Trade.**

Forty boats left this port Saturday, carrying 4,552 09 tons of coal, as follows:
 Consolidation Company

Lillie & May	Georgetown	112 13
Belle Resley	Georgetown	115 01
Samuel Bacon	Georgetown	122 14
Uno	Georgetown	112 00
	Georgetown	113 18
A. Greenless	Georgetown	113 00
W. E. Turner	Georgetown	112 03
M. E. Waters	Georgetown	112 13
A. Gruber	Georgetown	116 03
G. H. Moore	Georgetown	118 08
S. Rinehart	Georgetown	116 10
L. L. Mouse	Georgetown	112 08
M. Boyer	Georgetown	109 08
M. S. O'Donnell	Georgetown	113 00
M. O'Connor	Georgetown	111 17
Little Eddie	Georgetown	107 18
A. M. Grove	Georgetown	111 11
G. W. Knode	Georgetown	116 13
L. W. Poffenberger	Georgetown	115 15
J. B. Varnum	Georgetown	112 14
J. B. Winslow	Georgetown	111 06
J. H. Gatrell	Georgetown	112 12
Molly Tice	Georgetown	116 11
	Twenty-three boats	2619 16
	New Central Company	
Ida J. Kreps	Georgetown	114 09
Sallie & Jennie	Georgetown	111 01
J. R. Purcell	Georgetown	112 09
Williamsport	Georgetown	115 00
C. W. Adams	Georgetown	112 10
Ben Bissell	Georgetown	117 02
	Six boats	682 11
	Borden Mining Company	
Hunter G.	Georgetown	119 10
Harry Borden	Georgetown	113 15
	Two boats	233 07
	Blaen Avon Company	
E. M. Stanhope	Williamsport	116 02
	Maryland Coal Company	
G. Berkebile	Georgetown	117 14
Queen City	Georgetown	113 03
Sprigg S. Lynn	Georgetown	109 03
Mollie & Bettie	Georgetown	111 11
Willie & Annie	Georgetown	111 00
A. Kratz	Georgetown	114 16
	Six boats	677 07
	Individual	
Mattie	Alexandria	114 06
	Despard – Gas Coal	
H. Herbner	Washington	109 00

NR, Mon. 5/29/76, p. 1. **A Canal-Boat Shooting Affair.** – Saturday morning, while the canal-boat May Pan was lying in the canal near the outlet-lock above Georgetown, a young white

boy about nineteen years of age, named George Brent, became engaged in a quarrel with the captain of the boat. During the broil the captain drew a pistol and shot the boy, the ball taking effect in the hip and seriously wounding him. The parties connected with the affair continued on up the canal, and soon got beyond the reach of the District authorities.

ES, Mon. 5/29/76, p. 4. **GEORGETOWN Grain** – Boat Medley with 2,000 bushels corn to Hartley & Bro., and 500 bushels corn to T. C. Wheeler; boat Caledonia with 2,200 bushels wheat and 500 bushels corn to Hartley & Bro. Boat L. C. Bootes with 200 bushels corn to H. M. Talbott.

AG, Mon. 5/29/76, p. 3. **CANAL COMMERCE** – Arrived – Boats Blue Bell, Garrett & Mans and Centennial to brick yards on the line of the canal; M. Scally and M. Mertens to Blaen Avon Coal Co.; S. Lloyd, C. R. Hooff, D. A. Lowe, M. D. Corse, Wm. Walsh, T. H. Faile, A. J. Akin, W. Doerner, J. Wilson and J. R. Anderson to American Coal Co. Departed – Boats Dennis Murphy, John W. Burke, Blue Bell, Garrett & Mans, Centennial, Chas. Robb, J. H. Parrott, Jr., J. W. Morris, Clara, G. P. DeWitt, S. Lloyd, C. R. Hooff.

Tue. 5/30/76, p. 1. **Terrible Accident in Alexandria.** – While the steam hoisting apparatus at Agnew's coal dock in Alexandria was at work transferring coal from a canal boat to the schooner Earl P. Mason, on Saturday morning, an eye-bolt which held up the derrick broke off owing to a flaw in the iron, and the empty iron coal bucket becoming detached from the hook, fell and struck a colored man named Henry Gilbert, who was just crossing a plank from the canal boat to the schooner, upon the head. Gilbert fell into the dock and sunk. His body was recovered after a while, and his head was found to have been terribly crushed.

p. 4. **Canal Trade.**

Forty-six boats left this port yesterday, carrying 5,242 15 tons of coal, as follows:

Consolidation Company		
Georgetown		
Lillie Lemen	Capt. Dunn	117 08
Grason & Fannie	Capt. Taylor	111 09
Osceola & Jake	Capt. Seaman	117 06
J. A. Graham	Capt. Brubaker	110 04
Creole	Capt. Jackson	113 12
J. M. Forbes	Capt. Moore	112 05
Dr. A. A. Biggs	Capt. Brubaker	114 16
Maryland	Capt. Clendening	113 15
J. & D. Nuse	Capt. Lockett	114 04
I. M. Boyer	Capt. Spong	113 08
W. Thompson	Capt. O'Brian	114 18
W. Irving	Capt. Potts	113 08
G. Meredith	Capt. Compton	121 00
Robin	Capt. Compton	113 19
R. I. Morris	Capt. Stride	119 10
Julia Tyler	Capt. Hebb	113 08
A. B. Turner	Capt. Reynolds	117 14
John Spencer	Capt. Rinehart	<u>112 16</u>
	Eighteen boats	2065 00

Maryland Company		
Georgetown		
Annie E. McQuade	Capt. Clark	111 03
John H. Kindle	Capt. Smith	115 06
R. L. Gross	Capt. Mattingly	107 18
Richard Burke	Capt. Arrington	110 00
Henry Loveridge	Capt. Trimble	112 03
B. R. Summers	Capt. Sorrel	112 10
Etta & Rena	Capt. Porter	112 07
M. A. Brady	Capt. Brady	<u>110 00</u>
	Eight boats	891 07

Borden Mining Company		
Georgetown		
Dr. O. M. Schindel	Capt. Warner	115 14
Borden & Lovell	Capt. Washer	114 00
Alexander	Capt. Cowden	117 14
J. R. Haines	Capt. Irwin	112 14
Henry Kraus	Capt. Cowden	<u>115 14</u>
	Five boats	576 00

American Coal Company		
Alexandria		
Michael Snow	Capt. Martz	121 00
Edward Bayer	Capt. Fisher	117 04
C. C. Kelly	Capt. Potter	113 13
Henry C. Flagg	Capt. Piper	119 08
M. Sanford	Capt. Everly	<u>119 07</u>
	Five boats	590 12

New Central Coal Company		
Georgetown		
R. A. Goodwin	Capt. Kaiser	110 01
Iowa	Capt. Keady	114 02
J. E. Coulehan	Capt. Kimble	114 13

Emma	Capt. Paxton	112 02
G. H. Bradt	Capt. Weston	110 17
Ohio	Capt. Pierce	107 11
J. B. Turton	Capt. Brooks	110 18
	Seven boats	<u>780 01</u>
Blaen Avon Coal Company		
Williamsport		
J. A. Spielman	Capt. Miller	115 12
	Individual	
Alexandria		
Geo. W. Grove	Capt. Rudgeon	112 00
N. Willison	Capt. Keech	112 00
	Two boats	<u>224 00</u>

 The following are the Canal receipts for the week ending May 27, 1876:

Payable at Cumberland	\$10,133.21
Payable at Georgetown	320.39
Payable at Williamsport	<u>88.43</u>
Total	\$10,542.03

Total amount of coal shipped, 22,442 08 tons.

A Canal Boat Shooting Affair.

Saturday morning, while the canal boat May Pan was lying in the canal near the outlet lock above Georgetown, a young white boy about nineteen years of age, named George Brent, became engaged in a quarrel with the captain of the boat. During the broil the captain drew a pistol and shot the boy, the ball taking effect in the hip and seriously wounding him. The parties connected with the affair continued on up the canal, and soon got beyond the reach of the District authorities.

Canal Steamboat Racing.

As we predicted last Thursday, there was a spirited race between the steam canal boats *Areturus*, *Arthur Lovell*, *Star No. 3* and *Ludlow Patton*, all leaving Cumberland on May 24th – the first three about 10 o'clock in the morning, and the *Patton* about 2:30 in the afternoon. The *Lovell* having a boat in tow, and the *Star* running day time only, narrowed the race down to the *Areturus* and *Patton*. The *Patton* steadily gained on the boats ahead, and finally overhauled the *Areturus* on the nine-mile level, about 130 miles from Cumberland. In passing her, however, the

crew on the *Areturus* would not give the way, and in defiance of all regulations and the canal custom, crowded the *Patton* ashore in three attempts to pass, Capt. Atkinson, of the *Patton*, requesting the captain of the *Areturus* to give the way, as the gain of five hours was ample proof of superior speed. On the fifth attempt to pass, the *Areturus* getting again in the way, was run into by the *Patton* and forced her ashore, where she had to tie up. The *Patton* went on, and reached Georgetown at 2:30 p.m. Saturday, 72 hours from Cumberland.

The steamer *Thomas Venners*, whose machinery was built by Messrs. McKaig & Son, on the same plan as the *Ludlow Patton*, also has made her first trip, and arrived in Georgetown yesterday, everything working admirably.

ES, Tue. 5/30/76, p. 4. **GEORGETOWN Jam on the Canal** – An excursion party from Wesley Chapel started for Great Falls vis the canal about 8 o'clock this morning. At 10 o'clock they had proceeded about one boat's length, and some were making calculations that it would take until next Decoration Day – perhaps the next Centennial – at the same rate of progress, to reach the falls. However, they were finally extricated from the blockade, and went on their way rejoicing.

Grain – Hattie & Bessie with 1,700 bushels corn, 1,700 bushels wheat and 100 barrels flour to Hartley & Brother; Medley with 100 bushels corn to H. M. Talbott.

AG, Tue. 5/30/76, p. 2. **CANAL COMMERCE** – Arrived – Boats J. H. Stickney, W. J. Boothe, Jr., T. L. Betts and J. J. Swift to American Coal Co.; Caledonia to Lee & Bro. for plaster. Departed – Steamer Alpha and boats D. A. Lowe, M. D. Corse, B. Miller, W. Walsh, T. H. Faile, A. J. Akin, W. Doerner, John Wilson and J. R. Anderson for Cumberland.

Wed. 5/31/76, p. 4. **Canal Trade.**

Forty-three boats left this port yesterday, carrying 4,817 02 tons of coal, as follows:
 Consolidation Company

Canal Trade - 1876

Georgetown		
Adam Norrie	Capt. Pennell	112 18
J. K. Whitford	Capt. Moore	112 06
V. S. Brashears	Capt. Moore	116 12
Capt. J. Sheridan	Capt. Crum	115 00
Dr. C. F. Russell	Capt. Seaman	113 03
Hawk	Capt. Benner	113 14
J. R. Cruzen	Capt. Lypold	111 15
Blue Bell	Capt. Riley	117 01
Monongahela	Capt. Shupp	114 04
A. F. Lantz	Capt. Swain	116 15
Lark	Capt. French	110 17
H. T. Weld	Capt. Nuse	99 08
R. Partner	Capt. Cummings	122 05
I. Crane	Capt. White	114 11
Wm. M. Hill	Capt. Swain	112 06
Jos. Light	Capt. Seaman	112 13
Geo. A. Pearre	Capt. Sensel	112 16
	Seventeen boats	1922 14
Borden Mining Company		
Georgetown		
Lizzie & Phillie	Capt. Gannon	57 07
William R. Shaw	Capt. Coffman	105 12
Warren Delano	Capt. Fernsner	114 12
A. C. Greene	Capt. Joy	113 01
Sallie E. Hassett	Capt. Mouse	119 13
Pattie Dunlop	Capt. Snyder	114 05
Fall River	Capt. Miles	117 08
F. L. Tilghman	Capt. Cowden	116 00
	Eight boats	857 18
New Central Company		
Georgetown		
William R. Shaw	Capt. Coffman	105 12
Wm. Young	Capt. Reives	114 02
F. A. Mertens	Capt. Manning	105 09
John Hammond	Capt. Brooks	110 10
E. B. Hartley	Capt. Bonnert	111 02
Samuel H. Davis	Capt. Allison	110 12
	Six boats	657 07
Blaen Avon Company		
Williamsport		
C. B. Embrey	Capt. Buchanan	111 14
David Seibert	Capt. Hamilton	117 16
	Two boats	229 10
Despard – Gas Coal		
E. F. Wheeler	Capt. Knode	109 19
	Individual	
Mollie	Capt. Hammond	112 00
American Company		
Alexandria		

Richard Bender	Capt. Rose	116 00
Wm. Smith	Capt. Masters	119 12
Joseph Green	Capt. Martz	115 14
American Flag	Capt. McKnight	119 13
Matthew Kersey	Capt. Fisher	119 17
	Five boats	590 16
Maryland Company		
Georgetown		
G. H. Bradt	Capt. Hill	112 09
Dr. Grimes	Capt. Hill	112 09
W. & B. Mills	Capt. Mills	112 00
	Three boats	336 18

The Boat Race on the Canal.

Yesterday we published the circumstances attending the race on the canal between the steam canal boats *Ludlow Patton* and *Areturus*. The points in the case were furnished us by a friend of the former; and now comes forward a friend of the latter and offers a few strong points as the reasons why the *Ludlow Patton* passed the *Areturus*. [illegible] when the *Areturus* started, it was not with any understanding of a race, second, that the *Areturus* carried 190 tons 9 cwt., while the former carried only 95 tons, a difference of nearly 14 tons in freight, the two vessels being of an equal bulk of measurement. In the collision on the canal neither boat was seriously damaged.

There is a great interest taken by the friends of each of these boats as to swiftness of each vessel, and a friend of the *Areturus* informs us that there is the sum of \$1,000 ready to be placed as a wager on that vessel being the swiftest of the two.

Come up, gentlemen of the first and second part; plank down your rags and let us have the dispute settled by a fair race, a free course, and a long run, and let the one that wins bear the laurels.

ES, Wed. 5/31/76, p. 4. **GEORGETOWN Rescued** – Yesterday, about 1 o'clock, a child named Cunningham, fell into the canal from a boat lying just above the Aqueduct bridge. She had sunk the third time, when the captain of the steamer *Arthur Lovell*, sprang in and rescued her.

Grain – Boat Loudoun with 3,000 bushels wheat and 5 tons hay consigned to Hartley & Bro. Also, 200 bushels corn to H. M. Talbott; boat J. N. Thomas with 2,200 bushels corn, 950 bushels wheat and 87 barrels flour to J. G. & J. M. Waters; boat L. C. Bootes with 200 bushels corn to H. M. Talbott.

AG, Wed. 5/31/76, p. 2. **CANAL COMMERCE** – Arrived – Boats E. L. Flury to Appleman’s brick yard; G. E. Porter, J. Bradburn, L. A. Long, A. S. Wintringham, R. H. Miller, H. Delafield, S. S. Howison and M. M. Lewis to American Coal Company. Departed – Boats J. H. Stickney, W. J. Boothe, Jr., T. L. Betts, J. J. Swift, M. Scally and Caledonia, for Cumberland.

Thu. 6/1/76, p. 4. **Canal Trade.**
Forty-two boats left this port yesterday, carrying 4,776 16 tons of coal, as follows:

Consolidation Company		
Georgetown		
W. H. Boyd	Capt. Seaman	105 15
M. C. Clay	Capt. Murphy	116 03
Ernst & Holland	Capt. Penner	119 02
Linnet	Capt. Zeigler	113 14
A. J. Center	Capt. Ingram	113 07
Johnny & Tommy	Capt. Bell	123 16
J. W. Rhind	Capt. Wyatt	118 09
Fleming & Motter	Capt. Roderick	112 15
J. H. Houck	Capt. Reed	116 17
C. C. Kelly	Capt. Potter	116 12
Garrett & Manse	Capt. Fitzgerald	115 12
Congress	Capt. Kirby	113 09
J. C. Grove	Capt. Marmaduke	114 09
E. J. Arrington	Capt. Mrs. Arrington	113 08
J. Snively	Capt. Miller	115 02
Washington Irving	Capt. Potts	
Dove	Capt. Mose	118 10
	Sixteen boats	1847 06
American Coal Company		
Alexandria		
H. O. Claughton	Capt. Fisher	120 00
A. Jackson Clark	Capt. Wilson	118 07
Maj. E. L. Moore	Capt. Little	116 08
John P. Moore	Capt. Mose	117 09
Peter G. Uhler	Capt. Pearce	119 03
Wm. E. Bell	Capt. Brendlinger	114 06
	Six boats	705 13
Maryland Coal Company		

Georgetown		
Peter Fleckenstein	Capt. Bowers	111 11
Thomas Venners	Capt. Ganley	104 10
John D. Tice	Capt. Magruder	111 16
James & Willie	Capt. Wilson	108 17
Fannie & Estella	Capt. Chaplin	105 03
Francis Gannon	Capt. Evans	115 01
Baltimore	Capt. Starliper	115 08
	Seven boats	772 06

New Central Company

Georgetown		
V. H. Weir	Capt. Bell	110 15
F. F. Davis	Capt. Swain	116 10
Mary Mack	Capt. McArthur	110 10
George Hutton	Capt. Wright	110 13
American Boy	Capt. Robinson	110 16
	Five boats	559 04

Borden Mining Company

Georgetown		
Wm. Staples	Capt. Henry	119 10
Areturus	Capt. Hassett	102 03
Emerald	Capt. Long	114 04
Martha	Capt. Long	119 09
	Four boats	455 06

Despard – Gas Coal

Thomas Moore	Capt. Christy	96 17
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Blaen Avon Coal Company

E. M. Stanhope	Capt. Shaffer	115 04
	Individual	

Georgetown		
John Hieston	Capt. McArthur	107 00
C. Segerson	Capt. Wallace	112 00
	Two boats	219 00

WHO HAS THE FASTEST BOAT.

On Tuesday last we published an article on the trial of speed upon the waters of the canal, giving the particulars of the voyage of the *Ludlow Patton* and her collision with the *Areturus*. We inserted the article as a matter of news, little dreaming that asperities of the friends of the two vessels would warm up to a white heat. On the following day we gave a version of a friend of the *Areturus* on the trip of that vessel to tide water, showing that she was far heavier laden than he competitor and not aware that the latter, which left this port several hours later, designed to make the trip a trial of speed.

Our paper had scarcely made its appearance upon the streets yesterday, and had been read with that avidity for which it is sought by our thousand readers, when a warm friend of

the *Ludlow Patton* and our self, visited us with the following communication, which explains itself:

Mr. Editors: If the believers in the speed of boat "Areturus" really wish to make the match as indicated in your paper of yesterday, with the steam canal boat "Ludlow Patton," they can be accommodated on the following terms:

Both boats to be loaded to the same depth of water, and no coal except for fuel to be removed on trip down. To toss for choice of sides, and to start say one-mile up river, abreast, the boat ahead to take first lock. Running to be regulated as to passing each other by the custom and rules of the Chesapeake and Ohio canal.

Time for lying for unloading to be allowed.

A disinterested party to go on each boat to see fair play.

The "Areturus" party of the "second part" have now the opportunity of complying with their offer made yesterday, and the meeting had and terms arranged at the *Alleganian* office.

Business.

When we read the above communication, we thought it *meant* business, and our convictions began to turn in favor of the *Ludlow Patton* as the fastest vessel that floated the placid waters of the Chesapeake and Ohio canal.

Referring to the back files to discover the speed of the two vessels in former trips, when there was no competitive race, we find that the *Areturus* made her first three miles in 1:10½ hours, with a convoy – the two boats carrying 222 tons exclusive of fuel. The time of the *Ludlow Patton* on her first trip this season is not given.

While discussing the probability of a race of speed for money, as proposed in the above communication, we were presented with the following communication, which also means business, and [illegible] victory without a severe contest. Captain Gorman is a gentleman well known in this community, and when he offers to put up his money he will stand by his proposition. Captain Gorman writes as follows:

Messrs. Editors:

Noticing from the two or three last issues in the *Alleganian*, considerable blowing about racing boats on the canal, I hereby make the following proposition: I can and will carry more coal – go to Georgetown in less time, burn less fuel, (and do less blowing,) than any other boat now running on the canal, for the sum of five hundred dollars. Money to be placed in the hands of the editors of the *Alleganian*. Now, gentlemen, put up, or shut up.

John Gorman

Captain Arthur Lovell

The *Arthur Lovell* made her first trip on April 9, with a convoy, and made 2½ miles per hour from Cumberland, on her way down.

Gentlemen, the field is now open. Who will enter the list? Let us have one of the old-fashioned races, with all the excitement, but without the danger that used to attend them on the waters of the West. While it will give us a pleasurable excitement, it will also stimulate the navigation of the canal by steam and point out the advantages to be gained.

Saved from Drowning.

Captain Gorman, of the steamer *Arthur Lovell*, while at the Georgetown dock on Tuesday, observed a small girl named Cunningham fall into the water from a boat lying near, and immediately swam to her rescue. After considerable effort he recovered her from under the water in an unconscious state. She soon recovered, however, and was restored to her parents.

On Monday evening a lad by the name of Hamilton, while playing near the canal feeder, was struck by a tow-line and knocked into the water. Although very wet and somewhat scared, he was not injured.

ES, Thu. 6/1/76, p. 4. **GEORGETOWN Grain** – Steamer Express with 700 bushels corn to J. G. & J. M. Waters; boat Thomas Thrasher

with 1,000 bushels of corn to H. M. Talbott; also, 250 bushels corn to Hartley & Bro.

AG, Thu. 6/1/76, p. 3. **CANAL COMMERCE**
 – Arrived – Boats W. C. Hunter, T. Patton and G. L. Boothe to American Coal Co.; Mattie to James E. McGraw; Hubert & Kirby limestone to E. Francis.

Departed – Boats Hubert & Kirby, G. E. Porter, L. A. Long, A. S. Wintringham, H. Delafield, R. H. Miller, S. S. Howison, M. M. Lewis and W. C. Hunter.

Fri. 6/2/76, p. 1. A boatman of magnificent mendacity reported in this city yesterday that in a trial trip of the Mitchell steamer at Hancock the other day, the unparalleled time of ten knots and hour [sic] was made.

 p. 4. **Canal Trade.**

Thirty-seven boats left this port yesterday, carrying 4,460 13 tons of coal, as follows:

Consolidation Company		
Georgetown		
Anna Bruce	Capt. Draner	111 11
M. M. Jane	Capt. Arthur	118 08
Miner	Capt. Yingling	113 03
A. P. Gorman	Capt. Yingling	115 10
J. A. Millholland	Capt. Repp	114 15
Shipley & Bush	Capt. Seaman	118 06
Jimmy M, jr.	Capt. Bush	111 16
T. W. Riley & Son	Capt. Keech	114 00
A. L. Miller	Capt. Keech	117 18
Energy	Capt. Morrow	113 00
Morning Star	Capt. Singer	113 09
Laura	Capt. Brubaker	
P. Sinclair	Capt. Grove	117 07
Little Nan	Capt. Grove	119 16
W. Moorehead	Capt. Read	111 12
C. W. Brengle	Capt. Turner	119 07
Geo. & James	Capt. Brashears	115 08
Lucinda	Capt. Rinehart	116 11
	Eighteen boats	2073 18
Maryland Coal Company		
Georgetown		
Ludlow Patton	Capt. Farman	105 19
Mayfield & Hieston	Capt. Read	111 17
Willie Snyder	Capt. Snyder	111 11
Annie	Capt. Little	111 18
F. H. Darby	Capt. Tice	111 19

F. H. Irwin	Capt. Compton	112 01
Sharpsburg	Capt. Spong	106 07
A. Kuhn	Capt. Overcash	112 02
	Eight boats	883 14
American Coal Company		
Alexandria		
R. S. Grant	Capt. Weaver	115 18
J. S. Read	Capt. Hooker	119 07
J. H. Platte	Capt. Hooker	119 09
J. A. Alexander	Capt. Penner	115 15
J. H. Parrott, jr.	Capt. Callan	116 16
David Stewart	Capt. Penner	114 05
	Six boats	701 10
New Central Company		
Georgetown		
James Noble	Capt. Gower	108 05
A. Lincoln	Capt. Unglesbie	114 05
Dennis Murphy	Capt. Dick	107 11
J. Dick	Capt. Dick	110 16
	Four boats	440 17
Borden Mining Company		
Georgetown		
Kate Prather	Capt. Fernsner	122 14
J. T. James	Capt. Martin	117 11
	Two boats	240 05
Individual		
Centennial	Capt. Boley	120 09

The Competitive Trial.

The steam canal men are still exercised over the publication of our recent articles, and the indications point to an agreement eventually of a trial of speed between two or more of the steam canal boats. Gentlemen called upon us yesterday for the names of parties who proposed to enter with their money into the race. We were not enabled to give all the names, or the explicit amount each proposed to venture upon his favorite vessel. We would therefore request those who made the offer, as well as those accepting, to leave their names at this office, with a statement of the amount they will risk, and on what vessel. We believe there is pluck and backbone on each side to bring this matter to an issue, and have it settled as to the qualities of the different competitors. Gentlemen, don't let your ardor cool.

ES, Fri. 6/2/76, p. 4. **GEORGETOWN Grain** – Boat L. C. Bootes with 250 bushels of corn to H. M. Talbott.

Coal Trade – Consolidation Coal Company: receipts 10,516 tons; shipments 9,223 tons. Maryland Coal Company: receipts 2,726 tons; shipments 3,026. New Central Coal Company: receipts 6,675; shipments 2,570. Borden Mining Company: receipts 2,500; shipments 425.

AG, Fri. 6/2/76, p. 2. **CANAL COMMERCE** – Arrived – Boats B. Williamson, Wm. Gregory and M. A. Myers to American Coal Co.; Katie & Addie to Blaen Avon Coal Co. Departed – Boats T. Patton, Mattie and G. L. Boothe.

p. 3. **The Coal Trade** – Boats are now arriving freely by canal and the pile of coal at the American coal wharf, the only one at which shipments have resumed their activity this spring, is beginning to grow larger. The great obstacle in the way of shipments now is the scarcity of vessels, very few of which are arriving, although quick dispatch and good rates of freight are offered. Shipments at the other wharves will probably be actively recommenced during the present month. The season of 1876 will hardly prove as prosperous, however, as the previous ones, owing to the troubles and delay at the mines at its commencement.

Sat. 6/3/76, p. 4. **Canal Trade.**

Forty-one boats left this port yesterday, carrying 4,657 06 tons of coal, as follows:

Consolidation Company		
Georgetown		
A. Campbell	Capt. Eddy	114 10
J. T. Davis	Capt. Berger	115 09
Star No. 2	Capt. Moore	103 04
D. M. Read	Capt. Eichelberger	116 14
Joel Charles	Capt. Hammond	112 09
J. R. Ray	Capt. Kerfoot	118 09
Jacob McGraw	Capt. Mertens	108 18
W. Weber	Capt. Dixon	114 14
D. A. Miller	Capt. Weller	
S. T. Ekis	Capt. Morrison	115 08
L. L. Shives	Capt. Shives	114 00
C. H. Dalton	Capt. Little	114 15
Alpha	Capt. McKaig	105 03
Star No. 3	Capt. Pennell	100 07
Yonkers	Capt. Mondell	112 10

Bernadette	Capt. Gannon	112 19
	Sixteen boats	1796 11
Maryland Coal Company		
Georgetown		
Busy Bee	Capt. Higgs	112 02
R. M. Sprigg	Capt. Donegan	111 16
C. J. Myers	Capt. Malone	108 11
Three Brothers	Capt. Matthews	112 03
Dr. Eliason	Capt. Ward	113 05
Mollie E. Spier	Capt. McDonald	108 09
Lillie & Nannie	Capt. Sterling	111 18
	Seven boats	778 04
American Coal Company		
Alexandria		
Chas. Clifton	Capt. Weaver	119 03
Geo. Sherman	Capt. Russell	115 10
Samuel Lloyd	Capt. McMullen	119 00
C. R. Hooff	Capt. Hine	116 18
John W. Burke	Capt. Renner	119 05
	Five boats	590 02
New Central Company		
Georgetown		
Daniel Henry	Capt. Neal	112 13
John Reeves	Capt. Dick	112 12
Elizabeth	Capt. Seaman	109 14
Dr. F. M. Davis	Capt. Middleton	112 15
	Four boats	447 14
Borden Mining Company		
Georgetown		
C. H. Knott	Capt. Young	117 09
F. J. Laing	Capt. Young	120 08
Denton Jacques	Capt. Newkirk	118 17
	Three boats	356 14
Despard – Gas Coal		
Washington		
T. J. Boyer	Capt. Koon	117 14
G. M. Stonebraker	Capt. Delaney	114 05
	Two boats	231 19
Blaen Avon Coal Company		
J. A. Spielman	Capt. Miller	115 13
Individual		
Georgetown		
H. S. Miller	Capt. Kimble	116 15
Nuttie & Billie	Capt. Bowers	112 00
Ben Miller	Capt. Crumbaugh	111 14
	Three boats	340 09

The Alpha yesterday started down the canal on her second trip this season. The Alpha can race with the best of them if she takes a notion.

Speed on Canal.

Canal navigation on account of the narrowness and shallowness of the waters imposes certain limitations upon the speed of steamers, beyond which it is unprofitable, dangerous and undesirable to go; and therefore, in the building of canal steamers a fair rate of speed with good carrying qualities are the points principally to be aimed at in the construction of our canal steamers. If a loaded canal steamer moves too rapidly the tendency is to draw the water from under the vessel too rapidly, and thereby lose buoying force. Again, when a certain fair rate of speed is transcended there is greater danger of collisions, especially at such times when there is full stock on the canal with boats up and down passing a given point every half hour. In the event of meeting obstructions, the greater the speed of course the greater danger.

To have your steamer able to run well, when you so wish it, and when it is desirable to make a "spurt," is altogether different from keeping her all the time at her best gait.

The problem of how to secure great speed in our canal steamers is really not the paramount question – which is to contrive some fuel saving apparatus by which the cost of steam as a motor can be reduced. All our canal steamers now burn too much coal.

ES, Sat. 6/3/76, p. 4. **ALEXANDRIA**
The Coal Trade – Boats are now arriving freely by canal and the pile of coal at the American coal wharf, the only one at which shipments have resumed their activity this spring, is beginning to grow larger. The great obstacle in the way of shipments now is the scarcity of vessels, very few of which are arriving, although quick dispatch and good rates of freight are offered. Shipments at the other wharves will probably be actively recommended during the present month. The season of 1876 will hardly prove as prosperous, however, as the previous ones, owing to the troubles and delay at the mines at its commencement.

AG, Sat. 6/3/76, p. 2. **CANAL COMMERCE** – Arrived – Boats A. Main, Rechabites, Daniel Annon, W. J. B. Lloyd, S. Henry and J. Dayton to American Coal Co.; Geo. Hughes to Blaen Avon Coal Co.

Departed – Boats W. Gregory, B. Williamson, M. A. Myers, Katie & Addie, A. Main, Rechabites and D. Annon for Cumberland.

The Coal Trade – The Hampshire and Baltimore Coal Company expect to recommence the shipment of coal from their yard in this city about the end of next week, when several vessels are expected to arrive for loads. The American Company also expect a fleet of vessels during the earlier portion of the week. The companies represented by J. P. Agnew are making most of their shipments from Georgetown.

Mon. 6/5/76, p. 1. **Canal Trade.**

Forty-one boats left this port Saturday, carrying 4,678 07 tons of coal, as follows:

Consolidation Company		
William Foley	Georgetown	112 09
Nora & Willie	Georgetown	118 13
Morning Sun	Georgetown	117 04
Tommy & Nellie	Georgetown	117 11
R. Shriver	Georgetown	114 16
G. W. Barnett	Georgetown	113 13
A. E. McDonald	Georgetown	113 18
Monongahela	Georgetown	108 12
Thomas E. Sheridan	Georgetown	110 06
W. Moffett	Georgetown	112 08
P. J. Smith	Georgetown	110 14
J. N. Clary	Georgetown	115 08
C. P. Manning	Georgetown	116 01
W. L. Read	Georgetown	116 03
W. C. Ernst	Georgetown	116 10
John Leech	Georgetown	114 01
		1827 07
Maryland Coal Company		
Industry	Georgetown	105 06
A. Spier	Georgetown	110 03
Six Brothers	Georgetown	109 17
B. F. Charles	Georgetown	108 07
P. A. Gorman	Georgetown	111 11
Carrie & Maggie	Georgetown	108 10
Thomas Sammon	Georgetown	115 04
H. B. Simons	Georgetown	111 18
		880 18

Borden Mining Company		
C. L. Brengle	Georgetown	118 19
R. J. West	Georgetown	116 01
Maggie B.	Georgetown	120 00
Invincible	Georgetown	120 15
Onward	Georgetown	118 17
	Five boats	594 12
American Coal Company		
Charles Robb	Alexandria	117 01
James R. Anderson	Alexandria	119 01
John Wilson	Alexandria	117 00
A. J. Akins	Alexandria	119 19
Thomas H. Faile	Alexandria	118 04
	Five boats	591 05
New Central Mining Company		
D. R. Long	Georgetown	107 00
W. M. Price	Georgetown	113 02
G. W. Jones	Georgetown	115 12
	Three boats	335 14
Blaen Avon Coal Company		
David Seibert		118 00
Despard – Gas Coal		
Samuel Swain	Washington	110 10
R. T. Semmes	Washington	108 00
Little Nan	Washington	112 00
	Three boats	336 13

The Coal Trade.

The Alexandria *Gazette* says boats are now arriving freely by canal and the pile of coal at the American coal wharf, the only one at which shipments have been resumed with activity this spring, is beginning to grow larger. The great obstacle in the way of shipments now is the scarcity of vessels, very few of which are arriving, although quick dispatch and good rates of freight are offered. Shipments at the other wharves will probably be active during this month.

Captain Johnny Gorman, who

proposed to bet \$500 that his craft can beat anything on the canal, arrived in port yesterday afternoon, about seven o'clock with the Lovell and her convoy, the J. R. Masters.

ES, Mon. 6/5/76, p. 4. **GEORGETOWN Canal Trade** – Boat Ellen Brooks with 1,800 bushels wheat and Round Top with 750 barrels cement consigned to J. G. & J. M. Waters.

The Outlet Lock – The work on the outlet lock is completed and it is expected that operations will be begun with it this week.

AG, Mon. 6/5/76, p. 3. **CANAL COMMERCE** – Arrived – Boats W. Darrow, M. Snow, H. C. Flagg, M. Sanford, G. P. Lloyd and J. Green to American Coal Co.
 Departed – Boats W. J. B. Lloyd, J. Dayton, S. Henry, G. Hughes and W. Darrow.

Tue. 6/6/76, p. 1. **H. G. Wagner Toes the Scratch – Will that Race Come off?**

That the owner of the *Ludlow Patton* is not bluffed off will appear from the following business communication which he sends us as follows:

Georgetown, D. C. June 3.

Editors Alleganian: Proposition for steam boats "Areturus" or "A. Lovell," or both, from owner of "Ludlow Patton."

\$100 forfeit to be deposited and agreement made as indicated in this paper of May 31st, and accepted day following, viz. June 1.

If after agreement is made, balance of the \$1,000 or \$500 is not deposited in two days, the \$100 is forfeited to opposite party.

This offer open for one week from date.

H. G. Wagner.

 p. 3. **Canal Trade.**

Thirty-nine boats left this port yesterday, carrying 4,400 12 tons of coal, as follows:

Consolidation Company		
Georgetown		
A. Gruber	Capt. Woltz	113 11
C. Slack	Capt. Morrison	114 05
Star No. 1	Capt. S. H. Otto	100 00
T. Malloy	Capt. Knode	113 16
L. R. Fechtig	Capt. Smith	116 18
H. C. Hicks	Capt. Riley	115 12
Mountain City	Capt. Little	106 14
Consolidation	Capt. Shank	114 15
M. Boyer	Capt. Boyer	111 19
A. M. Grove	Capt. Grove	113 02
Belle Resley	Capt. Teeters	116 09
Okonoko	Capt. Byroads	114 12
M. S. O'Donnell	Capt. Lewis	115 12

Canal Trade - 1876

H. J. Kenah	Capt. O'Donnell	116 07
Lillie & May	Capt. Sandbar	110 17
John	Capt. McCarty	117 08
J. W. Turner	Capt. Rowland	113 14
	Seventeen boats	1925 06
Maryland Coal Company		
Georgetown		
Ida & Willie	Capt. Albert	111 10
J. B. Slattery	Capt. McCoy	105 01
D. A. Carl	Capt. Dennell	108 03
Geo. B. Oswald	Capt. Myers	114 19
Moses Whitson	Capt. Myers	112 04
Hancock		
John Park Agnew	Capt. Harrison	94 13
Washington		
Cumberland	Capt. Henry	115 09
A. K. Syester	Capt. Kroon	112 01
	Eight boats	874 00
American Coal Company		
Alexandria		
Weyand Doerner	Capt. Goodwin	116 02
A. S. Wintringham	Capt. Eichelberger	115 07
Wm. Walsh	Capt. Teach	116 09
J. W. Morris	Capt. Bowers	117 12
Thomas Patton	Capt. Eaton	116 11
M. D. Corse	Capt. Bear	117 14
	Six boats	699 15
Borden Mining Company		
Georgetown		
J. R. Masters	Capt. Gorman	113 18
Arthur Lovell	Capt. Gorman	105 08
	Two boats	219 06
New Central Mining Company		
Georgetown		
Four Sisters	Capt. Kean	112 17
Dr. J. P. Broderick	Capt. Little	109 11
	Two boats	222 08
Blaen Avon Coal Company		
C. B. Embrey	Capt. Buchanan	111 13
	Despard - Gas Coal	
Dr. Wiley	Capt. Stewart	117 00
	Individual	
Georgetown		
E. L. Flury	Capt. Borden	117 00
H. Fannon	Capt. Alexander	114 04
	Two boats	231 04

ES, Tue. 6/6/76, p. 4. **GEORGETOWN Grain** – Boat Hattie & Bessie with 3,400 bushels of corn, 80 barrels of flour and 15 bales hay to Hartley & Bro.; boat J. N. Thomas with 3,500 bushels corn and 40 bbls. flour to J. G. & J. M. Waters.

AG, Tue. 6/6/76, p. 3. **CANAL COMMERCE** – Arrived – Boats Ed. Bayer, H. O. Claughton, W. Smith and A. J. Clark to American Coal Co. Departed – Boats M. Snow, H. C. Flagg, M. Sanford, G. P. Lloyd and J. Green.

Scarcity of Vessels – Now that coal is coming down the canal pretty freely, the trade has another obstacle to contend with in the scarcity of vessels. Very few vessels indeed are arriving, and the piles of coal on the wharves are beginning to assume large proportions. Many of the coasting vessels are engaged in carrying ice from Eastern to Southern ports, the low freight on coal preventing them from coming this way.

Wed. 6/7/76, p. 1. **Annual Meeting of the Stockholders of the Chesapeake and Ohio Canal.** – The Baltimore *Sun* of yesterday gives the proceedings at the annual meeting in Annapolis, on the 5th inst., and states that the following officers were elected for the ensuing year: President, A. P. Gorman; directors, D. S. Biser, of Frederick county; James G. Berrett, of Washington city; Michael Bannon, of Anne Arundel county; B. B. Crawford, of Montgomery county; and Patrick Hamill, of Garrett county.

President Gorman submitted his report for the year, it being the forty-eighth annual report. The receipts for the year were \$457,466.24; from rents, interests, &c., \$15,752.16; total \$473,218.40, being a decrease in revenue from 1874 of \$44,193.82. The expenses of 1875 were \$219,043.18, being a decrease as compared with 1874 of \$8,161.45. The revenue over ordinary expenses was thus \$254,175.11, which, with a balance of \$93,236.12, made a balance of \$347,411.34 to be accounted for. Of this balance \$283,940 was paid on the preferred construction bonds; \$37,326.86 for steam machinery and for operating the same; tolls refunded, \$3,347.87; balance on hand, \$72,796.61.

The earnings more than expenses in 1872 were \$264,150.43; in 1873, \$287,459.90; in 1874, \$290,207.59; in 1876, \$254,175.22.

The reduction of 28 cents on coal from Cumberland to Locust Point by the Baltimore and Ohio Railroad is mentioned, and also the reduction of 11-3/5 by the canal, and the reduction on the part of the boatmen, which leaves a balance of 51 cents per ton on the transportation of coal in favor of the canal. This enabled the canal to increase its tonnage 112,784 tons, while the railroad fell off 180,896 tons. The gross reduction made on toll charges amounted on the canal in 1875 to \$105,115.92.

The leasing of wharves by the company saved it last year \$29,107.63. There was no delay in navigation during the whole year. The greatest number of tons shipped in any month was in June, 1875, when 145,736 tons passed over the line. The capacity of the canal is now more than equal to the wants of the trade.

The most gratifying feature of the trade, he pronounced, is the navigation by steam on the canal, 6 steamers being engaged in it last year. Between March 29 and December 13, the Patton made twenty-nine round-trips, carrying during that time 2,882 11/20 tons of coal, or 99 11/20 each trip. The other steamers made from seven to sixteen trips. The president thinks that the claim of a twenty percent saving by using steam is well-founded, and that its use, at a reasonable speed, does not injure the canal. As it will increase trade every encouragement is given to steam navigation.

From 1868 to 1871, 2,600,118 tons of coal were shipped over the canal; from 1872 to 1875, 3,354,098. From 1868 to 1871, the gross receipts were \$1,529,161.64; from 1872 to 1875, \$1,976,364.76. From 1868 to 1871, the expenses were \$999,190.69. From 1872 to 1875; \$968,950.05. From 1868 to 1871 the net revenue was \$529,970.95; from 1872 to 1875, \$1,047,654.71.

During the last four years \$902,457.88 have been expended on repairs and preferred construction bonds. Extensive repairs were made on the canal last winter. By a further reduction made by the railroad the canal had to reduce its wharfage and tonnage together 51

cents on coal from Cumberland to Georgetown, the lowest rates ever charged. The president calls the attention to and urges the extension of the canal to Piedmont and refers to charges made by "the partisan against the management of the canal, the Senate's investigation of them and the exoneration of the present management in every particular."

The usual committee to examine the report was appointed and the board adjourned to meet in September.

 p. 4. **Canal Trade.**

Twenty-nine boats left this port yesterday, carrying 3,336 tons of coal, as follows:

Consolidation Company		
Georgetown		
J. B. Varnum	Capt. Pennell	112 16
Creole	Capt. Jackson	114 11
Maryland	Capt. Clendening	112 16
Uno	Capt. Peck	108 15
J. M. Forbes	Capt. Moore	114 00
W. Thompson	Capt. O'Brian	116 00
Grason & Fannie	Capt. Taylor	106 12
Geo. W. Knode	Capt. Boyer	114 15
J. & D. Nuse	Capt. Lockett	112 16
W. Irving	Capt. Potts	111 11
A. B. Turner	Capt. Reynolds	114 04
W. Mertens	Capt. Merryman	117 14
B. F. Price	Capt. Miller	116 04
M. C. Merryman	Capt. Merryman	117 12
J. Spencer	Capt. Rinehart	112 00
	Fifteen boats	1702 08
American Coal Company		
Alexandria		
Theo. L. Betts	Capt. McLucas	118 07
J. H. Stickney	Capt. Benner	117 11
John J. Swift	Capt. Eichelberger	120 09
Robert H. Miller	Capt. Cramer	120 06
	Four boats	476 13
Borden Mining Company		
Georgetown		
Isaac Manning	Capt. Borden	115 18
R. B. Lynn	Capt. Dick	121 06
Henry Freeland	Capt. Cowden	115 15
Jacob H. Snyder	Capt. Shaw	118 13
	Four boats	471 12
Despard - Gas Coal		
Washington		
Clara & Prudy	Capt. Myers	121 07
Geo. S. Young	Capt. Snyder	114 16

	Two boats	236 03
	Maryland Coal Company	
L. G. Stanhope	Capt. Nave	111 13
	Blaen Avon Coal Company	
E. M. Stanhope	Capt. Rinehart	113 10
	Hampshire & Baltimore	
Thos. H. West	Capt. Reid	115 13
	Individual	
Chas. Wheatley	Capt. Mose	108 10

Another Cut

The Hampshire & Baltimore Coal Company has resumed shipments by canal at the rate of two boats a day. The freight paid boatmen is \$1 a ton to Alexandria. Ordinary boatmen receive five cents a ton more for carrying coal to Alexandria than to Georgetown.

That Steamboat Race.

We published yesterday the challenge of the owners of the *Ludlow Patton* to the owners of the *Lovell* and *Areturus*. It happened that Mr. Gorman left with his boat the day before the challenge appeared, and the owners of the *Areturus* were not in town at the time. The *Areturus* is expected here, however, tomorrow or Thursday; and it will then remain to be seen what they will do in the premises. It is scarcely probable that Mr. Gorman will fail to meet the issue made by himself. The owners of the *Patton* feel very confident of victory, if the race comes off, and base their calculation, among other things, upon the following comparison of time made by the three steamers in their last trip to Georgetown: *Areturus*, 87 hours; *Venners*, 85 hours; *Patton*, 74¾ hours.

The New Era.

The New Era has been changed within the last two weeks from a steamer of two engines and two propellers to one with one engine and one propeller. The engine removed will be placed in another boat by Mr. Cowden. The New Era will make the first trip in her new shape on next Thursday.

Got a Ducking.

Yesterday a boatman, who was assisting in hoisting bales of hay from a boat into the store of Mr. J. W. Turner, while holding the guy rope

it became detached from the wire rope in some way, and he was precipitated into the creek below. Some of the crew, seeing the accident, came to his rescue and fished him out. The boatman suffered no damage from the fall, except a complete ducking.

AG, Wed. 6/7/76, p. 3. **CANAL COMMERCE**

– Arrived – Boats J. P. Moore, R. Bender, P. G. Uhler, Maj. E. L. Moore and W. E. Bell to American Coal Co.

Departed – Boats H. O. Claughton, W. Smith, A. J. Clark, John P. Moore, R. Bender and P. G. Uhler.

Thu. 6/8/76, p. 3. **Canal Trade.**

Thirty-three boats left this port yesterday, carrying, 3,798 00 tons of coal, as follows:

Consolidation Company		
Georgetown		
I. M. Boyer	Capt. Eli Spong	111 12
R. I. Morris	Capt. Stride	115 18
J. A. Graham	Capt. Brubaker	113 03
Julia Taylor	Capt. Hebb	118 05
Dr. A. A. Biggs	Capt. Brubaker	109 17
M. Scally	Capt. Dunn	113 00
Monongahela	Capt. Shupp	105 13
Clara	Capt. Eddy	116 08
W. E. Turner	Capt. Riley	113 14
Albert Zeigler	Capt. Dixon	115 12
Ida & Harry	Capt. Ekis	117 13
Laura	Capt. Brubaker	117 06
A. B. Bain	Capt. Osborne	117 07
Four Sisters	Capt. McIntyre	117 01
	Fourteen boats	1680 09

American Coal Company		
Alexandria		
David A. Lowe	Capt. Lynch	118 08
S. S. Howison	Capt. Swain	110 15
H. Delafield	Capt. Hetzer	117 05
John Bradburn	Capt. Malone	116 02
W. J. Boothe	Capt. Hatch	116 11
Dr. J. Ellis Porter	Capt. Chaney	120 07
M. M. Lewis	Capt. Eichelberger	120 19
	Seven boats	899 04

Borden Mining Company		
Georgetown		
Areturus	Capt. Hassett	99 19
Alice	Capt. Cowden	115 03
Exchange	Capt. Cowden	110 05
Julia Borden	Capt. Cowden	115 16
	Four boats	441 03

New Central Coal Company		
Georgetown		
Loretto	Capt. Ardinger	110 14
R. H. Gordon	Capt. Miller	112 14
	Two boats	<u>133 08</u>
Despard – Gas Coal		
Bell of Shepherdstown	Capt. Sherman	115 07
Blaen Avon Coal Company		
J. A. Spielman	Capt. Miller	117 05
Hampshire & Baltimore		
J. J. Moore	Capt. Merryman	117 15
	Individual	
Alexandria		
Katie & Addie	Capt. Wolf	122 03
Georgetown		
Thomas Sammon	Capt. French	112 00
Ed. Stake	Capt. Ardinger	118 14
	Three boats	<u>352 17</u>

p. 4. Overboard.

Four sizeable lads were taking pastime yesterday afternoon in navigating the hatch of a canal boat to and fro across the head of the lock basin. Their improvised craft demanded the utmost regard to the laws of equilibrium, a slight tip to one side or the other being quite sufficient to capsiz the concern. One or two trips were made safely and the boys, who evidently took in all the points of the situation, were much elated at their apparent success. In making the third voyage a puff of wind partly blew off a boy's hat, and in the quick start to recover it he caused the hatch to topple over and tumble its occupants out into the water. At first some bystanders, who were watching the affair and expecting a catastrophe of this kind, rushed to the scene to rescue the youngsters. Their fears were greatly abated, however, at the easy style in which the lads took it. Coming up from the initial plunge, they struck out quietly and deliberately to the shore, where they at once instituted, behind an old boat, a new and ingenious process for wringing out their wet clothes without exhibiting themselves in a nude condition. First, they took off coats and shirts and wrung them dry, after which, having put themselves inside the same, they wrung out their nether garments. When they went home yesterday afternoon it is probable that no paternal or maternal inquiries

were instituted, and that the chastening rod was not taken down from its perch over the mantel or the old clock. We've been there ourselves, you see, boys.

Fol De Rol.

The other day we quoted the authority of the Maryland company people as to the time of three steamers on recent trips as follows: *Areturus*, 87 hours to Georgetown; *Venners*, 85 hours; *Patton*, 74¾. The owners of the *Areturus* assert that they lay five hours at Clearspring on that trip, and further that they were many tons heavier laden than the *Patton*; further, that the *Venners* left port 1½ hours after them and came into Georgetown 5 hours behind them. These facts they can't reconcile with the statement made by the Marylanders that the time made by the *Areturus* was 87 hours, and that of the *Venners* was 85. Again, the *Areturus* has lain in Georgetown for seven consecutive Sundays, which is claimed to be the best time made by any steamer on the canal this season.

Our reporter finds that these Maryland people have to be watched; in fact, the imaginative faculties there will be found to mark high, he fears.

Keystone Coal.

The Keystone coal mined near Meyersdale, Pa., has come into competition in some quarters with the coal from our regions. An *Alleghanian and Times* reporter had a long conversation yesterday with one of the most prominent men of the place in the running of steamboats on the canal. He has used the Keystone coal both for domestic purposes and for the generation of steam. When burned in an ordinary stove, he says that this coal burns readily, emitting a strong, well-sustained heat, but when employed to generate steam, the excessive draft and quick consumption create a great number of clinkers. So much so was this the case that he knew of its use on one steamer where the furnace had to be cleaned out twice a day. The testimony of this gentleman was borne out by a number of other practical operators, with whom our reporter conversed, and their

united opinion seemed to point to the conclusion that Keystone coal would never become a serious rival of Cumberland coal for steam generating purposes.

A Visit.

The President and directors of the Chesapeake and Ohio Canal Company are expected to visit this city next week. The entire board with a number of accompanying visitors will make the journey in the new steam yacht, recently built for the company in Baltimore, and a full description of which was given in the *Alleganian and Times* a few days ago. The trip will be made leisurely, not only with a view to enable a close inspection of the canal, but also to afford opportunity for the party to enjoy the magnificent scenery to be seen at many, many points along the way – scenery that is doubly attractive at the present season when field, stream and forest can be beheld at their best. The trip will certainly be a highly enjoyable one to all the participants.

One Dollar a Ton Killed Them.

There is a sign over a canal supply store in South Cumberland, whereon is painted a mule with a lean, lank rider. The mule has an immense head, about as large as the body, which is shabby-looking and dolefully attenuated. Probably both mule and driver boated for the Consolidation company at \$1 a ton, and died in the act, after which the artist gave them a posthumous pictorial presentation.

Collector's Office.

The Canal Collector's office here is now receiving some improvements in the shape of a new flooring for the rooms and porch. It is also intended to run the porch around the entire building.

Outlet Lock.

It is claimed that the outlet lock at Georgetown, among many other advantages to coal shippers, has two very special ones. It does away with the necessity of wharfage and prevents the breaking of coal, (which is taken directly from canal boats,) by handling on wharf.

These advantages are worth about 40 cents a ton to shippers.

The abatements of the mule bridge across the mouth of Wills creek are becoming the favorite resort for fishermen. It seems that three or four large bass caught there have made numbers of people believe that the same thing can be repeated again. A nameless credulity that a half day's baking in the hot sun may dissipate.

Up to last Saturday, June 3, 1,408 boats left this port.

Canal Receipts.

The shipments of coal by canal last week were quite lively. During the week ending June 3, 253 boats, carrying 28,796.04 tons left this port. The financial receipts were \$13,551.90, of which amount there were payable at Cumberland, \$13,021.13; at Georgetown, \$473.72; Williamsport, \$57.05.

ES, Thu. 6/8/76, p. 4. **GEORGETOWN**

Fight on the Canal – This morning about 8 o'clock, Officer Joseph Harper arrested a man named Charles Ingel in the act of vigorously pounding another man named Jerry Dick, (both boatmen,) with a stick, some "little unpleasantness" existing between them. They settled with Judge Snell this morning.

Grain Trade – Boat Wheeler & Barron with 2,500 bushels of corn and 375 bushels of wheat consigned to Hartley & Bro. Also, 500 bushels wheat and 300 bushels corn to H. M. Talbott.

AG, Thu. 6/8/76, p. 2. **CANAL COMMERCE**

– Arrived – Boats American Flag, J. A.

Alexander, D. Stewart and M. Kersey to American Coal Co.; Kirby & Hubert limestone to E. Francis; Park Agnew railroad ties to B. & P. R. R. Co.; B. Miller to J. P. Agnew.

Departed – Boats W. E. Bell, E. L. Moore, American Flag, Kirby & Hubert, B. Miller and P. Agnew.

Large Vessel – The schooner Ellen M. Golden, which finished loading at Smoot's wharf, yesterday, for Bath, Me., is one of the largest schooners trading to this port, carrying over

twelve hundred tons of coal. She commenced her loading in Georgetown, but like all other large vessels, had to come here to finish, the depth of water in the Georgetown channel not being sufficient to allow her to come out with a full load, whereas the largest vessels in these waters can load and depart from this port.

Coal Trade – The Hampshire and Baltimore Coal Company has resumed shipments by canal at the rate of two boats a day. The freight paid boatmen is \$1 a ton to Alexandria. Ordinary boatmen receive five cents a ton more for carrying coal to Alexandria than to Georgetown. – *Cumberland Alleganian*.

The Hampshire and Baltimore company expect to recommence shipments from this port early in the coming week. The rates of freight on the canal are lower than those of the other companies, which have to pay one dollar and five cents per ton.

Fri. 6/9/76, p. 3. **Canal Trade.**

Twenty boats left this port yesterday, carrying, 2,398 10 tons of coal, as follows:

Consolidation Company		
Georgetown		
H. T. Weld	Capt. Nuse	95 08
J. B. Winslow	Capt. Taylor	113 07
J. T. Dixon & Co.	Capt. Heck	116 14
Diligent	Capt. Moriarty	<u>121 10</u>
	Four boats	446 14
American Coal Company		
Alexandria		
Daniel Annan	Capt. Eichelberger	120 05
Rechabites	Capt. Harris	120 03
Lizzie A. Long	Capt. Long	120 10
Ben Williamson	Capt. Austin	120 05
W. C. Hunter	Capt. Butler	<u>110 08</u>
	Five boats	600 05
Borden Mining Company		
Georgetown		
New Era	Capt. Cowden	108 13
Ida & Sally	Capt. Tice	113 01
W. L. Shaw	Capt. Kinsel	117 07
Charlie Hassett	Capt. Mosher	<u>120 08</u>
	Four boats	454 04
New Central Coal Company		
Georgetown		
W. P. Wools	Capt. Little	113 11
M. Ruben	Capt. Gardner	115 00
E. Mulvaney	Capt. Cohill	114 08

	Three boats	<u>343 14</u>
Hampshire & Baltimore		
Georgetown		
J. W. Carder	Capt. McAbee	117 15
Johnny	Capt. Kean	<u>116 09</u>
	Two boats	234 04
Blaen Avon Coal Company		
David Seibert	Capt. Hamilton	110 08
	Individual	
Alex. Adams	Capt. Sorrell	115 00

p. 4. Any Comparisons.

In instituting any comparison between the cost of shipments of coal by canal and railroad, Cumberland should be taken as the terminal point, for the obvious reason that the Baltimore and Ohio Railroad Company will not carry coal to Cumberland for shipment by canal.

New Era

The New Era, which went down yesterday for the first time in her capacity of a one-wheeled steamer, went over the nine mile level below Cumberland in 3 hours and 12 minutes.

The owners of the *Areturus* do not go in much for betting, but they made a proposition to the owners of the Patton the other day, that both steamers should be loaded with the same number of tons; start from Cumberland at the same time; and the boat that arrived at Georgetown first to receive the pay for the freights of both boats. The captain of the Patton did not inform the owners of the *Areturus* whether or not he would accept the proposition.

MCS, Fri. 6/9/76, p. 3. **Local Briefs** – Dr. B. B. Crawford, of this county, has been appointed a Director of the Chesapeake and Ohio Canal. This is undoubtedly “the right man in the right place.”

ES, Fri. 6/9/76, p. 4. **GEORGETOWN**

The Outlet Lock – The outlet lock will commence operations on Tuesday next. The water will be let off the Georgetown level Saturday night, so as to remove the bank and all impediments and debris between the canal and the lock. It will be on again Monday morning.

Grain – Boat Seneca with 1,000 bushels corn and 100 barrels flour consigned to T. C. Wheeler; also, 700 bushels corn and 100 bushels wheat to H. M. Talbott.

Coal Trade – Consolidation Coal Company – receipts 8,346 tons; shipments 6,832. Maryland Coal Company – shipments 2,389; receipts 3,200. New Central Coal Company – receipts 1,150; shipments 890. Borden Mining Company – receipts 2,640; shipments 2,000. Shipments are less than usual, owing to a scarcity of vessels this week.

AG, Fri. 6/9/76, p. 3. **CANAL COMMERCE** – Arrived – Boats J. H. Parrott, Jr., John L. Read, J. H. Platte, S. Lloyd, R. S. Grant and C. Clifton to American Coal Co. Departed – J. H. Parrott, Jr., J. L. Read and J. H. Platte for Georgetown.

Sat. 6/10/76, p. 3. **Canal Trade.**

Thirty-one boats left this port yesterday, carrying, 3,567 14 tons of coal, as follows:

Consolidation Company		
Georgetown		
A. F. Lantz	Capt. Swain	115 00
Mohawk	Capt. Baler	113 19
Capt. J. Sheridan	Capt. Creamer	119 12
Congress	Capt. Kirby	109 07
Ichabod Crane	Capt. White	110 00
Lark	Capt. French	114 10
Robin	Capt. Compton	112 19
G. Meredith	Capt. Compton	117 12
Hawk	Capt. Benner	112 00
Geo. A. Pearre	Capt. Sensel	116 13
Washington Irving	Capt. Potts	
Dove	Capt. Mose	115 06
	Eleven boats	1256 18
American Coal Company		
Alexandria		
Wm. Darrow	Capt. Judy	117 12
Wm. Gregory	Capt. James	120 08
Gardner L. Boothe	Capt. Davis	119 11
James Dayton	Capt. Shaw	116 04
Samuel Henry	Capt. Turner	117 01
	Five boats	590 10
Borden Mining Company		
Georgetown		
R. Herr	Capt. Spitznogle	114 18
F. Ensminger	Capt. Snyder	117 08
C. A. Greene	Capt. Snyder	118 10

Sallie H. Taylor	Capt. McDonald	113 17
	Four boats	464 08
New Central Coal Company		
Georgetown		
Lizzie Reagan	Capt. Butler	113 16
M. A. West	Capt. Conrad	109 14
J. R. Couter	Capt. Williams	113 12
	Three boats	337 03
Hampshire & Baltimore		
Georgetown		
Dr. Duckett	Capt. Price	115 10
Mrs. C. E. Charles	Capt. Little	119 04
	Two boats	234 14
Blaen Avon Coal Company		
Williamsport		
C. B. Embrey	Capt. Buchanan	112 10
Georgetown		
L. W. Poffenberger	Capt. Hawley	119 02
	Two boats	231 12
Despard – Gas Coal		
Washington		
Mattie	Capt. Seaman	111 04
H. L. Wagner	Capt. Walker	113 11
	Two boats	234 14
Individual		
Alexandria		
B. R. Summers	Capt. Sorrell	115 16
Our Sister	Capt. Barger	112 00
	Two boats	227 16

p. 4. **Piscatorial Thieves.**

On Saturday last between the hours of [illegible] the morning, a party of young men from Cumberland visited the North Branch on a fishing expedition. When they arrived there, they found a barrel, placed in the canal by George Bloss, for the purpose of keeping fish alive, when caught. They captured the barrel, containing about 70 bass, two fall fish and one eel – a nice haul for an evening’s fishing. The owner of the fish suggests that some overtures from the parties are now in order, as they are known to him.

ES, Sat. 6/10/76, p. 4. **GEORGETOWN A New Steam Canal Yacht** – A new steam yacht, named the *Maryland*, has been completed by Ramsey & Co., contractors, Baltimore, for the Chesapeake and Ohio canal. She will be used by the officers of the canal in making tours of inspection, as well as for a pay-boat and in

carrying passengers. Her dimensions are 86 feet length, 14 feet breadth of beam, and of a light draft. She has an iron hull, formed of plates ½ inch thick, and her power consists of a pair of compound engines, the cylinders of 8 inches and 16 inches diameter, with 12-inch stroke of piston. The boat is nicely fitted up with an ample saloon, well ventilated, which is 7 feet in the clear and 30 feet long. There are 8 staterooms, a clerk's office, &c., besides the appointments for the crew, and she can furnish passenger accommodations for 50 persons. One of the objects in building the *Maryland* was to stimulate the use of steam on the canal, and demonstrate that steam power need not be more costly than mule power as a canal motor. Although the boat is small, she has been fitted with a high-class economical engine. She is receiving the finishing touches and is expected to leave Baltimore for Georgetown this evening. Next week the canal officials expect to make a trip in her to Cumberland. She has been built under the direction of A. P. Gorman, president, and W. R. Hutton, chief engineer of the canal. Her cost will be about \$7,500.

Grain – Arrived canal boat *Caledonia* with 3,300 bushels corn and 230 bushels wheat to Hartley & Bro.

AG, Sat. 6/10/76, p. 2. **CANAL COMMERCE** – Arrived – Boats C. R. Hooff, J. W. Burke and C. Robb to American Coal Co. Departed – Boats S. Lloyd, R. S. Grant, Charles Clifton, C. R. Hooff, J. W. Burke and C. Robb for Cumberland.

p. 3. **Local Brevities**

Three thousand, three hundred and fifty-one tons of coal were received at, and four hundred tons shipped from this port this week.

Handling Coal – It is claimed that the outlet lock at Georgetown, among many other advantages to coal shippers, has two very especial ones. It does away with the necessity of wharfage and prevents the breaking of coal, (which is taken directly from canal boats,) by handling on wharf. These advantages are worth

about 40 cents a ton to shippers – *Cumberland Alleganian*.

Nearly all of the coal which is received and shipped at this place is handled in that way, namely, by direct transfer from the canal boat to the vessel. Coal is never placed upon the wharf here except during a scarcity of vessels, such as exists at present, or at the end of the season, when it is reserved for home consumption during the winter.

The Canal – The outlet lock, above Georgetown, will commence operations on Tuesday next. The water will be let off the Georgetown level tonight, so as to remove the bank and all impediments and debris between the canal and the lock. It will be on again Monday morning.

Mon. 6/12/76, p. 1. **Public Expressions.**

Cumberland, June 10, 1876.

Editors *Alleganian*: I will not do you the injustice to suppose you intended to falsify a fact, or so do me the wrong contained in the piece written under the name of "Fol de Rol" in your issue of the 8th of June.

I have taken pains since to verify the report of time of the three steamers from the collector's office here and at Lock No. 5, Georgetown, and the time as sent by H. G. Wagner, esq., from Georgetown, asked for and published by your reporter June 7th, is correct; except as to the *Thomas Venners*, which arrived 40 minutes later at Georgetown.

The *Areturus* left Cumberland at 4:30 p.m. May 31st and arrived at Georgetown at 7:30 a.m. June 4th. The *Thomas Venners* left at 8 p.m. May 31st and arrived at 9:40 a.m. June 4th. *Ludlow Patton* left at 4:15 p.m. June 1st and arrived in Georgetown at 7 p.m. June 4th; so, 87 hours' time down for *Areturus*, 85¾ for *Thomas Venners*, and 74¾ for *Ludlow Patton* is correct.

As to stoppage on the way I am not informed.

"Fol de Rol" should not attempt to cover a real defeat of his favorite boat under personalities having no bearing on the subject;

while his own offer to determine the question of speed, having been accepted, is "backed down" from by him.

The Maryland Company has no connection whatever with this matter, which should be in fairness confined to the persons interested.

J. W. Pearce.

Trial of Steamer at Hancock, Maryland.

Hancock, MD, June 10, 1876.

Editors *Alleghian and Times*: The steamer which Mr. Mitchell of Hancock, has been putting up this spring made her trial trip on Saturday with very gratifying results, making 8 miles an hour with 65 pounds of steam. Mr. Mitchell's invention consists in lowering the propeller shaft when the boat is light, lowering it parallel with the keel of the boat, and not in some arc, at an angle of 38 degrees.

The boat fulfilled all Mr. Mitchell's wishes or expectations, and as a matter of course he feels elated.

The machinery was designed and built under the immediate supervision of Mr. J. G. Hill of Cumberland.

H. T. J.

p. 4. **Canal Trade.**

Twenty-nine boats left this port Saturday, carrying 3,329 04 tons of coal, as follows:

Consolidation Company		
W. C. Clay	Georgetown	111 03
Ernst & Holland	Georgetown	119 13
Mollie	Georgetown	118 19
J. R. Cruzen	Georgetown	114 15
V. S. Brashears	Georgetown	111 14
Dr. C. F. Russell	Georgetown	108 14
J. K. Whitford	Georgetown	110 04
Wm. M. Hill	Georgetown	113 04
	Eight boats	908 06
American Coal Company		
M. A. Myers	Alexandria	112 16
Henry C. Flagg	Alexandria	119 11
Michael Snow	Alexandria	120 04
W. J. B. Lloyd	Alexandria	120 01
John D. Rinehart	Alexandria	116 08
	Five boats	589 02
Borden Mining Company		
Henry Boley	Georgetown	118 11
John C. Hassett	Georgetown	111 05
Nathan Williams	Georgetown	113 17

M. S. Haines	Georgetown	119 03
Mabel	Georgetown	122 08
	Five boats	585 04
Blaen Avon Coal Company		
E. M. Stanhope	Williamsport	112 00
George Hughes	Alexandria	114 14
Mary Mertens	Alexandria	113 01
E. J. Arrington	Alexandria	115 01
	Four boats	454 16
New Central Mining Company		
Friendship	Georgetown	113 13
G. S. Couter	Georgetown	113 11
	Two boats	237 04
Hampshire & Baltimore		
V. L. Sprigg	Georgetown	115 13
Elmer & Kate	Georgetown	118 01
	Two boats	233 14
Individual		
Pattie Dunlop		108 10
Despard - Gas Coal		
Baltimore	Washington	110 08
F. L. Bowers	Washington	112 00
	Two boats	232 08

Injured.

Shortly after the trial trip of the Mitchell steamer at Hancock Saturday, Mr. Richard Mitchell, while walking across the boat was precipitated into the hold and seriously injured in the back. He was removed to his father's residence and properly cared for. It is likely that he will be confined to his bed for several days.

ES, Mon. 6/12/76, p. 4. **GEORGETOWN Grain** - Boat Loudoun with 2,000 bushels corn to H. M. Talbott and 1,900 bushels corn to Hartley & Bro.

AG, Mon. 6/12/76, p. 3. **CANAL COMMERCE** - Arrived - Boats Geo. Sherman, T. H. Faile, A. J. Akin and A. S. Wintringham to American Coal Co.; Centennial and H. S. Miller to brickyards.

Departed - Boats Centennial and H. S. Miller.

Coal Trade - The schooner Armida Hall arrived here this morning from Providence, R. I., to load coal for the Hampshire and Baltimore Coal Co., but owing to some difficulty above Georgetown, none of the Company's boats arrived, and shipments could not be made. The American

Co., which has plenty of coal, cannot secure any vessels, and affairs at their docks are quiet.

Tue. 6/13/76, p. 4. **Canal Trade.**

Thirty-five boats left this port yesterday, carrying, 3,970 08 tons of coal, as follows:

Consolidation Company		
Georgetown		
C. W. Brengle	Capt. Turner	115 11
Adam Norrie	Capt. Pennell	117 10
W. H. Boyd	Capt. Seaman	112 14
W. Moorehead	Capt. Read	111 01
Linnet	Capt. Zeigler	109 10
A. J. Center	Capt. Ingram	114 02
Star No. 3	Capt. Pennell	102 07
Star No. 2	Capt. Moore	100 00
Williamsport		
Monongahela	Capt. Shupp	108 12
	Nine boats	991 07
American Coal Company		
Alexandria		
Edward Bayer	Capt. Fisher	116 18
G. P. Lloyd	Capt. Emberson	116 13
James Green	Capt. Martz	116 07
M. Sanford	Capt. Everly	113 04
Wm. Smith	Capt. Masters	119 03
Richard Bender	Capt. Rose	118 00
	Six boats	700 05
New Central Coal Company		
Georgetown		
Jack Topper	Capt. Snyder	113 08
Ben Bissell	Capt. McChan	113 18
Sallie & Jennie	Capt. Grosh	117 05
J. R. Purcell	Capt. Armstrong	109 12
Emma	Capt. Paxton	113 10
	Five boats	567 13
Hampshire & Baltimore		
Georgetown		
Little Eddy	Capt. Ward	114 06
M. O'Conner	Capt. Atwell	113 04
A. J. Mills	Capt. Fisher	118 04
	Three boats	345 14
Borden Mining Company		
Georgetown		
T. B. Lynn	Capt. Farron	115 07
Susan Charles	Capt. Snyder	121 01
Donna Tilghman	Capt. Stoops	111 15
	Three boats	348 03
Maryland Coal Company		
Georgetown		
Seven Brothers	Capt. Benner	112 16
Malcolm Sinclair	Capt. O'Neal	112 00
Washington		
W. H. Lowe	Capt. Renner	111 16

Sallie J. Kelly	Capt. Kelly	115 02
	Four boats	451 14
Blaen Avon Company		
Georgetown		
M. E. Tice	Capt. Gerhart	118 02
J. A. Spielman	Capt. Miller	111 12
	Two boats	229 14
Individual		
Georgetown		
J. M. Resley	Capt. Beles	111 18
H. Loveridge	Capt. Hine	112 00
J. Hieston	Capt. McArthur	112 00
	Three boats	335 18

The amount of coal shipped by canal for the week ending Saturday was 20,852 05 tons, and the amount of money received was \$9,781.26; of which \$9,164.21 was received at Cumberland; \$543.71 at Georgetown; and \$73.34 at other points.

ES, Tue. 6/13/76, p. 4. **GEORGETOWN Canal News** – The wall which fell in the canal be reason of the recent storm, as mentioned in yesterday's storm [*sic. Star*] is being cleared out today and navigation will be open this evening. Operations at the Outlet Lock will not be commenced until Monday or Tuesday next, owing to the delay caused to business by the letting off of the water; to avoid which the water will be let off Saturday night, when the connection between the lock and the canal will be made. The steam-packet *Maryland*, which is to make the trial with the lock, is expected from Baltimore today.

AG, Tue. 6/13/767, p. 3. **Scarcity of Vessels** – The great scarcity of vessels for the coal trade still continues, and the few that do arrive are seized upon with avidity. Orders to agents North to charter vessels meet with very slow response, as very few are to be had at any price. The temporary impediment to canal navigation will of course lessen the demand for a day or two, but even under these circumstances vessels can readily obtain charges.

The Canal – In drawing off the water from the Georgetown level of the C. & O. Canal on

Saturday evening, in order to clean out the entrance to the new outlet lock, it was found that heavy sand bars had been formed at several places in this level. The only boats which have arrived here since Saturday are two which were caught on this side of the bars, and which came down to the American coal wharf this morning. The bars in the upper end of the level are very heavy and will require some two or three days to remove them, until which time no boats can pass. Meanwhile at least one of the companies here – the Hampshire and Baltimore – is waiting for coal for shipment.

Wed. 6/14/76, p. 4. **Canal Trade.**

Thirty boats left this port yesterday, carrying, 3,332 16 tons of coal, as follows:

Consolidation Company		
Georgetown		
Morning Star	Capt. Singer	110 01
Blue Bell	Capt. Riley	113 03
Lucinda	Capt. Rinehart	115 15
Energy	Capt. Morrow	111 16
Jimmy M., jr.	Capt. Bush	113 17
Osceola & Jake	Capt. Seaman	116 17
A. Campbell	Capt. Eddy	114 09
Mollie E. Waters	Capt. James	111 09
	Eight boats	907 07
American Coal Company		
Alexandria		
Matthew Kersey	Capt. Fisher	120 07
American Flag	Capt. McKnight	120 06
A. Jackson Clark	Capt. Wilson	117 00
Maj. E. L. Moore	Capt. Little	116 17
H. O. Claughton	Capt. Fisher	120 06
J. P. Moore	Capt. Mose	117 04
	Six boats	712 00
Maryland Coal Company		
Georgetown		
Thomas Hassett	Capt. Callahan	106 02
Col. J. C. Lynn	Capt. Reed	115 03
J. G. Ensminger	Capt. Sterling	111 05
Ludlow Patton	Capt. Atkinson	101 15
Washington		
S. S. Lynn	Capt. Kroon	107 17
	Five boats	544 02
Borden Mining		
Georgetown		
B. M. Young	Capt. Miles	119 04
J. G. Lynn	Capt. Martin	119 09
Theo. Dean	Capt. Martin	119 17
Borden & Lovell	Capt. Shives	112 00

	Four boats	470 10
New Central Coal Company		
Georgetown		
J. E. Coulehan	Capt. Kimble	116 01
Ohio	Capt. Pierce	110 10
Williamsport	Capt. Stickle	113 14
	Three boats	340 05
Hampshire & Baltimore		
Georgetown		
P. L. Lemen	Capt. King	115 10
M. Fannon	Capt. Bissett	115 19
	Two boats	131 09
Blaen Avon Coal Company		
David Seibert	Capt. Hamilton	115 03
Individual		
Five Brothers	Capt. Little	112 00

Trial Trip of J. T. Scrivener.

One of the fleet of steam canal boats built by W. Young, engines by M. Darragh & Co., Fallston, Beaver county, Pa., made a very satisfactory trial trip yesterday. Commodore Darragh expressed himself as satisfied, and this is saying a great deal for him. The Commodore is getting quite a fleet on the Chesapeake and Ohio canal, this being the fourth, and all doing good work – all being built for hard work, having as great a freighting capacity as those of any other builder. The Scrivener made the run of 3½ miles in 40 minutes, and back in same time. She passed off smoothly from the Potomac wharf, and went up the river as far as Weber’s gardens, then returned and went down the canal. She moved out of the lock without any difficulty as to jamming, this being very often the trouble with single propellers. She proceeded as far down as Dougherty’s wide water, about three and a half miles from the locks. Her time was an average of about five miles an hour. The steamer is owned by Mr. Michael Quigley, an old boatman on the canal. He proposes to load in a day or two and test her through when laden. Success to him.

We were amused yesterday evening at the efforts of a couple of boys to recover a ball which they had accidentally tossed in dangerous proximity to the heels of a mule tethered near the canal basin. The youngsters did not seem to admire the manner in which the mule

manipulated his ears whenever they approached him, and they drew off for frequent consultations. At last after about twenty minutes anxious suspense, one of the boys produced a long fishing-rod and fished the coveted ball from beneath the pendulating shadow of the mule's tail.

Wed. 6/14/76, p. 2. **Election of Canal Officers.**

– The annual meeting of the stockholders of the Chesapeake and Ohio Canal Company, took place at Annapolis last week, and at which the officers for the ensuing year were elected, viz;
 President – A. P. Gorman
 Directors – D. S. Biser, of Frederick county, James G. Berret, of Washington city, Michael Bannon, of Anne Arundel county, B. B. Crawford, of Montgomery, Henry Funaudis, of Harford county, and Patrick Hammill, of Garrett county.

It will be seen from the above, that both Allegany and Washington counties have been left out in the cold so far as representation on the board is concerned. They are the two most important counties through which the Canal runs, more than fifty miles of it being in our own county, and each ought to have had a representative as a matter of simple justice. The late A. K. Stake, Esq., was a Director for a number of years from our county and when he died some gentleman should have been selected from the county to take his place, and we are told quite a number of good men could have been had for the mere asking. This is certainly not a wise policy to pursue, but on the slang phrase of the day, 'it's none of our funeral' and we ought not to shed any tears over it. At the next election Washington county will give about *fifteen hundred* majority against the State rule of the Democracy, more or less.⁵

ES, Wed. 6/14/76, p. 4. **GEORGETOWN Grain** – Boat Medley with 2,900 bushels corn and 300 bushels wheat; boat Hattie & Bessie

with 3,300 bushels corn and 100 bbls. flour – all to Hartley & Bro.

AG, Wed. 6/14/76, p. 3. **The Canal** – The obstructions existing in this end of the Georgetown level have been removed and a few boats arrived today. There still remain some obstructions in the upper end of the level which will not be removed before tonight. Operations at the Outlet Lock near Georgetown will not be commenced until Monday or Tuesday next, owing to the delay caused to business by the letting off the water; to avoid which the water will be let off Saturday night, when the connection between the lock and the canal will be made. The steam packet *Maryland* which is to make the trial with the lock, is expected at Georgetown from Baltimore tonight.

Thu. 6/15/76, p. 4. **Canal Trade.**

Thirty-four boats left this port yesterday, carrying, 3,921 10 tons of coal, as follows:

Consolidation Company			
Georgetown			
Johnny & Tommy	Capt. Bell		120 05
Miner	Capt. Yingling		112 02
A. P. Gorman	Capt. Yingling		114 17
J. Snively	Capt. Miller		112 08
D. A. Miller	Capt. Weller		115 04
Anna Bruce	Capt. Draner		112 14
G. F. Smith	Capt. Bender		121 13
L. L. Shives	Capt. Shives		116 17
	Eight boats		926 00
Maryland Coal Company			
Georgetown			
Henry Boyd	Capt. Brown		114 19
J. E. Hughes	Capt. O'Neal		111 14
Thomas O'Connell	Capt. Mills		111 06
W. T. Hassett	Capt. Myers		111 09
Phillie G.	Capt. McCann		107 18
Kate Brooks	Capt. McCormick		111 14
G. Berkebile	Capt. Wegman		114 18
Queen City	Capt. Edenhart		114 17
	Eight boats		898 15
Borden Mining Company			
Georgetown			
S. H. Sherman	Capt. Pitzer		117 00
Geo. T. Gatrell	Capt. Gatrell		120 17
Isaac Wilson	Capt. Gatrell		120 16

⁵ *The Herald and Torch Light*, Hagerstown, Maryland.

Johnny & Frank	Capt. Gatrell	114 18
J. H. Farrow	Capt. Ardinger	117 02
L. N. Lovell	Capt. Cowden	117 17
Alonzo Berry	Capt. Ardinger	<u>111 00</u>
	Seven boats	819 10
American Coal Company		
Alexandria		
Peter G. Uhler	Capt. Pearce	119 18
Wm. E. Bell	Capt. Brendlinger	119 18
J. H. Parrott, jr.	Capt. Taylor	120 11
J. H. Platte	Capt. Hooker	116 11
John L. Read	Capt. Hooker	<u>117 07</u>
	Five boats	594 05
New Central Company		
Georgetown		
John Hammond	Capt. Brooks	113 08
William R. Shaw	Capt. Coffman	113 15
F. A. Mertens	Capt. Manning	<u>109 18</u>
	Three boats	336 11
Hampshire & Baltimore		
Georgetown		
M. S. Fernsner	Capt. Fernsner	118 10
E. M. Bynon	Capt. Johnson	<u>115 16</u>
	Two boats	234 06
Blaen Avon Company		
C. B. Embrey	Capt. Buchanan	112 03

The Price of It.

The consolidation Company is now selling coal f. o. b. at Alexandria at \$3.50. There is no company in the region, with the freight rates at present demanded by the Consolidation Company, that can afford to sell coal at any such figures.

American Company to Decrease Shipments.

The American Coal Company will begin in a day or two to cut down shipments one-half of what it has been doing for this season or about one-third of what it usually does in brisk times. The reduced shipments will employ about three boats daily.

Unless.

It is now given out that unless a further reduction is made by the Canal Company, a number of companies will divert all their trade to the Baltimore and Ohio Railroad Company. The Canal Company has already done so well in making concessions to the necessities of the trade that no sane person can say aught against its policy in that direction.

ES, Thu. 6/15/76, p. 4. **GEORGETOWN Grain** – Boat Golden Rule with 400 bushels wheat to J. G. & J. M. Waters. Cement, Round Top with 750 barrels cement to same firm.

AG, Thu. 6/15/76, p. 2. **CANAL COMMERCE** – Arrivals – Boats J. R. Anderson and John Wilson to American Coal Co.; Johnny, J. W. Carder and J. J. Moore to Hampshire and Baltimore Coal Co. Departures – Boats Geo. Sherman, Thomas H. Faile and A. J. Akin for Cumberland.

Fri. 6/16/76, p. 4. **Canal Trade.**

Thirty-one boats left this port yesterday, carrying, 3,543 04 tons of coal, as follows:

Consolidation Company		
Georgetown		
J. T. Davis	Capt. Berger	116 17
D. M. Read	Capt. Eichelberger	114 18
J. A. Millholland	Capt. Repp	117 15
Joseph Light	Capt. Seaman	115 04
Joel Charles	Capt. Hammond	113 19
W. Weber	Capt. Dixon	116 16
R. B. Cropley	Capt. Silver	114 05
M. M. Jane	Capt. Arthur	111 09
Jacob McGraw	Capt. Mertens	<u>113 00</u>
	Nine boats	1034 03
Maryland Coal Company		
Georgetown		
Alex. Kratz	Capt. Brookman	115 02
Mollie & Bettie	Capt. O'Neal	111 10
T. J. Mahaffy	Capt. Otto	110 11
Willie & Annie	Capt. Derr	111 15
J. E. Stanhope	Capt. Hetzer	111 09
L. H. Kuhn	Capt. Cunningham	111 15
Cherokee Tribe	Capt. Sisler	<u>113 00</u>
	Seven boats	785 02
American Coal Company		
Alexandria		
J. A. Alexander	Capt. Penner	113 09
David Stewart	Capt. Penner	112 01
R. S. Grant	Capt. Weaver	113 08
Chas. Clifton	Capt. Weaver	113 10
Samuel Lloyd	Capt. McMullen	116 10
Chas. R. Hooff	Capt. Hein	<u>119 08</u>
	Six boats	688 06
New Central Company		
Georgetown		
Iowa	Capt. Keady	110 04
E. B. Hartley	Capt. Bonnett	113 05

J. B. Turton	Capt. Brooks	<u>110 03</u>
	Three boats	333 12
Borden Mining Company		
Georgetown		
Hunter G.	Capt. Cowden	120 16
Harry Borden	Capt. Cowden	<u>117 19</u>
	Two boats	238 15
Hampshire & Baltimore		
Georgetown		
Lucy Lee Mouse	Capt. Mouse	115 10
G. P. DeWitt	Capt. Montgomery	<u>112 08</u>
	Two boats	227 18
Blaen Avon Company		
Williamsport		
E. M. Stanhope	Capt. Shaffer	115 08
	Individual	
G. W. Grove	Capt. Rudgeon	109 00

A Long Race.

The Alpha, commanded by Captain John [V. L.] McKaig, arrived in this city last evening about six o'clock. Close behind her followed the Star No. 1. The Star chased the Alpha all the way from Georgetown up. The race was very exciting; again and again the Star would approach the Alpha, and again and again the Alpha would slip away. When about a mile below Cumberland, the fireman of the Alpha, thinking that he would have steam enough to carry her to Cumberland, drew his fire. At this juncture the Star came up snorting and tearing along with a full head of steam and would certainly have passed the Alpha and been proclaimed joyful victor at the close of the long and eventful struggle, had not Capt. McKaig detected the danger at once and let on full what steam he had, carrying the Alpha in just a little ahead.

The Canal.

The Alexandria *Gazette* of yesterday [6/15] says: "The obstruction existing in this end of the Georgetown level have been removed and a few boats arrived today. There still remains some obstructions in the upper end of the level which will be removed before tonight. Operations at the Outlet Lock near Georgetown will not be commenced until Monday or Tuesday next, owing to the delay caused to business by the letting off of the water, to avoid which the

water will be let off Saturday night, when the connection between the lock and the canal will be made. The steam packet Maryland, which is to make the trial with the lock, is expected at Georgetown from Baltimore tonight.

Canal War Vessels.

The several steamers which were delayed at Georgetown by the bar above that city are expected up this afternoon or early tomorrow. Commodore Darragh, Captain of Fleet Welsh, with Chaplain Taylor, propose going down to meet the fleet and come up with the Commodore's pennant flying to the breeze. A band has been proposed, but we fear that the time will be [illegible] to make preparation to the extent which the occasion demands.

Plenty of It.

Mr. Winship, agent of the Consolidation company at Georgetown, says that the company he represents has already sold coal enough to load eighteen boats a day for the remainder of the season.

The wharf of the Consolidation company at Georgetown is nearly completed, and when that is done the company will be able to unload at Georgetown about 22 boats a day.

The owners of the Patton now hold the field, the Captains of the *Areturus* and *Lovell* not daring to accept that bet. "Brag is a good dog," says Shakespeare, "but Holdfast is a better one."

There is a great scarcity of schooners at Alexandria.

There are now four steamers on the *Ludlow Patton* plan on the canal, the last one, the hull of which was made here by Messrs. Doerner & Bender, has reached Georgetown, where the machinery will be placed in her. They are all good boats, well made and run very swiftly.

ES, Fri. 6/16/76, p. 5. **GEORGETOWN Coal Trade** – Consolidation Coal Company receipts 8,708 tons, shipments 8,708 tons; New Central Coal Company receipts 2,500 tons, shipments 2,500 tons; Borden Mining Company receipts 2,000 tons, shipments 2,000 tons;

Maryland Coal Company receipts 2,106 tons, shipments 2,106 tons.

Grain – Boat J. N. Thomas with 2,950 bushels corn, 525 bushels wheat and 48 bbls. flour to J. G. & J. M. Waters.

AG, Fri. 6/16/76, p. 2. **CANAL COMMERCE**

– Arrived – Raft with timber for A. M. R. W. Co.; boats R. J. Duckett, V. L. Sprigg and C. E. Charles to Hampshire and Baltimore Coal Co.; Katie & Addie, B. R. Summers and R. Burke to W. A. Smoot; W. Doerner, W. Walsh, T. Patton, M. D. Corse and J. W. Morris to American Coal Company.

Departed – Boats Johnny, J. R. Anderson, A. S. Wintringham, J. Wilson, J. W. Carder, J. J. Moore and W. Doerner.

p. 3. **Overboard** – A colored boy named Montague fell overboard yesterday at the American coal wharf and came very near drowning. He was finally rescued by a colored man named William Lee, who jumped into the river and grasped the boy and, aided by a rope thrown him by Mr. Samuel Henry, succeeded in bringing him to the wharf. There are a good many boys who make a practice of playing around the edges of the dock at the American wharf, and scarcely a week passes but there are one or two of them who fall overboard. Mr. Henry, the superintendent of the yard, has rescued several with his won hands from a watery grave.

Sat. 6/17/76, p. 4. **Canal Trade.**

Twenty-nine boats left this port yesterday, carrying, 3,292 18 tons of coal, as follows:

Consolidation Company		
Georgetown		
Alpha	Capt. Reed	107 18
Garrett & Mans	Capt. Fitzgerald	115 05
Star No. 1	Capt. S. H. Otto	101 00
A. E. McDonald	Capt. McDonald	115 11
Yonkers	Capt. Mondell	112 15
S. T. Ekis	Capt. Morrison	116 16
G. W. Barnett	Capt. Little	114 19
C. H. Dalton	Capt. Little	116 17
R. Shriver	Capt. Nuse	115 03

Williamsport		
Monongahela	Capt. Shupp	112 04
	Ten boats	1128 08
Maryland Coal Company		
Georgetown		
M. A. Brady	Capt. Brady	111 01
J. H. Kindle	Capt. Smith	111 07
M. H. Russell	Capt. Hetzer	111 06
A. E. McQuade	Capt. Clark	111 03
Thomas Venners	Capt. Ganley	101 09
R. L. Gross	Capt. Mattingly	107 18
Washington		
Thomas J. Boyer	Capt. Kroon	111 01
A. K. Syester	Capt. Kroon	111 13
	Eight boats	876 18
Borden Mining Company		
Georgetown		
Alexander	Capt. Cowden	116 09
John T. James	Capt. Weller	113 12
Henry Korns	Capt. Cowden	113 11
Dr. O. M. Schindel	Capt. Warner	122 19
	Four boats	468 11
American Coal Company		
Alexandria		
J. W. Burke	Capt. Renner	120 18
James Noble	Capt. Gower	119 01
	Two boats	239 19
Hampshire & Baltimore		
Benj. Miller	Capt. Crumbaugh	120 01
Blaen Avon Company		
John A. Spielman	Capt. Miller	118 06
Individual		
Centennial	Capt. Boley	118 15
C. Segerson	Capt. Wallace	112 00
H. Herbner	Capt. Buckner	112 00
	Three boats	342 15

Broke his Fishing Rod.

Yesterday afternoon a colored man named Joseph Bain, a boatman, was fishing down at the canal bridge, about the time a loaded boat was there. At the time the negro was some distance away from his rod, and had not noticed the approach of the boat, which came on, and the rod, getting entangled in the irons of the bow, was broken off. The rod was a handsome bamboo one, and the negro was very much enraged. So, picking up a large stone he threw it at the captain of the boat, but misses him. The captain reaching under the hatch secured a sizeable piece of coal and threw it at the negro, hitting him on the head without much damage,

except to the lump of coal, which was pulverized.

On Wednesday the steam canal boat *Maryland* put into the harbor of Annapolis on account of heavy seas on her way to Georgetown, where she arrived yesterday, and where she will be delivered over to the Canal Company. She is officered by Captain C. H. Brown, Mate S. T. Johnson, and engineer J. M. Johnson. The visit of the *Maryland* to this place is awaited with considerable interest.

The Alpha and Star No. 1 left this port yesterday very close together, and the result will probably be another lively race.

The *F. L. Moore*, a *Ludlow Patton* steamer, is having her machinery put in her at Georgetown, and she will come to Cumberland in 10 days for her freight.

ES, Sat. 6/17/76, p. 4. **GEORGETOWN Grain** – Boat H. M. Talbott with 3,500 bushels corn consigned to H. M. Talbott.

Canal – The water will not be turned off the canal this evening, as was thought, to complete the connection with the outlet lock, there being too many boats on this level.

Bridge Wanted – When is the bridge across the canal, at the foot of Potomac street, to be rebuilt? Its absence is a serious inconvenience.

AG, Sat. 6/17/76, p. 2. **CANAL COMMERCE** – Arrived – Boats L. W. Poffenberger and M. Mertens to Blaen Avon Coal Co.; M. O’Conner and Elmer & Kate to Hampshire and Baltimore Coal Co.; J. H. Stickney, J. J. Swift, T. L. Betts, R. H. Miller, S. S. Howison and D. A. Lowe to American Coal Co.

Departed – Boats W. Walsh, B. R. Summers, M. D. Corse, R. J. Duckett, Katie & Addie, T. Patton, C. E. Charles, R. Burke, J. W. Morris, J. H. Stickney, L. W. Poffenberger and V. L. Sprigg.

p. 3. **Coal Trade** – The president and directors of the Chesapeake and Ohio canal have gone on a tour of inspection along the line of their canal, using for the first time their new

steam yacht, *Maryland*. It is hoped that during their trip they may make some arrangement for a reduction of tolls on the canal. Owing to the drawback allowed by the B. & O. R. R. the amount of coal shipped by canal is heavily falling off, and most of the shipments are made over the railroad to Baltimore; and unless some reduction is made in freights the companies shipping from this port and Georgetown cannot compete with Baltimore companies, and will be compelled to stop shipments. Already, as noticed in yesterday’s paper, one of the companies, the American, has reduced the number of boats loaded each day very materially.

Race on the Canal – The Alpha, commanded by Capt. John McKaig, arrived in this city last evening about six o’clock. Close behind her followed the Star No. 1. The Star chased the Alpha all the way from Georgetown up. The race was very exciting; again and again the Star would approach the Alpha and again and again the Alpha would slip away. When about a mile below Cumberland, the fireman on the Alpha, thinking that he would have steam enough to carry him to Cumberland, drew his fire. At this juncture the Star came up snorting and tearing along with a full head of steam, and would certainly have passed the Alpha and been proclaimed joyful victor at the close of a long and eventful struggle, had not Capt. McKaig detected the danger at once and let on full what steam he had, carrying the Alpha in just a little ahead. – *Cumberland Alleganian*.

Mon. 6/19/76, p. 1. **Canal Trade.**

Twenty-two boats left this port Saturday, carrying 2,479 11 tons of coal, as follows:

Consolidation Company		
W. C. Ernst	Georgetown	116 19
J. C. Grove	Georgetown	117 00
John Leech	Georgetown	117 12
J. Marmaduke	Georgetown	120 02
P. J. Smith	Georgetown	111 08
Tommy & Nellie	Georgetown	113 18
J. N. Clary	Georgetown	115 17
W. L. Read	Georgetown	117 13
	Eight boats	<hr/> 930 09
	Maryland Coal Company	

Canal Trade - 1876

Etta & Rena	Georgetown	108 12
W. & B. Mills	Georgetown	105 15
John W. Daily	Georgetown	108 02
Cumberland	Georgetown	108 00
	Four boats	430 09
	Borden Mining Company	
J. R. Haines	Georgetown	114 06
Areturus	Georgetown	99 13
Fall River	Georgetown	107 16
	Three boats	346 04
	Hampshire & Baltimore	
Lillie Lemen	Georgetown	116 18
J. W. Rhind	Georgetown	117 10
P. A. Gorman	Georgetown	110 16
	Three boats	345 04
	New Central Mining Company	
S. H. Davis		116 00
	Blaen Avon Coal Company	
David Seibert		115 12
	Individual	
H. S. Miller		113 19
	Despard – Gas Coal	
J. H. Gatrell		106 00

The following are the receipts and shipments of coal by the American Coal Company at Alexandria for the week ending last Saturday: Receipts, 2,142 tons; shipments, 1,350.

The water was not turned off the Georgetown level on Saturday evening to complete the connection with the outlet lock, there being too many boats on that level.

DIED.

MERTENS – At her residence, on Paca street, Cumberland, on Sunday, the 18th instant, at 8:30 a.m., Mrs. Anna M. F. Mertens, in the 78th year of her age.

The friends of the family are invited to attend the funeral from her late residence at 2 o'clock today.

AG, Mon. 6/19/76, p. 3. **CANAL**

COMMERCE – Arrived – Boats Little Eddy to Hampshire & Baltimore Coal Co.; H. Delafield and John Bradburn to American Coal Co. Departed – Boats T. L. Betts, John J. Swift, M. Mertens, Elmer & Katie, R. H. Miller, M. O'Conner and S. S. Howison.

p. 3. **The Georgetown Outlet Lock** – The water was not turned off the Georgetown

level last Saturday evening, as was expected, to complete the connection with the outlet lock, there being too many boats on the level. The outlet lock so far has proved rather a failure. Beside the trouble of making the connection with the canal, to the midst of the busy season, necessitating the drawing off of the water from the Georgetown level for two or three days, it is very difficult and hazardous to approach or leave the outlet at the river end, on account of the tortuosity of the channel and the sunken rocks bordering it. It is also said that only two or three of the smallest sized tug-boats can get up as far as the lock on account of the shallowness of the water. From all of these troubles it will be seen, that the lock which was intended, among other things, to reduce the tonnage over the Alexandria canal, may yet prove a bad investment for its builders.

Tue. 6/20/76, p. 4. **Canal Trade.**

Nineteen boats left this port yesterday, carrying, 2,167 14 tons of coal, as follows:

	Consolidation Company	
Georgetown		
A. M. Grove	Capt. Grove	115 00
C. P. Manning	Capt. Read	117 13
J. R. Ray	Capt. Kerfoot	114 19
M. Boyer	Capt. Boyer	110 07
T. Malloy	Capt. Knode	115 05
Congress	Capt. Kirby	113 07
A. B. Turner	Capt. Reynolds	114 19
A. Gruber	Capt. Woltz	116 17
Washington		
Dove	Capt. Mose	117 10
	Nine boats	1036 06
	Borden Mining Company	
Georgetown		
Kate Prather	Capt. Fernsner	118 03
New Era	Capt. Cowden	105 02
Ida J. Kreps	Capt. Quigley	119 16
	Three boats	343 01
	American Coal Company	
Alexandria		
Geo. Sherman	Capt. Russell	116 07
John Wilson	Capt. McCann	113 18
	Two boats	230 05
	Hampshire & Baltimore	
Georgetown		
Jas. & Geo. B.	Capt. Brashears	115 11
Morning Sun	Capt. Jarricks	118 05

	Two boats	233 16
	New Central Coal Company	
G. W. Adams	Capt. Coffman	109 13
V. H. Weir	Capt. Bell	106 02
	Two boats	215 15
	Blaen Avon Coal Company	
C. B. Embrey	Capt. Buchanan	108 11

A Tussle in the Big Pool Between the Star and the Thomas Venners.

The Captain of the *Arthur Lovell* informs us that he witnessed on Saturday a very lively and exciting race between the *Star No. 1* and the *Thomas Venners* on the Big Pool, about 72 miles east of Cumberland. The Big Pool is just the place for a race, being two miles long and a half mile wide, with a depth of from 20 to 40 feet. "Plenty of chance to submerge the propeller in that pool of water," says the wily Gorman. The *Star*, it seems, had followed hard after the *Venners* all the way from Cumberland down, though leaving the latter place three hours behind her. It so happened that both steamers carried exactly the same tonnage, namely, 101 tons. When Gorman entered the lower part of the pool, he saw plainly that the *Star* and *Venners* were at it nip and tug. On they came, the *Star* gaining every minute, and just as she was passing the *Venners*, Gorman steered his craft tight in between the racers, and Captain Ganley of the *Venners* hallooed out to Gorman, "He's got too much steam for me, John." Gorman watched them for some time farther, and saw the *Star* gain greatly on its adversary and pass out of sight far ahead.

The *Thomas Venners* is a steamer built on the *Ludlow Patton* plan, and is reckoned one of the fastest boats on the canal; she is owned by Captain Patrick Ganley.

The *Star No. 1* is one of a line of boats owned by Messrs. Weld & Sheridan of this city.

She is peculiar in having two consecutive reversible wheels attached to a hollow shaft, the patent of Mr. Alexander McDonald. The *Star* is considered a very fast boat.

It needs to be said that the above account of the race is from anti-Patton sources; and we

shall be glad to publish the other side of the story.

Twenty-five Tied Up.

A very careful observer tells us that in one trip down the canal he counted twenty-five good sound boats that were tied up and idle, because work for them could not be obtained.

New Iron Bridge.

The new iron bridge built by the canal company over the canal at White's Ferry, thirty-five miles this side of Georgetown, is now entirely completed. It is the only bridge of the kind on the canal; all the rest are wooden ones.

The *Ludlow Patton* arrived at Georgetown on Friday, and after a delay in drawing off the level at Georgetown to remove bars, started on her upward trip on Sunday night. At the same time there were from seventy-five to one hundred boats lying on that level.

The *New Era* consumes much less fuel since she was changed to a one-wheeled propeller. The amount of coal consumed on her last trip was five and a half tons.

ES, Tue. 6/20/76, p. 4. **GEORGETOWN**

Up the Line – News comes from up the canal that the recent rains have washed a sand-bar across the canal on the Harper's Ferry level, which will delay the arrival of boats for a few days. The river at White's Ferry, is reported to be very high, with a swift current. The wheat crops in that section are damaged to a considerable extent.

Grain – Boat Caledonia with 1,600 bushels of wheat, 1,500 bushels of corn and 33 bbls. flour to Hartley & Bro.; also, 35 bbls flour to J. G. & J. M. Waters.

AG, Tue. 6/20/76, p. 3. **CANAL COMMERCE**

– Arrived – Boats A. J. Mills and M. Fannon to Hampshire and Baltimore Coal Co.

Departed – Boats D. A. Lowe, Little Eddy and A. J. Mills.

The Coal Trade – Mention was made in the *Gazette* a few days since of the prevailing difficulties in the shipment of coal by canal. –

The following, taken from the Cumberland *Alleganian*, will show that the prospects are even more gloomy than they were painted in that article: "By scanning the canal trade published in the *Alleganian and Times*, the reader will observe that the Borden, Maryland, American and New Central Companies are doing scarcely anything by canal, though they are generally the principal shippers by that thoroughfare. – Not only have the shipments of these companies been made small this season, but they have been very irregular. It is now given out that one of these companies, the American, if not others, will entirely suspend operations by canal for the season. The American company has been a constant and regular shipper by canal for the last eighteen years, and during that time has contributed largely to the upbuilding of various enterprises connected with coal-trade interests hereabouts. At one time, we believe, it advanced large sums of money to the Canal Company when the latter was in a tight place; it also assisted extensively, through moneys loaned, in building the Cumberland and Pennsylvania railroad; it advanced considerable money to the owners of Basin wharf when that structure was building. In other words, it has always proved itself public spirited in matters devoted to the home interests of Allegany county.

"At the beginning of the present year it contemplated a very brisk season, and had its sixty-odd boats, the largest number owned by any canal company, all put, at considerable expense, in thorough running order. It will thus be seen that this company, when in active operation, circulates no inconsiderable amount of money in this community, and the announcement that it will probably suspend shipments by canal will be received on all sides with regret. The officials of the company claim, we understand, that it is impossible for them to complete with the Clearfield operators, when the latter are able to get their coal mined 33 percent cheaper and have it brought to market at a much less rate than it is paying.

"These facts would seem to indicate the necessity of some further reduction in the price of mining and getting our coal to market. It is to be hoped that the Canal Co. will also look at the question with grave consideration, and while it might be unwilling to make any further reduction unless the Consolidation Company and the miners do likewise, yet as a temporary measure, to avert a temporary depression of the trade, a further reduction by it might prove advantageous to the trade of the canal by stimulating shipments, so that by this increased tonnage, though taken at a smaller figure, the actual gain in the additional revenue might amply compensate for the decrease in the price of toll.

"Indeed, our coal operators here seem to think that a further reduction of tolls by the canal company would stimulate our trade most decidedly and induce companies now sending out a few straggling loads to begin active and energetic shipments at once. If anything can be done in the matter it must be done at once, before the opportunity to secure the vast contracts is lost."

Wed. 6/21/76, p. 4. **Canal Trade.**

Thirty-one boats left this port yesterday, carrying, 3,523 19 tons of coal, as follows:

Consolidation Company		
Georgetown		
C. Slack	Capt. A. G. Lewis	115 05
M. S. O'Donnell	Capt. Lewis	112 02
Shiple & Bush	Capt. Grove	119 04
L. R. Fechtig	Capt. Smith	114 11
Belle Resley	Capt. Teeter	117 04
H. C. Hicks	Capt. Riley	115 16
Thomas Sheridan	Capt. Myers	110 15
Consolidation	Capt. Shank	115 19
	Eight boats	920 16

Borden Mining Company		
Georgetown		
F. J. Laing	Capt. Young	118 15
Wm. Staples	Capt. Henry	115 01
Denton Jacques	Capt. Newkirk	117 06
A. C. Greene	Capt. Joy	115 06
F. L. Tilghman	Capt. Cowden	114 08
Washington		
Dr. F. C. Doyle	Capt. Wise	115 10
	Six boats	696 03

New Central Coal Company

Georgetown		
R. A. Goodwin	Capt. Kaiser	113 11
Wm. Young	Capt. Reives	113 07
Geo. Hutton	Capt. Wright	110 01
Elizabeth	Capt. Seaman	112 11
American Boy	Capt. Robinson	<u>107 01</u>
	Five boats	556 11
Maryland Coal Company		
Georgetown		
A. H. Bradt	Capt. Hill	107 14
Fannie & Estella	Capt. Chaplin	107 11
Dr. Grimes	Capt. Hill	111 10
Washington		
John Sammon	Capt. Quigley	111 00
J. T. Scrivener	Capt. Quigley	<u>104 12</u>
	Five boats	542 07
Hampshire & Baltimore		
Georgetown		
Johnny	Capt. Kean	118 07
T. H. West	Capt. Reid	117 09
Nora & Willie	Capt. Sorrell	<u>118 10</u>
	Three boats	354 14
Blaen Avon Coal Company		
Alexandria		
Katie & Addie	Capt. Wolf	115 01
B. R. Summers	Capt. Sorrell	115 09
E. M. Stanhope	Capt. Shaffer	<u>111 13</u>
	Three boats	342 03
American Coal Company		
A. S. Wintringham	Capt. Eichelberger	111 02

The new steamer J. T. Scrivener left port yesterday afternoon on her first trip down the canal.

Canal Receipts.

The total amount of receipts during the week past was \$9,826.57, of which \$9,847.49 were payable at Cumberland, \$402.49 at Georgetown, \$76.59 at Williamsport. The total amount of coal shipped was 20,964.16 tons.

ES, Wed. 6/21/76, p. 4. **GEORGETOWN Canal News** – The steam packet “Maryland” left town this morning for the outlet lock, carrying President Gorman and the board of directors of the canal. It is not known positively when operations at the lock will be begun.

AG, Wed. 6/21/76, p. 2. **CANAL COMMERCE** – Arrived – Boats M. S. Fernsner

and B. Miller to Hampshire and Baltimore Coal Co.
 Departed – Boat Michael Fannon.

p. 3. Local Brevities

The river at White’s Ferry is reported to be very high, with a swift current. The wheat crops in that section were damaged to a considerable extent by the late rains.

The Chesapeake and Ohio Canal Company’s new steam yacht *Maryland* from Baltimore for Georgetown, passed up last evening.

Thu. 6/22/76, p. 4. **Canal Trade.**

Twenty-nine boats left this port yesterday, carrying, 3,275 14 tons of coal, as follows:

Consolidation Company		
Georgetown		
Lillie & May	Capt. Sandbar	112 04
Maryland	Capt. Clendening	112 03
Creole	Capt. Jackson	116 16
Monongahela	Capt. Shupp	110 05
Wm. Moffet	Capt. Myers	116 16
Okonoko	Capt. Byroads	<u>117 13</u>
	Six boats	685 17
New Central Coal Company		
Georgetown		
A. Lincoln	Capt. Unglesbie	111 07
D. R. Long	Capt. Long	110 13
Daniel Henry	Capt. O’Neal	113 04
Mary Mack	Capt. Arthur	110 09
F. F. Davis	Capt. Swain	<u>113 07</u>
	Five boats	559 00
Borden Mining Company		
Georgetown		
Warren Delano	Capt. Fernsner	119 06
R. J. West	Capt. Slattery	115 12
J. R. Masters	Capt. Gorman	113 16
Sallie E. Hassett	Capt. Mouse	120 12
Arthur Lovell	Capt. Gorman	103 10
C. H. Knott	Capt. Young	<u>120 05</u>
	Six boats	693 01
Maryland Coal Company		
Georgetown		
Ludlow Patton	Capt. Farman	98 16
Annie	Capt. Little	107 16
Willie Snyder	Capt. Snyder	111 00
P. Fleckenstein	Capt. Bowers	111 02
Laura	Capt. Little	111 04
Francis Gannon	Capt. Taylor	111 01
F. H. Darby	Capt. Tice	<u>107 19</u>

	Seven boats	758 18
Blaen Avon Coal Company		
Alexandria:		
J. A. Spielman	Capt. Miller	110 12
Richard Burke	Capt. Arrington	115 10
	Two boats	226 02
Hampshire & Baltimore		
Georgetown		
J. W. Carder	Capt. McAbee	119 09
Samuel Swain	Capt. Patterson	117 10
	Two boats	236 10
American Coal Company		
J. R. Anderson	Capt. Reynolds	116 03

The Boatyards.

The boatyards are now doing very little either in the way of repairs or in building new boats; and it is likely that they will be less busy than heretofore during the rest of the season, for two reasons: in the first place, boats that need general and extensive repairs for the season are commonly put on the docks early in the spring, and this kind of work is now therefore much slackened off; in the second place, the fact that the overstock of boats now on the canal is the main cause for the present reduced freights will prevent any larger orders for boats during the remainder of the year. When more than 25 boats are now tied up, because the owners cannot get work for them, it is not at all likely that there can be any great demand for new boats for some time to come.

Mr. Peter Hein will remove his saw mill, now located at Patterson's Creek, to Town Creek, 13 miles lower down the canal, where there is an unlimited quantity of timber. It will be remembered that a saw mill and grist mill at this point, owned by Messrs. William Young & Bros., of this city, was burned down several years ago.

The Star No. 4, the fourth in a line of steamers owned by Messrs. Weld & Sheridan, is now on the docks, and will be finished early in the summer.

The steam packet "Maryland" left Georgetown yesterday for the outlet lock, two miles above, when the boat will pass through the lock if ready to receive it. President Gorman and

the Board of directors of the canal were aboard the boat.

The Maryland.

A postal card from our Georgetown correspondent informs us that the steam yacht Maryland arrived safely at Georgetown on Tuesday afternoon.

The patterns for an attachment to the propellers by which they can be [illegible] raised and lowered by a sort of unusual joint appliance, patented by Mr. Alex. McDonald, are now being cast at McKaig's foundry.

The Thomas Venners arrived at Georgetown at 5:30 a.m. on Tuesday. At the time the Star No. 1 passed Venners on the Big Pool, the former had 100 pounds of steam, the latter but 60 pounds.

The Star No. 1 broke down at Seven locks on Monday night and had not arrived at Georgetown up to Tuesday afternoon, the date of our latest services.

The floor of Basin wharf is now being relaid with new planks at spots here and there.

AG, Thu. 6/22/76, p. 2. **CANAL**

COMMERCE – Arrived – Boats L. L. Mouse, E. M. Bynon and P. L. Lemen to Hamp. And Balt. Coal Co.

Departed – Boats L. L. Mouse and E. M. Bynon.

p. 3. **Overboard** – A little white boy, named Dennis Fanell, fell in the canal yesterday while leaning over to wash his face, and would have been drowned but for the efforts of a colored boy named Webb, who jumped in after him, and rescued him. The same boy fell in last year at the American coal wharf and was rescued with some difficulty.

Swimming – Every night during the warm weather the wharves have been crowded with men and boys engaged in bathing and swimming in the cooling waters of the river. No more healthful or exhilarating practice can be indulged in, and it is much to be regretted that the city is not supplied with a better facility for the purpose, such as bath-houses, &c. Those whose desires or occupations compel them to swim in

the day time are now obliged to walk out beyond the canal locks for that purpose; and even there objection is made by some persons.

Fri. 6/23/76, p. 4. Canal Trade.

Thirty-nine boats left this port yesterday, carrying, 4,424 11 tons of coal, as follows:

Consolidation Company

Georgetown		
J. M. Forbes	Capt. Moore	113 13
J. Spencer	Capt. Rinehart	111 12
J. B. Varnum	Capt. Pennell	111 19
J. W. Turner	Capt. Rowland	113 06
H. J. Kenah	Capt. O'Donnell	116 19
W. Thompson	Capt. O'Brian	116 07
W. Irving	Capt. Potts	116 16
Diligent	Capt. Moriarty	120 12
B. L. Slack	Capt. Turner	119 03
	Nine boats	1041 07

Maryland Coal Company

Georgetown		
F. H. Irwin	Capt. Compton	111 00
R. M. Sprigg	Capt. Donnegan	107 10
Mayfield & Hieston	Capt. Hieston	111 00
Myers	Capt. Malone	108 19
Sharpsburg	Capt. Spong	106 19
A. Kuhn	Capt. Overcash	110 16
Three Brothers	Capt. Matthews	111 12
A. Spier	Capt. Donnell	107 13
	Eight boats	874 19

Borden Mining Company

Georgetown		
Phillie G.	Capt. Gannon	114 00
Little Nan	Capt. Ensminger	116 14
Martha	Capt. Long	115 16
Invincible	Capt. Cowden	123 16
Maggie B.	Capt. Cowden	118 01
C. L. Brengle	Capt. Doyle	114 16
Onward	Capt. Donnelly	113 15
	Seven boats	815 18

New Central Coal Company

Georgetown		
D. Murphy	Capt. Dick	104 13
J. Dick	Capt. Dick	104 03
John Reeves	Capt. Dick	107 12
Four Sisters	Capt. Kean	114 01
F. M. Davis	Capt. Middleton	109 18
G. W. Jones	Capt. McKalvey	110 19
W. P. Wools	Capt. Little	107 01
	Seven boats	758 07

American Coal Company

Alexandria		
T. H. Faile	Capt. Hamsberg	116 19
A. J. Akin	Capt. Poffenberger	116 18

Weyand Doerner	Capt. Goodwin	116 11
William Walsh	Capt. Teach	116 06
M. D. Corse	Capt. Bear	116 10
	Five boats	583 04
	Blaen Avon	
David Seibert	Capt. Hamilton	115 08
	Hampshire & Baltimore	
C. E. Charles	Capt. Little	120 11
V. L. Sprigg	Capt. Porter	114 17
	Two boats	235 08

The recent rains have washed a sand bar across the canal on the Harpers' level, which will delay the passage of boats for a few days.

Mr. D L. Taylor has had seven mules to stray away. He offers a reward for their recovery.

There are said to be plenty of canal boats in the basin at Alexandria.

ES, Fri. 6/23/76, p. 4. **GEORGETOWN**

Coal Trade – Consolidation Coal Company receipts 6,773, shipments 6,588 tons; Maryland Coal Company receipts 9,573, shipments 9,573 tons; New Central Coal Company receipts 3,400, shipments 3,885 tons; Borden Mining Company receipts 3,800, shipments 4,100 tons.

Grain Trade – Boat Medley with 1,500 bushels corn and 550 bushels wheat; also, boat Hattie & Bessie with 1,500 bushels of corn and 1,600 bushels mill feed, 44 bbls. flour to Hartley & Bro.

AG, Fri. 6/23/76, p. 2. **CANAL COMMERCE**

– Arrived – Boats H. S. Miller and Centennial to brick yards on the line of the canal; P. A.

Gorman to Hampshire and Baltimore Coal Co.; W. J. Boothe, Jr., G. E. Porter and M. M. Lewis to American Coal Co.

Departed – Boats H. Delafield, J. Bradburn, W. J. Boothe, Jr., P. A. Gorman, P. L. Lemen, H. S. Miller and Centennial.

Sat. 6/24/76, p. 1. **Public Expressions.**

A Citizen's View of the Canal Question.

Mr. Editor: - I was pleased with the tone of your editorial this morning on canal matters, and feel like adding a word, as well as making a

suggestion. It is well to let the canal officials know that all the citizens of this city and county are not inimical to them or their management. From the tone of many articles written and published during the past year, in this city, people outside of the city would naturally suppose that all the fault of short shipments, &c., on the canal was due entirely to the anxiety of the managers to ruin our trade here as well as ruin the canal, and that Mr. Gorman and the canal directors were not only against our people, but our people were all against them. While this is not true as to either party, the heretofore action, or non-action of our people, has given some ground for its belief. When Mr. Garrett came through Cumberland last year, our citizens turned out en masse to pay their respects to him as a public benefactor of Cumberland. What has he done more for Cumberland than the interests of his road demanded he should do? When Mr. Gorman came to Cumberland he was met with newspaper denunciations and treated coolly. Is it any wonder that he felt like doing for Cumberland only what he was absolutely compelled to do for the interests of his company?

Has Mr. Garrett reduced any of his freights to suit our citizens? No, sir; and yet he is the benefactor. Now, I know the railroad has done much for Cumberland, and can do much more, and perhaps if our citizens would show a little more respect for the canal officials they might do much for us.

I know they are in favor of the additional feeder from the coal region; are our citizens in favor of it? If so, why do they not give some expression to their desires? We cannot expect the canal officials to push this matter as long as we stand with our arms folded and berate them for not making a road for our benefit more particularly than for theirs.

Let our citizens take hold of this matter themselves and show by the manner of treatment extended to the president and directors of the canal on their arrival here tomorrow that we are all in sympathy with this movement and ready to aid with our voice and money the building of this

additional feeder, and that we are one and all utterly opposed to this grasping monopoly that has fastened itself on our body politic and building itself up by breaking us down.

Let us meet these gentlemen on their arrival here, and whether we have a director or not, extend them a hearty welcome and sit them by our counsel and advice to start this enterprise forward.

p. 4. Canal Trade.

Thirty-one boats left this port yesterday, carrying, 3,818 11 tons of coal, as follows:

Consolidation Company		
Georgetown		
J. & D. Nuse	Capt. Luckett	114 09
Grason & Fannie	Capt. Taylor	109 16
Ino	Capt. McCarty	117 00
Laura	Capt. Brubaker	115 10
I. M. Boyer	Capt. Spong	115 19
Dr. A. A. Biggs	Capt. Brubaker	110 04
G. W. Knode	Capt. Boyer	116 10
R. I. Morris	Capt. Stride	118 00
J. A. Graham	Capt. Brubaker	113 15
Julia Taylor	Capt. Hebb	112 07
H. T. Weld	Capt. Nuse	97 05
		1240 15
Eleven boats		
New Central Coal Company		
Georgetown		
Dr. J. P. Broderick	Capt. Little	111 07
E. Mulvaney	Capt. Cohill	111 07
James Noble	Capt. Gower	109 08
Wm. M. Price	Capt. Griminger	108 03
R. N. Gordon	Capt. Miller	110 02
		550 07
Five boats		
American Coal Company		
Alexandria		
Thomas Patton	Capt. Eaton	116 13
J. W. Morris	Capt. Bowers	116 13
J. H. Stickney	Capt. Benner	117 01
T. L. Betts	Capt. McLucas	117 05
J. J. Swift	Capt. Eichelberger	118 09
		586 01
Five boats		
Maryland Coal Company		
Georgetown		
H. B. Simons	Capt. Taylor	107 18
James & Willie	Capt. Wilson	107 16
Six Brothers	Capt. Zimmerman	110 16
Col. J. D. Tice	Capt. Magruder	107 07
		433 17
Four boats		
Hampshire & Baltimore		
Georgetown		
Elmer & Kate	Capt. Little	118 01

Dr. Duckett	Capt. Price	117 17
M. O'Conner	Capt. Dixon	<u>116 02</u>
	Three boats	352 00
	Borden Mining Company	
S. J. Kelly	Capt. Kelly	124 10
	Blaen Avon Coal Company	
C. B. Embrey	Capt. Buchanan	113 08
	Individual	
E. L. Flury	Capt. Borden	117 12

Georgetown News.

Our correspondent informs us that the steamer *Areturus* arrived there at 1:10 a.m. on Thursday; the Alpha at 6 a.m. The *Venners* started up on her return trip at 3 p.m. on Wednesday. The steamers Star No. 1 and 2 were in Georgetown on Wednesday.

Sat. AG, 6/24/76, p. 2. **CANAL COMMERCE**
 – Arrived – Boats G. P. DeWitt, Lillie Lemen and Morning Sun to Hampshire & Baltimore Coal Co.; G. Hughes and M. E. Tice to Blaen Avon Coal Co.
 Departed – Boats M. M. Lewis, G. E. Porter, G. Hughes and G. P. DeWitt.

Mon. 6/26/76, p. 2. **The Maryland.**
 The canal steamer “Maryland,” which left Georgetown on Tuesday evening last for this city, arrived here on Saturday evening about 5 o’clock. The President and Messrs. Bannon, Hamill and Rizer, of the Board of Directors, and Speaker Smith, of Washington, with Paymaster Fawcett, and other invited guests were aboard. It was expected by the officers of the canal that they would reach the city by Friday evening, and spend Saturday among our people, returning home on Saturday evening to fulfill engagements made with the above expectations. We regret to state, however, that the Maryland met with several delays along the road and did not arrive here until late Saturday. The President and Mr. Bizer, to enable them to return home, had taken the train at North Branch for Cumberland and arrived here only in time to board the return express train east.

Had the Maryland reached here on Friday, the officers would have been met by a

large number of their friends, and the people would have received them in that friendly spirit which we suggested some days ago. But the reception of a dispatch on Saturday stating that the boat had been delayed and that the President would be compelled to take the five o’clock train east on Saturday, placed a damper upon the expectations of the people, and only a few persons were present to welcome the arrival of the Maryland. We hope the canal officers will make it a special business to pay Cumberland a visit at an early period, when an interchange of views between them and our business people will tend to advance the interests of the canal and promote general good feeling all around.

p. 4. **Canal Trade.**

Thirty-three boats left this port Saturday, carrying 2,604 05 tons of coal, as follows:

Consolidation Company		
I. Crane	Georgetown	112 11
Linnet	Georgetown	110 09
A. F. Lantz	Georgetown	117 09
J. Sheridan	Georgetown	115 16
Samuel Bacon	Georgetown	118 04
Uno	Georgetown	<u>110 01</u>
	Six boats	684 10
New Central Coal Company		
Richard Fannon	Georgetown	114 00
G. S. Couter	Georgetown	109 13
Hanson Willison	Georgetown	111 14
Friendship	Georgetown	<u>108 07</u>
	Four boats	443 14
Borden Mining Company		
Henry Freeland	Georgetown	116 13
Wm. Borden	Georgetown	117 08
Alice	Georgetown	117 16
Areturus	Georgetown	<u>100 18</u>
	Four boats	452 15
Blaen Avon Coal Company		
L. W. Poffenberger	Georgetown	116 03
E. M. Stanhope	Georgetown	<u>113 19</u>
	Two boats	230 02
Hampshire & Baltimore		
J. J. Moore	Georgetown	113 15
Nuttie & Billie	Georgetown	<u>116 10</u>
	Two boats	230 05
American Coal Company		
D. A. Lowe		119 12
	Individual	
Ed. Stake		118 17
	Despard – Gas Coal	
Robert Portner	Washington	108 00

Laura B. Agnew	Washington	<u>108 10</u>
	Two boats	216 10
	Maryland Coal Company	
B. F. Charles		108 00

The Maryland.

The steam packet Maryland arrived in port on Saturday afternoon between five and six o'clock, having on board Speaker Smith of the House of Delegates, Lewis G. Stanhope, J. L. McClure and Dr. D. Snowden. President Gorman, Hon. P. Hamill and Mr. S. Gambrill got off the boat at North Branch in the afternoon and came up Cumberland by the accommodation train and then went east again on the five o'clock train having remained at the hotel about an hour. The rest of the party remained on the packet until two o'clock yesterday morning, when they went east, except Mr. Fawcett, who will probably return today. The yacht will remain stationed at Cumberland, except when in use.

Messrs. Morris Miller and William Daddysman, of Westernport, launched their new boat on last Friday evening. The boat was duly christened by a handsome young lady of Westernport, who held the American flag in her left hand, while with her right she broke a bottle of champagne over it and pronounced the name "Centennial."

The steamers New Era and Star No. 2 arrived in port yesterday.

The repairs on the aqueduct will probably not be completed before Thursday, and there being a "wash" in Rock Creek, the boats destined for Alexandria are detained at and above Georgetown.

AG, Mon. 6/26/76, p. 3. **CANAL COMMERCE** – Arrived – Boats J. W. Rhind, Nora & Willie, Johnny, S. Swain and G. James to Hampshire & Baltimore Coal Co.; B. Williamson, Rechabites, D. Annon and L. A. Long to American Coal Co.; Katie & Addie to W. A. Smoot; H. Herbner to Alex. Gas Works. Departed – Boats Congress, L. Lemen, Morning Sun and M. E. Tice.

Tue. 6/27/76, p. 4. **Canal Trade.**

Twenty-four boats left this port yesterday, carrying, 2,730 05 tons of coal, as follows:

Consolidation Company		
Georgetown		
Dr. C. F. Russell	Capt. Seaman	114 12
A. Gruber	Capt. Woltz	115 04
Geo. A. Pearre	Capt. Sensel	114 05
Wm. M. Hill	Capt. Swain	117 14
Hawk	Capt. Benner	113 03
V. S. Brashears	Capt. Moore	114 12
M. C. Clay	Capt. Murphy	117 10
Lark	Capt. French	115 11
Monongahela	Capt. Shupp	<u>106 15</u>
	Nine boats	1029 06

Borden Mining Company		
Georgetown		
Exchange	Capt. Cowden	107 11
New Era	Capt. Cowden	107 02
R. B. Lynn	Capt. Dick	118 07
Pattie Dunlop	Capt. Snyder	112 16
Julia Borden	Capt. Cowden	110 10
Ida & Sally	Capt. Tice	<u>113 10</u>
	Six boats	669 16

New Central Coal Company		
Georgetown		
J. R. Purcell	Capt. Armstrong	111 05
M. Ruben	Capt. Gardner	116 16
J. R. Couter	Capt. Williams	113 06
B. F. Price	Capt. Miller	<u>108 09</u>
	Four boats	449 16

American Coal Company		
Alexandria		
S. S. Howison	Capt. Swain	114 18
R. H. Miller	Capt. Cramer	<u>117 13</u>
	Two boats	232 11

Hampshire & Baltimore		
Georgetown		
A. B. Bain	Capt. Osborne	116 17
A. J. Mills	Capt. Fisher	<u>118 13</u>
	Two boats	235 10

Blaen Avon Coal Company		
J. A. Spielman	Capt. Miller	113 06

Vessels are very scarce at Georgetown. On Saturday there were but three in port.

The Thomas Venners was out on the docks at Coulehan's boatyard yesterday, having broken her propeller on the tunnel level.

About Steamers.

The *Ludlow Patton* arrived at Georgetown at 1 p.m., on Saturday, having run down in 72½ hours.

The boiler was placed in the new steamer *F. L. Moore* at Georgetown on Friday; and on Saturday the boiler was placed in the new steamer *H. G. Wagner*. Both these are built on the plan of the *Ludlow Patton*.

Canal Receipts.

The receipts for this port for the week ending June 24 were \$9,174.01. Of this amount there was payable at Cumberland \$8,364.90; at Georgetown \$746.89; at Williamsport \$62.11.

The coal shipped was 19,626 07.

AG, Tue. 6/27/76, p. 2. **CANAL COMMERCE** – Arrived – Boats B. E. Summers and John W. Burke to W. A. Smoot; W. C. Hunter and Wm. Gregory to American Coal Co. Departed – Boats J. W. Rhind, Nora & Willie and B. Williamson.

Wed. 6/28/76, p. 4. **Canal Trade.**

Fifteen boats left this port yesterday, carrying, 1,677 18 tons of coal, as follows:

Consolidation Company		
Georgetown		
Ernst & Holland	Capt. Penner	111 13
J. K. Whitford	Capt. Moore	114 07
Star No. 3	Capt. Pennell	103 13
Star No. 2	Capt. Moore	104 06
Washington		
Dove	Capt. Mose	115 06
J. T. Dixon & Co.	Capt. Heck	113 00
Mountain City	Capt. Heck	110 10
	Seven boats	772 15
New Central Coal Company		
Georgetown		
J. E. Coulehan	Capt. Kimble	113 18
Emma	Capt. Paxton	111 18
M. A. West	Capt. Conrad	108 15
G. H. Bradt	Capt. Weston	113 01
	Four boats	447 12
Hampshire & Baltimore		
Georgetown		
Ida & Harry	Capt. Ekis	116 01
Little Eddy	Capt. Ward	113 17
	Two boats	229 18
Blaen Avon Coal Company		
David Seibert	Capt. Hamilton	110 06

	Individual	
M. Scally	Capt. Dunn	117 07

The steamer *J. T. Scrivener* arrived at Georgetown at 3:30 p.m., on last Sunday.

The *Ludlow Patton* started for Cumberland at 10:30 a.m., on Monday.

AG, Wed. 6/28/76, p. 3. **CANAL COMMERCE** – Arrived – Boats Ida J. Kreps and T. E. Sheridan to brickyards; W. Darrow, G. L. Boothe, J. Dayton, S. Henry, M. A. Myers, W. J. Boothe, Jr., A. Main, H. C. Flagg, G. P. Lloyd, M. Snow, J. Green, M. Sanford, W. Smith, R. Bender and Ed. Bayer to American Coal Co.; J. W. Carder and V. L. Sprigg to Hamp. And Balt. Coal Co. Departed – Boats Johnny, Katie & Addie, Rechabites, I. J. Kreps, G. & J. Brashears, W. C. Hunter, D. Annon, B. R. Summers, L. A. Long, H. Herbner, W. Darrow, W. Gregory, S. Swain, R. Burke, T. E. Sheridan, J. Dayton and G. L. Boothe.

Thu. 6/29/76, p. 4. **Canal Trade.**

Twenty-nine boats left this port yesterday, carrying, 2,619 06 tons of coal, as follows:

Consolidation Company		
Georgetown		
J. R. Cruzen	Capt. Lypold	113 15
Congress	Capt. Kirby	114 10
A. B. Turner	Capt. Reynolds	119 11
W. Moorehead	Capt. Read	114 13
C. W. Brengle	Capt. Turner	115 13
Robin	Capt. Compton	114 15
G. Meredith	Capt. Compton	117 12
	Seven boats	810 09
Hampshire & Baltimore		
Georgetown		
M. Fannon	Capt. Bissett	116 12
Alex. Adams	Capt. Sorrell	115 14
M. S. Fernsner	Capt. Fernsner	118 05
W. L. Shaw	Capt. Kinsel	119 04
	Four boats	469 15
Borden Mining Company		
Georgetown		
C. H. Snyder	Capt. Mills	114 14
Charlie Hassett	Capt. Hassett	120 09
	Two boats	235 03

American Coal Company		
Alexandria		
J. Bradburn	Capt. Malone	115 18
Henry Delafield	Capt. Hetzer	<u>117 04</u>
	Two boats	233 02
New Central Coal Company		
Georgetown		
City of Hamburg	Capt. Jackson	118 18
Loretto	Capt. Ardinger	108 01
F. A. Mertens	Capt. Manning	<u>108 07</u>
	Three boats	329 06
Blaen Avon Coal Company		
C. B. Embrey	Capt. Buchanan	115 09
Individual		
Georgetown		
G. W. McCardell	Capt. Artz	112 07
Henry S. Miller	Capt. Kimble	110 15
A. Spier	Capt. Wolf	114 07
Alexandria		
Thomas Moore	Capt. Christy	<u>99 00</u>
	Four boats	436 09

A Big Sell.

Yesterday afternoon quite an excitement was created in the neighborhood of the Potomac wharf by certain parties asserting that they saw a bear on the Virginia side of the river. Some of the women on the boats were certain that they had seen the creature climb a tree. In a few minutes a crowd had gathered at the wharf with guns and other deadly weapons. One or two small boats nearby were brought into requisition and the party rowed across the river. When they reached the other banks, they crept stealthily along with guns cocked until within firing distance; it was then discovered that the cause of all the sensation was a big Newfoundland dog.

The Mitchell Steamer.

The Mitchell steamer, built at Hancock last winter, which recently made a trial trip and compassed nine miles an hour unloaded, and afterwards broke several of her cog wheels, is now thoroughly repaired. She is expected shortly to arrive here and take on a cargo of coal. The high rate of speed realized by the Mitchell boat will scarcely be found practicable on the narrow waters of the canal.

ES, Thu. 6/29/76, p. 4. **Suit Against the C. & O. Canal Company** – Yesterday, Mr. J. G. Payne, for Stephen Castleman, entered a suit against the Chesapeake and Ohio Canal Company for the value of a canal boat which he claims was sunk in Rock Creek by the canal company drawing off the water, causing the boat to lodge on an obstruction.

ALEXANDRIA

Coal Shipments – All day, numbers of vessels have been coming up the river, the most of which passed on to Georgetown, but some stopped here. The companies doing business here have good stocks of coal on hand and are loading vessels with great rapidity. The American company alone has about thirty boats in the Canal basin awaiting their turn to be unloaded, and more are on their way down the canal. It is hoped that if vessels continue to come in as they have for the past few days, there will be at least a partial revival in the coal shipments.

AG, Thu. 6/29/76, p. 3. **CANAL COMMERCE** – Arrived – Boats M. O’Conner, T. H. West, C. E. Charles, Dr. R. J. Duckett and Elmer & Kate to Hampshire and Baltimore Coal Co.; M. Kersey, A. J. Clark, E. L. Moore, American Flag, H. O. Claughton, J. P. Moore and C. R. Hooff to American Coal Co. Departed – Boats S. Henry, M. A. Myers, W. J. B. Lloyd, J. W. Carder, V. L. Sprigg, A. Main, H. C. Flag, G. P. Lloyd, M. Snow, M. O’Conner, M. Sanford, J. Green, Ed. Bayer, R. Bender and W. Smith for Cumberland.

Fri. 6/30/76, p. 1. – The Alexandria Gazette of Wednesday [6/28] says: All day, numbers of vessels have been coming up the river, the most of which passes on to Georgetown, but some stopped here. The companies doing business here have good stocks of coal on hand and are loading vessels with great rapidity. The American company alone has about thirty boats in the canal basin, awaiting their turn to be unloaded, and more are on their way down the

canal. It is hoped that if vessels continue to come in as they have for the past few days, there will be at least a partial revival in the coal shipments.

p. 4. **Canal Trade.**

Twenty boats left this port yesterday, carrying, 2,292 18 tons of coal, as follows:

Consolidation Company		
Georgetown		
Lucinda	Capt. Rinehart	116 19
Mohawk	Capt. Baler	111 04
Morning Star	Capt. Snyder	114 06
Jimmy M., jr.	Capt. Bush	117 12
W. H. Boyd	Capt. Seaman	116 06
W. H. Coin	Capt. McCoy	113 04
		689 11
Six boats		
New Central Coal Company		
Georgetown		
William R. Shaw	Capt. Coffman	108 13
Albert Zeigler	Capt. Dixon	109 19
L. Reagan	Capt. Butler	115 04
Jack Topper	Capt. Snyder	111 18
John Hammond	Capt. Brooks	112 17
		458 11
Five boats		
Borden Mining Company		
Georgetown		
F. Ensminger	Capt. Snyder	115 17
C. A. Greene	Capt. Snyder	117 15
R. Herr	Capt. Spitznogle	113 07
		346 19
Three boats		
Blaen Avon Coal Company		
Williamsport		
E. M. Stanhope	Capt. Shaffer	112 06
Georgetown		
Fleming & Motter	Capt. Roderick	115 05
J. H. Houck	Capt. Reed	118 01
		345 12
Three boats		
Hampshire & Baltimore		
Georgetown		
Lucy Lee Mouse	Capt. Mouse	116 17
E. M. Bynon	Capt. Johnson	118 05
		235 02
Two boats		
American Coal Company		
W. J. Boothe	Capt. Hatch	117 03

NR, Fri. 6/30/76, p. 4. Tuesday next a trial will be given on the Georgetown level of the Chesapeake and Ohio canal of a new canal-boat, propelled by steam. The boat was built by the inventors, Messrs. Brown and Cunningham, of Georgetown. It is claimed that the plan has special advantages for canal navigation. The

principal features are economy of management and an improvement by which the propeller may be raised or lowered in the water.

AG, Fri. 6/30/76, p. 2. **CANAL COMMERCE**
 – Arrived – Boats W. E. Bell, J. H. Parrott, Jr., S. Lloyd and J. W. Burke to American Coal Co.
 Departed – Boats T. H. West, M. Kersey, American Flag, C. E. Charles, A. J. Clark, H. O. Claughton, John P. Moore, R. J. Duckett, E. L. Moore, C. R. Hooff, Elmer & Kate, W. E. Bell, J. H. Parrott, Jr. and S. Lloyd.

Sat. 7/1/76, p. 4. **Canal Trade.**

Thirty-two boats left this port yesterday, carrying, 3,624 16 tons of coal, as follows:

New Central		
Georgetown		
Hartley	Capt. Bonnert	105 17
Ben Bissell	Capt. McChan	111 17
S. H. Davis	Capt. Allison	113 11
T. Lannon	Capt. French	112 01
Sallie & Jennie	Capt. Grosh	114 00
Ohio	Capt. Pierce	110 14
Iowa	Capt. Keady	108 07
		776 07
Seven boats		
Consolidation Coal Company		
Georgetown		
Osceola & Jake	Capt. Seaman	115 13
Anna Bruce	Capt. Draner	115 00
Campbell	Capt. Eddy	114 07
A. L. Miller	Capt. Kelly	118 13
L. L. Shrives	Capt. Shives	115 11
Adam Norrie	Capt. Pennell	112 01
D. A. Miller	Capt. Weller	117 02
Energy	Capt. Morrow	112 02
		920 19
Eight boats		
Maryland Coal Company		
Georgetown		
John Park Agnew	Capt. Snyder	104 09
L. Patton	Capt. Farman	99 08
		203 17
Two boats		
American Coal Company		
Alexandria		
Williamsport	Capt. Stickle	118 12
G. E. Porter	Capt. Chaney	118 09
M. M. Lewis	Capt. Eichelberger	118 02
		355 03
Three boats		
Blaen Avon Coal Company		
Georgetown		
Katie & Addie	Capt. Wolf	119 04
E. J. Arrington	Capt. Hammond	112 12

J. A. Spielman	Capt. Miller	112 19
J. B. Winslow	Capt. Taylor	115 19
Mary Mertens	Capt. Faulkwell	<u>115 16</u>
	Five boats	577 01
Hampshire & Baltimore		
Georgetown		
B. Miller	Capt. Crumbaugh	116 02
G. P. DeWitt	Capt. Montgomery	<u>118 19</u>
	Two boats	235 01
Borden Mining Company		
Georgetown		
S. H. Taylor	Capt. McDonald	114 14
Areturus	Capt. Shaw	97 18
Arthur Lovell	Capt. Gorman	106 13
J. R. Masters	Capt. Gorman	118 07
Centennial	Capt. Boley	<u>118 16</u>
	Five boats	556 08

PUBLIC EXPRESSIONS
Wants it Down His Way.

June 30, 1876.

Messrs. Editors: - I see by the papers that the procession on the "Centennial Fourth of July" will neglect this part of town, commonly called "Shanty Town." We profess to be a patriotic people and pay heavy taxes, especially on "dogs," and if the committee of arrangements on that day conclude to honor this part of the Queen City and allow the procession to visit us (which will be the only chance we will have to see such a procession before another hundred years rolls around,) we will withdraw the mules from the streets and hang the "star spangled banner" at full breeze from the "masts" of all the steamships in the harbor.

T. B.

Mr. Thomas Ganley, proprietor of the Thomas Venners, has decided that for the remainder of the season he will use his steamer only for the purposes of an excursion boat, he finding that it does not pay to carry coal at the rates now prevailing on the canal, and on account of the lack of steady work by all the companies.

The boat house of the Canal Company at the feeder lock has been enlarged and a new roof placed on it to accommodate the steamer "Maryland," where she will remain when not in use.

The Alpha on her return trip blew out a cylinder head, when near Rogue Harbor, a point about 28 miles from Georgetown.

Quite a large number of vessels arrived at Georgetown on Wednesday. The absence of vessels at the eastern terminus has considerably retarded shipments.

The Areturus arrived in port yesterday.

The Outlet Lock.

The new outlet lock at Georgetown was tried on Wednesday at 2 p.m., with a boat called the "Owl," in the presence of Mr. Dodge, the president of the lock and dock company, Mr. Hutton, chief engineer, and a number of other gentlemen. The lock worked very satisfactorily up and down. This will be regarded as welcome news everywhere; and its immediate and remote effects on the coal traffic by canal must be very decided. The use of the lock will both expedite the disposal of coal at the eastern terminus and will increase market value of the coal by dispensing with one handling.

Mr. A. M. Brandt, formerly of Hagerstown, resident here for three or four years past, proposes to remove in a very short time to Washington city, where he can obtain a better basis for the transaction of his increasing business as a shipper of our bituminous coal to eastern markets. During his stay here, Mr. Brandt has made many strong and influential friends, who will hear of his expected departure with great regret.

In Washington on Wednesday Mr. Stephen D. Castleman instituted suit against the Chesapeake and Ohio Canal Company, claiming \$1,500 damages for the loss of a canal boat. On the 17th of July last his boat was lying in that part of Rock creek controlled by the canal company, and that company, without notice, withdrew the water from the creek and caused his boat to sink upon an obstruction by which it was wrecked. The case will come up for trial next winter.

A very similar suit was brought here against the company and decided in favor of the defendant.

An extensive boat and mule owner said to us yesterday that he would furnish a good force of men and mules to assist in building the proposed road to Lonaconing by way of Claryville and would be willing to take out the major portion of his pay in stock.

We hear of another Cumberlander who would take \$10,000 of the stock.

Parties who have money invested in boats and mules are trying to unload as rapidly as possible; and it is high-highly probable that quite a number of these investors will be heavily stuck. The large animal contracts are now given out, and it is no use to disguise the fact that the remainder of the season is anything but encouraging.

AG, Sat. 7/1/76, p. 2. **CANAL COMMERCE** – Arrived – Boats P. G. Uhler, J. L. Read, John H. Platte, G. Sherman, J. A. Alexander and D. Stewart to American Coal Co.; A. B. Bain to Hamp. And Balt. Coal Co.; L. W. Poffenberger to W. A. Smoot.

Departed – Boats J. W. Burke, P. G. Uhler, J. L. Read and J. H. Platte.

The Coal Company Troubles – The Cumberland *Alleganian* says: The case of the American Coal Company vs. the Consolidation Coal Co. has been postponed by agreement of counsel until September 5th. Although there have been many reports in regard to the hearing of the case of the State vs. the Consolidation Coal Co. there seems to have been no day as yet fixed for the trial by either agreement of counsel or by order of the court. It is rumored that the case will come up for argument about the 15th of July next, and that it will be finally taken off the chancery docket and placed on the law docket for the October term of the Circuit Court and tried before a jury. Delay seems to be the object of the Consolidation Coal Co. and if a railroad is commenced from Cumberland to Lonaconing this fall it will probably be finished before this important case is finally settled.

Mon. 7/3/76, p. 1. **Georgetown News.**

Our Georgetown correspondent sends us the following news items: The steamer New Era arrived there on Thursday afternoon; the Star No. 2 and 3 arrived on Friday; the New Era started on her return trip at 8 a.m. Friday morning; the J. T. Scrivener started for Cumberland at 3 p.m. on same day.

The F. L. Moore was launched on last Friday with her new propeller. She will make a trial trip the fore part of next week. Everything about her O.K.

p. 4. **Canal Trade.**

Twenty-four boats left this port Saturday, carrying 2,742 11 tons of coal, as follows:

Consolidation Company		
A. P. Gorman	Georgetown	112 06
Star No. 1	Georgetown	103 13
Miner	Georgetown	111 06
A. J. Center	Georgetown	108 19
Johnny & Tommy	Georgetown	113 02
Joel Charles	Georgetown	109 12
Jos. Light	Georgetown	114 01
Blue Bell	Georgetown	115 16
Creole	Georgetown	117 13
D. M. Read	Georgetown	117 00
W. Weber	Georgetown	113 02
	Eleven boats	<u>1236 10</u>
New Central Coal Company		
J. B. Turton	Georgetown	113 11
Williamsport	Georgetown	114 06
Elizabeth	Georgetown	113 10
F. F. Davis	Georgetown	116 19
Geo. Hutton	Georgetown	111 14
American Boy	Georgetown	104 07
	Six boats	<u>674 07</u>
American Coal Company		
W. C. Hunter	Alexandria	119 09
Lizzie A. Long	Alexandria	114 16
	Two boats	<u>234 05</u>
Borden Mining Company		
P. L. Lemen	Georgetown	120 04
Lillie Lemen	Georgetown	120 05
	Two boats	<u>240 09</u>
Blaen Avon Coal Company		
David Seibert		119 01

The New Era arrived in port yesterday at 3 p.m.

NR, Mon. 7/3/76, p. 4. **The New Outlet Locks.**
 – Mr. Arthur P. Gorman, president of the Chesapeake and Ohio Canal Company, has been notified by Mr. H. H. Dodge that the new outlet-locks for the canal into the Potomac river, above Georgetown, have been completed. A boat passed from the canal to the river Friday, and then was brought back to the canal. The mode of operating this outlet is entirely new, being the only work of the kind in this country and is considered a great feat in engineering. The elevation to be overcome is forty feet. Under the old system it would require eight locks and not less than fifty minutes to pass a boat through. With the present arrangement the boat is passed directly from the canal into a large caisson filled with water, the caisson resting on trucks, run down an inclined plane to the river in less than six minutes. The weight of caisson and boat is about 350 tons. The work, constructed under the supervision of Mr. W. R. Hutton, engineer, has already attracted the attention of many of the best engineers in the country.

AG, Mon. 7/3/76, p. 2. **CANAL COMMERCE**
 – Arrived – Boats C. Robb, J. Wilson, A. S. Wintringham, A. J. Akin, J. R. Anderson, T. H. Faile, T. Patton, W. Doerner, J. W. Morris and W. Walsh to American Coal Co.; John J. Moore, Little Eddie, Nuttie & Billie, M. Fannon, A. J. Mills and Ida & Harry to Hampshire and Baltimore Coal Co.; steamer Thomas Moore to W. A. Smoot.
 Departed – Boats G. Sherman, D. Stewart, J. J. Moore, J. A. Alexander, A. B. Bain, J. Wilson, C. Robb and A. S. Wintringham.

Tue. 7/4/76, p. 1. **Coal Report** – The following is a report of the receipts and shipments of coal at Alexandria during the week ending last Saturday:

RECEIPTS	<i>Tons</i>
Amer. Coal Co., J. H. Parrott, jr., Agent	5,218

Hamp. & Balto. Co., W. G. Howard, Agent	1,764
Blaen Avon Co., S. P. S. Hutson, Agent	<u>349</u>
Total	7,331

SHIPMENTS

American Coal Co.	5,179
Hampshire & Baltimore Co.	000
Blaen Avon Co.	<u>790</u>
Total	5,969

p. 4. **Canal Trade.**

Seven boats cleared this port yesterday, five of which, the Samuel Henry, Rechabites, J. W. Booth, W. Gregory and D. Annon, were loaded by the American Coal Company, and two, the C. B. Embrey and E. M. Stanhope, by individuals.

New Era.

The New Era since her change from a two to a one-wheeled steamer has made three trips, carrying 318 tons of coal, and burning 11 10 tons of fuel.

The Alpha arrived in port yesterday, having come all the way from a point a few miles above Georgetown with a piece of sheet iron substituted for the cylinder head, which was blown out. A dozen miles or so below the town the temporary cylinder head gave way again, and the steamer had to be towed to this port by mules.

The house of Mr. Frederick Mertens will not be illuminated tonight on account of affliction in his family. He had made extensive preparations for a grand illumination at his new residence at the head of Baltimore street.

DIED.

MERTENS – On Monday July 3, 1876, at 4 p.m., Frank Malcolm Andrew, aged 3 months and 19 days, infant son of Frederick and Mary Mertens.

Funeral from residence of parents head of Baltimore street at 9 a.m. on Wednesday (tomorrow) morning. Friends and relatives of the family are respectfully invited to attend.

ES, Wed. 7/5/76, p. 4. **GEORGETOWN**
Canal Boat Sunk – A canal boat sprung a leak yesterday in one of the seven locks and sunk in the canal.

AG, Wed. 7/5/76, p. 3. **CANAL COMMERCE**
 – Arrived – Boats M. D. Corse, Charles Clifton and J. H. Stickney to American Coal Co.; A. Adams, E. M. Bynon and L. L. Mouse to Hampshire and Baltimore Coal Co.; E. J. Arrington to W. A. Smoot.
 Departed – Boats J. R. Anderson, Little Eddy, A. J. Akin, T. H. Faile, W. Doerner, Nuttie & Billie, T. Patton, M. Fannon, J. W. Morris, Wm. Walsh, M. D. Corse, R. S. Grant and C. Clifton.

Thu. 7/6/76, p. 1. **Question for Canal Arithmeticians.** – If the value of a turn be \$8, and the wait for a load be five days, of \$1.60 per day (four men and six mules) why don't a dollar a ton pay? This sum is for "Uncle Abe."

The Areturus left Georgetown on her return trip about 5 p.m., on Monday.

p. 4. **Canal Trade.**

Forty-three boats left this port July 3rd and 5th, carrying 4,922 18 tons of coal, as follows:

American Coal Company		
Alexandria		
Samuel Henry	Capt. Turner	111 05
G. L. Boothe	Capt. Davis	117 15
Wm. Gregory	Capt. James	117 11
Rechabites	Capt. Harris	117 14
D. Annon	Capt. Eichelberger	116 00
Andrew Main	Capt. Rinehart	118 03
Wm. Darrow	Capt. Judy	115 13
James Dayton	Capt. Shaw	117 08
G. P. Lloyd	Capt. Emberson	113 16
W. J. B. Lloyd	Capt. Kirkpatrick	118 07
Henry C. Flagg	Capt. Piper	118 15
J. Green	Capt. Martz	117 14
M. Snow	Capt. Martz	115 13
M. Sanford	Capt. Everly	118 06
	Fourteen boats	1653 19
Consolidation Coal Company		
Georgetown		
J. Snively	Capt. Miller	112 18
J. T. Davis	Capt. Berger	112 15
A. E. McDonald	Capt. McDonald	115 17
Jacob McGraw	Capt. Mertens	111 12

C. H. Dalton	Capt. Little	115 12
G. W. Barnett	Capt. Little	112 17
M. Boyer	Capt. Boyer	106 10
Washington		
Dove	Capt. Mose	115 09
	Eight boats	903 10
New Central Coal Company		
Georgetown		
Wm. Young	Capt. Reives	114 04
Daniel Henry	Capt. O'Neal	113 08
D. R. Long	Capt. Long	114 04
Mary Mack	Capt. McArthur	117 05
	Four boats	459 01
Borden Mining Company		
Georgetown		
M. S. Haines	Capt. Zimmerman	119 08
New Era	Capt. Bowers	104 15
Dr. Wiley	Capt. Stewart	122 05
Borden & Lovell	Capt. Shives	116 16
N. Williams	Capt. Zimmerman	112 09
	Five boats	575 13
Maryland Coal Company		
Georgetown		
T. W. Riley & Son	Capt. Keech	111 07
M. Whitson	Capt. Myers	108 10
Washington		
A. K. Syester	Capt. Kroon	110 18
S. S. Lynn	Capt. Kroon	107 18
	Four boats	438 13
Blaen Avon Coal Company		
Williamsport		
C. B. Embrey	Capt. Buchanan	105 19
E. M. Stanhope	Capt. Shaffer	115 10
J. A. Spielman	Capt. Miller	115 14
	Three boats	337 03
Individual		
Georgetown		
C. Segerson	Capt. Wallace	115 14
H. Herbner	Capt. Buckner	112 10
H. Loveridge	Capt. Hine	115 00
I. J. Kreps	Capt. Agnew	117 02
A. Greenless, jr.	Capt. Fox	114 13
	Five boats	574 19

End of the Race.

Our Georgetown correspondent says that the *Areturus* arrived at Georgetown about 2:30 p.m., on Monday, and the Patton arrived about 5:30 p.m., thus making a very good run for both. It will be noticed that our reliable correspondent uses the word "about" in quoting the time of the arrivals, and to show his perfect fairness in the matter, we have but to state that another

gentleman who chronicled the arrival of both boats, watch in hand, gives the time for the *Areturus* as 2:10 p.m.; for the *Patton*, 5:40 p.m. A slight difference in watches of any other merely accidental circumstance would account for the small variation in the reports.

The sequel of the race proves that the *Patton* waited, as we expected she would, to put on her best strokes on the home stretch, for at 100 miles from Cumberland, an observer informs us that she was then 18 miles behind the *Areturus*, making a hiatus between them of at least five hours. The *Patton* arrived about three hours behind the *Areturus*, and it is stated that she left this port an hour after her rival, thus giving the latter the race by two hours – a close shave.

ES, Thu. 7/6/76, p. 4. **ALEXANDRIA Trouble with the Harbor Charges** – A great deal of complaint has begun to be made by parties interested in the coal trade, of the charges of harborage, made against vessels trading to this port, by the newly elected harbor master. It seems that this office has lately been suffered to go unnoticed, and the corporation attorney has given his opinion in writing to the American Coal Co.'s agent here, unqualifiedly to the effect that the office in question must be filled by the city council. Mr. Elliott, who received the popular vote for the position at the recent election, has proceeded to exercise the duties by requiring the tax specified. The captains of vessels say they will pass on to Georgetown if this tax is enforced, and the agent of one of the most flourishing coal companies here says that his company will remove to Georgetown. If the law is to have this effect it had better be allowed to remain a dead letter, and we hope the city council will attend to the case. The captain of the *C. A. Coulomb* was arrested today for refusing to pay the tax, and was taken before Justice Nails, who decided that Mr. Elliott is not harbor master, and dismissed the case at his cost. – *Sentinel*, 5th,

AG, Thu. 7/6/76, p. 2. **CANAL COMMERCE** – Arrived – Boat M. S. Fernsner to Hampshire & Baltimore Coal Co.; T. L. Betts, John J. Swift, R. H. Miller, S. S. Howison, D. A. Long, B. Williamson and John Bradburn to American Coal Co.
Departed – Boats A. Adams, L. W. Poffenberger, J. H. Stickney, Ida & Harry and E. J. Arrington.

Fri. 7/7/76, p. 1. **Trouble Brewing for Coal Shipments from Alexandria – A Matter of Local Import Here**

It seems that the amended charter of the city of Alexandria, now in operation for about one week past, contains a provision that must tend to destroy the coal commerce of Alexandria, and seriously impair the business interests of one or two local coal companies shipping from our region. The provision in question requires harbor master's fees of all coal carrying vessels entering that port. The result of this would of course compel such vessels to go nine miles further up the river and receive coal from Georgetown. Accordingly, we hear that on Tuesday a vessel that would have carried away 750 tons of coal, cut loose from the wharf of the American Coal Company and went up to Georgetown for a cargo, where "harbor masters and their fees are unknown." The *Alexandria Gazette* says:

"The coal trade is one of the few means of business activity of the many once centered here that remains, and now that also is to be driven away, for the captains of all the vessels engaged in it refuse positively to pay harbor master's fees – which are exacted nowhere else – and assert that they will not be bothered by even the presentation of such bills, and that to avoid that bother they will give Alexandria a wide berth, and go to Georgetown, where harbor masters and their fees are unknown. The loss of this trade will be a serious blow to the welfare of the whole city, but, as is invariably the case, will fall more heavily upon those who were mainly instrumental in putting the obnoxious charter operation – the negroes – who voted solidly for

it, and many of whom derive their entire support from employment at the coal yards.”

p. 4. **Canal Trade.**

Thirty-nine boats left this port July 3rd and 5th, carrying 4,478 14 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Tommy & Nellie	Capt. Little	113 13
A. M. Grove	Capt. Grove	120 03
John Leetch	Capt. Walker	117 07
B. L. Slack	Capt. Turner	121 14
S. T. Ekis	Capt. Morrison	112 12
M. M. Jane	Capt. Arthur	115 15
J. N. Clary	Capt. Bowers	117 10
W. L. Read	Capt. Bowers	116 13
W. C. Ernst	Capt. Bender	118 11
P. J. Smith	Capt. Anderson	112 09
Yonkers	Capt. Mondell	114 05
Willie & Johnnie	Capt. Morrison	120 03
J. A. Millholland	Capt. Repp	116 18
	Thirteen boats	1517 13
American Coal Company		
Alexandria		
Ed. Boyer	Capt. Fisher	115 00
Matthew Kersey	Capt. Fisher	118 19
Richard Bender	Capt. Rose	115 06
Wm. Smith	Capt. Masters	116 05
M. A. Myers	Capt. Martin	114 17
Michael Snow	Capt. Martz	115 13
M. Sanford	Capt. Everly	118 06
American Flag	Capt. McKnight	120 07
	Eight boats	931 13
Maryland Coal Company		
Georgetown		
L. G. Stanhope	Capt. Nave	111 11
Lillie & Nannie	Capt. Sterling	108 05
Ida & Willie	Capt. Arthur	111 10
Geo. B. Oswald	Capt. Myers	111 09
Washington		
John Daily	Capt. French	111 04
T. J. Boyer	Capt. Kroon	114 19
	Six boats	668 18
New Central Coal Company		
Georgetown		
Dr. J. P. Broderick	Capt. Little	115 00
A. Lincoln	Capt. Unglesbie	110 13
Dr. F. M. Davis	Capt. Middleton	114 05
Mary Mack	Capt. McArthur	117 05
Four Sisters	Capt. Kean	111 13

W. P. Wools	Capt. Little	115 01
	Six boats	683 17
Borden Mining Company		
Georgetown		
J. C. Hassett	Capt. Wyland	108 01
Areturus	Capt. Shaw	101 10
J. T. James	Capt. Weller	112 16
E. L. Flury	Capt. Borden	122 13
	Four boats	445 00
Blaen Avon Coal Company		
Mollie E. Waters	Capt. James	113 05

Boat Sunk.

The boat J. C. Hassett, commanded by Captain James Wyland, sunk unloaded at the mouth of the lock here on Wednesday night. The boat is an old leaky craft, and during the day and night before the crew, lulled into carelessness by too much Fourth of July, failed to keep her properly pumped off.

Navigation was not retarded by the accident, and yesterday morning Superintendent Edward Mulvaney, with an ample force of hands, succeeded in raising her in a short time.

ES, Fri. 7/7/76, p. 4. **GEORGETOWN**

Coal Trade – (For week ending today.) Consolidation Coal Company – Receipts 8,477 tons; shipments 8,462. New Central Coal Company – Receipts 2,761; shipments 2,761. Borden Mining Company – Receipts 2,650; shipments 3,150.

Grain Trade – Boat Medley with 2,500 bushels of corn consigned to Hartley & Bro.

AG, Fri. 7/7/76, p. 2. **CANAL COMMERCE** –

Arrived – Boats Hubert & Kirby limestone to E. Francis; B. Miller to Hampshire and Baltimore Coal Co.

Departed – Boats T. L. Betts, J. J. Swift, A. J. Mills, R. H. Miller, S. S. Howison, M. S. Fernsner, D. A. Lowe, L. L. Mouse, J. Bradburn, B. Williamson and steamer Thomas Moore.

Sat. 7/8/76, p. 4. **Canal Trade.**

Forty-one boats left this port yesterday, carrying 4,676 16 tons of coal, as follows:

Canal Trade - 1876

Consolidation Coal Company		
Georgetown		
L. R. Fechtig	Capt. Smith	111 19
Maryland	Capt. Clendening	113 00
H. C. Hicks	Capt. Riley	115 09
R. Shriver	Capt. Nuse	116 18
C. P. Manning	Capt. Read	118 00
T. Malloy	Capt. Knode	115 12
Belle Resley	Capt. Teeters	117 14
J. Spencer	Capt. Rinehart	114 14
Lillie & May	Capt. Sandbar	112 00
Consolidation	Capt. Shank	112 11
H. T. Weld	Capt. Nuse	98 04
Diligent	Capt. Moriarty	<u>116 15</u>
	Twelve boats	1363 11
American Coal Company		
Alexandria		
Maj. E. L. Moore	Capt. Little	115 14
A. Jackson Clarke	Capt. Wilson	115 13
H. O. Claughton	Capt. Fisher	115 19
P. G. Uhler	Capt. Pearce	116 11
John P. Moore	Capt. Nuse	115 06
Wm. E. Bell	Capt. Brendlinger	<u>118 00</u>
	Six boats	697 03
Maryland Coal Company		
Georgetown		
Henry Boyd	Capt. Brown	111 03
Busy Bee	Capt. Dolan	107 13
Dr. Eliason	Capt. Dolan	111 14
Willie & Annie	Capt. Derr	111 05
Tom Sammon	Capt. Harrison	111 11
Washington		
Cumberland	Capt. Henry	<u>111 11</u>
	Six boats	664 10
Borden Mining Company		
Georgetown		
Little Nan	Capt. Ensminger	113 15
Henry Boley	Capt. Smith	119 19
D. Tilghman	Capt. Stoops	113 14
T. B. Lynn	Capt. Farron	110 11
B. M. Young	Capt. Miles	121 01
John M. Resley	Capt. Beles	112 01
Susan Charles	Capt. Snyder	<u>117 16</u>
	Seven boats	808 17
New Central Coal Company		
Georgetown		
J. Dick	Capt. Dick	111 01
R. A. Goodwin	Capt. Kaiser	117 14
Dennis Murphy	Capt. Dick	113 13
R. N. Gordon	Capt. Miller	113 18
John Reeves	Capt. Dick	110 19
J. Mulvaney	Capt. Cohill	114 06
Richard Fannon	Capt. Alexander	<u>113 15</u>
	Seven boats	795 06
Blaen Avon Coal Company		

Georgetown		
George Hughes	Capt. Callan	120 00
Williamsport		
C. B. Embrey	Capt. Buchanan	<u>113 09</u>
	Two boats	233 09
	Individual	
Samuel Swain	Capt. Patterson	115 00

Canal Receipts.

For the past week ending Monday, July 3, the canal receipts amounted to \$7,257.18, of which \$6745.29 were payable at Cumberland; \$480.23 at Georgetown; and \$31.66 at Williamsport. Total amount of coal shipped, 15,695.03 tons.

Georgetown News.

Our Georgetown correspondent furnishes us with the following items of boating news. The *Ludlow Patton* started for Cumberland on Thursday morning; and the *Star* arrived about the same time.

By the change of the steamers *Areturus* and *New Era* to one-wheeled boats and the removal of one of the two engines that each contained, it is thought that the engine thus taken out will be placed in new boats shortly to be got in trim for it.

Engagements for moonlight boat rides. Which are being made so common just now, are rather apt to lead to other engagements.

The Areturus, when she returns here again will go on the docks to be changed to a boat with one propeller.

AG, Sat. 7/8/76, p. 2. **CANAL COMMERCE** – Arrived – Boats G. P. DeWitt to Hampshire and Baltimore Coal Co.; J. H. Houck and Katie & Addie to W. A. Smoot; G. E. Porter, L. A. Long, M. M. Lewis, W. C. Hunter and G. L. Boothe to American Coal Co.

Departed – Boats Hubert & Kirby, E. M. Bynon, B. Miller, M. M. Lewis and G. E. Porter.

Mon. 7/10/76, p. 4. **THE CANAL. Novel Appliances for the use of Steam as a Motor – Other Facts and Theories.**

When the first movements were made here to introduce steam as a motor on the canal, instead of accepting well tried and accepted methods of propelling canal boats by steam, a whole crop of novel contrivances sprang up, as if forsooth something new and original were needed.

In tracing the introduction of steam on the Chesapeake and Ohio canal, we shall notice some of these efforts of inventive genius that promised well in the bud, but never bloomed into flower.

For quite a number of years after building the canal small tug boats would occasionally make their appearance at Cumberland, and convoy loaded boats down the canal. The first successful steamer, however, was the "Cathcart," built by J. L. Cathcart, of Georgetown, and launched in 1857. She ran four or five years and was then burned at the beginning of the war by the Rebs down the Potomac below Alexandria. The "Cathcart" was run by two small engines with one propeller. The shaft was constructed with a universal joint, and 124 through the rudder post, so that by a simple plan of manipulation the propeller was made to steer the boat. The carrying capacity of the "Cathcart" was about 100 tons, and as a specimen of her speed, it is recorded that she made three round trips inside of 22 days.

The next boat introduced about the beginning of the war was the "Julia Ann McGrew," built by Dr. McKaig at Cumberland. It had two propellers, each with two blades, and attained a very fair rate of speed, an average of about 3 miles an hour. Her carrying capacity was about 100 tons. She was burned by the Rebs at Harper's Ferry at the beginning of 1861.

There were no further steps taken toward the introduction of steamers until after the war. We have next to chronicle the effort of certain sanguine inventors to build a steamer, to be propelled by a contrivance in imitation of a duck's foot. The hull was built at Merten's boat-yard. The affair ended in failure.

The next novelty was placed in 1872 on board an old canal boat called the "Peter Quigley;" and the plan of propulsion was to use two immense windmill fans. The model of the boat moved very rapidly through the water and worked so successfully to all appearances that a man like Mr. A. T. Greene was among those who thought the idea a master-stroke. When it came to practical application, though the fans revolved at a wonderful rate of speed, the boat would not move more than about a mile or so an hour.

In 1874 the first really unfoiled efforts were made to introduce steam. In this year a set of machinery that had been in use for 10 years on the Pennsylvania canals, was placed in an old boat called the Thomas Moore, by two parties, Messrs. Stewart and Darragh, of Rochester, Pa. The *Moore* is a good one-propeller boat, with a good carrying capacity and a fair rate of speed. She has been in successful operation since her first introduction.

In the same year were built the *Alpha*, the *Ludlow Patton* and the *H. T. Weld*.

The failure of the "Pride of Erin" that year is too well known to require comment. In 1875 the *Areturus*, *New Era* and *Star No. 1* were built.

During the present season there have been eight new steamers built, as follows: *Stars 2 and 3*, the *Thomas Venners*, the *Arthur Lovell*, the *H. G. Wagner*, the *Moore*, the *Scrivener* and the *Mitchell* boat.

The two great difficulties to overcome in steam navigation are an excessive consumption of fuel and an overmuch weight of machinery. It is folly to waste any more time on novelties; the wiser thing to do is to set about at once to subdue the evils we have mentioned. Our shrewdest steamboat men are beginning to recognize this. The *New Era* and *H. T. Weld* have already been changed to one-wheeled boats; and similar changes will be made with the *Areturus* and *Alpha*.

The average consumption of fuel by steamers is now about 8 tons, and this must be reduced. The owners of the *New Era* and *Patton*

claim that their boats consume only about 4½ tons per round trip, thus showing that so large a consumption of fuel is really not a necessity of the situation.

Steamboat Excursions.

The steamboat excursions that now take place every evening on the Potomac, the trip extending nearly to the island and back, promise to purvey a deal of enjoyment to the community for a very small outlay of money. The scenery along the banks is too well known and appreciated by Cumberlanders to require anything to be said in praise of it, while the cool water-breezes are a delightful escape from the sultriness that befalls us in the early part of the evening within the city.

The boats on Saturday evening carried a number of families, where the little children predominated and enjoyed the treat with childhood's genuine heartiness.

We fancy that this class of passengers will increase more and more. Parents who have infants suffering with summer maladies and are unable to remove to the country, will find an evening trip on the J. T. Scrivener to be wholesome to the highest degree to the little ones.

Alexandria Coal Report.

The following is a report of the receipts and shipments of coal during the week ending last Saturday:

RECEIPTS	<i>Tons</i>
Amer. Coal Co., J. H. Parrott, jr., Agent	3,638
Hamp. & Balto. Co., W. G. Howard, Agent	<u>1,294</u>
Total	4,932
SHIPMENTS	
American Coal Co.	4,565
Hampshire & Baltimore Co.	<u>450</u>
Total	5,015

The Hampshire & Baltimore Company has suspended shipments for the season and the American and Blaen Avon companies do not expect to do much during the remainder of the year. The provision in the recently adopted

charter of Alexandria, demanding a harbor-master's fee of coal-carrying vessels, will greatly cripple, if not entirely destroy the coal traffic of that place until the obnoxious feature is repealed.

When coaling stations are located along the line of the canal, steamers will not have to leave port with a dead weight of fuel for the round trip.

The Alpha is to be changed to a one-propeller boat.

The Fandango.

The boating excursions on the river will recall to many of our older citizens a similar enterprise as far back as 1849 and 1850. In those years a fancy boat, named the "Fandango," driven by paddle-wheels worked by hand, used to ply up and down the river. It was a very neatly constructed pleasure boat and was provided with ample accommodations for passengers. It made a specialty of stopping at the grove on the Virginia side, opposite Mellman's, where all the appurtenances of outdoor pastime were plentiful, such as swings, quoit grounds, etc. A man named Smith, from somewhere down the river, was the proprietor of the boat.

The stock of horses and mules on the canal was never in so low a condition as now. The very poor compensation that boatmen receive compels them to decrease their stock both in quantity and quality, and thereby to greatly overwork what they have. The companies, though shipping very little, are greatly embarrassed by this state of affairs and should they desire to increase shipments it is doubtful whether they could do so. The recent run of hot weather has also increased the sickness and mortality among the stock.

The J. T. Scrivener, that will make an excursion up the river this evening, will be provided with an organ, and good music will be heard. The smoke stack of the boat being in the stern, there will be no annoyance from cinders, etc. The round trip has been cut down to 15 cents.

On the Water.

At the invitation of Capt. Quigley, some fifty persons embarked on board the steamer J. T. Scrivener on Saturday evening for an excursion up the Potomac. The trip was greatly enjoyed by all on board, everything possible being provided for the comfort of the passengers. By reference to our advertising columns, it will be seen that the Scrivener will make an excursion this evening, leaving Brengle's wharf at 7 o'clock. It is proposed to make two trips up the river as far as the island. For the better enjoyment of passengers good music will be provided. No pleasanter way of spending the evening can be thought of than by taking an excursion on this steamer.

Georgetown Speaks.

Georgetown, D.C., July 3, 1876

Messrs. Editors: - Noticing a little slip in your paper of July 3rd, headed "Nip and Tuck at Last," I have the honor of informing you that the *Areturus* came in ahead of the *Ludlow Patton* very nearly three hours. The *Areturus* had to wait for the boat *Maggie B.* to unload before her turn came and she got unloaded and stopped to take on a back load, and still the *Ludlow* had not come in. Let the *J. T. Scrivener* but get next to the *Patton*, with equal tons on, and she will lose the laurels she won when she was by herself on the canal. Yours respectfully.

J. T. S.

ES, Mon. 7/10/76, p. 4. **GEORGETOWN Grain** – Boat Thomas Thrasher with 250 bales hay to H. M. Talbott.

AG, Mon. 7/10/76, p. 3. **CANAL COMMERCE** – Arrived – Boats L. Lemen and P. L. Lemen to Hampshire and Baltimore Coal Co.; S. Henry, H. Delafield, G. P. Lloyd and W. J. Boothe, Jr. to American Coal Co. Departed – Boats G. P. DeWitt, L. A. Long, W. C. Hunter, G. L. Boothe and S. Henry.

Tue. 7/11/76, p. 4. **Canal Trade.**

Since our last report the following boats left this port carrying 7,191 14 tons of coal:

Consolidation Coal Company		
Georgetown		
J. B. Varnum	Capt. Pennell	117 04
Okonoko	Capt. Byroads	115 13
M. Thompson	Capt. O'Brian	114 17
J. C. Grove	Capt. Marmaduke	118 14
J. M. Forbes	Capt. Moore	114 01
J. & D. Nuse	Capt. Luckett	111 12
H. J. Kenah	Capt. O'Donnell	114 05
J. W. Turner	Capt. Rowland	113 00
W. Irving	Capt. Potts	116 03
J. R. Ray	Capt. Kerfoot	118 07
R. I. Morris	Capt. Stride	116 18
Julia Tyler	Capt. Hebb	115 14
A. F. Lantz	Capt. Swain	113 09
G. W. Knode	Capt. Boyer	114 19
I. M. Boyer	Capt. Spong	116 16
Congress	Capt. Kirby	111 01
Dr. C. F. Russell	Capt. Seaman	111 17
Laura	Capt. Brubaker	112 13
I. Crane	Capt. White	115 10
A. E. Turner	Capt. Riley	118 07
Ino	Capt. McCarty	120 10
Capt. J. Sheridan	Capt. Creamer	119 02
Wm. M. Hill	Capt. Swain	118 18
J. A. Graham	Capt. Brubaker	116 14
Star No. 3	Capt. Pennell	104 14
Star No. 1	Capt. Moore	101 13
Geo. A. Pearre	Capt. Sensel	111 02
C. W. Brengle	Capt. Turner	112 09
W. Moorehead	Capt. Read	107 08
Dr. A. A. Biggs	Capt. Brubaker	115 14
Williamsport		
Monongahela	Capt. Shupp	110 11
	Thirty-one boats	3535 15
Maryland Coal Company		
Georgetown		
Col. J. C. Lynn	Capt. Read	111 02
Industry	Capt. Crocket	107 16
D. A. Carl	Capt. Dennell	107 11
M. Sinclair	Capt. O'Neal	111 00
J. B. Slattery	Capt. McCoy	104 10
Bernadette	Capt. Jordan	112 07
Ludlow Patton	Capt. Atkinson	96 06
D. L. Taylor	Capt. Turner	114 09
	Eight boats	865 01
American Coal Company		
Alexandria		
J. H. Platte	Capt. Hooker	118 11
John L. Read	Capt. Brendlinger	119 11
George Sherman	Capt. Russell	116 01
J. H. Parrott	Capt. Taylor	118 05
J. A. Alexander	Capt. Penner	115 10

John W. Burke	Capt. Renner	120 02
C. R. Hooff	Capt. Hine	116 07
S. Lloyd	Capt. McMullen	117 00
D. Stewart	Capt. Penner	117 02
	Nine boats	1058 09
New Central Coal Company		
Georgetown		
B. F. Price	Capt. Miller	113 08
J. R. Purcell	Capt. Armstrong	113 14
G. W. Jones	Capt. Dixon	117 03
V. H. Weir	Capt. Dixon	110 06
G. S. Couter	Capt. Newell	113 18
J. R. Couter	Capt. Williams	114 07
C. W. Adams	Capt. Coffman	113 17
Friendship	Capt. Hall	113 09
W. M. Price	Capt. Griminger	113 12
	Nine boats	1023 14
Blaen Avon Coal Company		
Williamsport		
E. M. Stanhope	Capt. Shaffer	119 14
J. A. Spielman	Capt. Miller	113 05
	Two boats	232 19
	Individual	
Georgetown		
R. T. Semmes	Capt. Westbrook	113 00
Five Brothers	Capt. Little	115 00
G. W. Grove	Capt. Rudgeon	113 00
	Three boats	341 00
Borden Mining Company		
Georgetown		
J. G. Lynn	Capt. Martin	112 01
Theo. Dean	Capt. Martin	115 12
	Two boats	227 16

Last Evening's Excursion.

The J. T. Scrivener took a large number of passengers up the river last evening, and all along the route could be heard sweet strains of music from the happy throng on board. The sound of the melodeon and the sweet voices of the singers sounded pleasantly upon the waters. Wm. T. Cowden, esq., superintended the excursion, and where he is everything is bound to run smoothly. Parents with complaining children should often go on these excursions, for they are truly health restoring remedies. By reference to advertisement in another column it will be seen the Scrivener gives another excursion this evening.

The river was enlivened yesterday evening by three excursion boats that carried

many delighted passengers to and fro. The J. T. Scrivener was crowded with men, women and children. Ample accommodations were provided for the comfort and convenience of guests. A tuneful organ, with a lady presiding, assisted by singers, made very pleasant music. These excursions are deservedly becoming more and more popular.

Canal Receipts.

The total receipts of the canal from this port for the week ending last Saturday were \$8,110.92, of which \$7,547.90 was payable at Cumberland; \$529.40 at Georgetown; and \$33.62 at Williamsport. The total amount of coal shipped was 17,965 tons.

ES, Tue. 7/11/76, p. 4. **GEORGETOWN More Steam Canal Boats** – The F. L. Moore, another steam canal boat, built after H. G. Wagner's patent, was finished here on Saturday. She made her trial trip, 5 miles up stream to Lock No. 5, in 45 minutes and back in 35. The H. G. Wagner, a boat of the same make, will be finished in a few days.

Grain – Boat Seneca with 1,800 bushels corn, 900 bushels wheat, 500 bushels mill feed and 100 barrels flour to T. C. Wheeler, and 400 bushels corn to H. M. Talbott; boat Loudoun with 1,000 bushels wheat to H. M. Talbott.

AG, Tue. 7/11/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Centennial and Hon. E. Stake to brick yards on line of the canal; Rechabites, W. Gregory, W. J. B. Lloyd, D. Annon, M. Sanford, J. Dayton, A. Main, M. Snow, H. C. Flagg and J. Green to American Coal Co. Departed – Boats P. L. Lemen, H. Delafield, G. P. Lloyd, W. J. Boothe, Jr., Rechabites, W. Gregory, Centennial, Ed Stake, Katie & Addie, D. Annon, J. Dayton and W. J. B. Lloyd for Cumberland.

Wed. 7/12/76, p. 4. **Canal Trade.**

Thirty-five boats left this port yesterday, carrying 3,990 16 tons of coal, as follows:

Consolidation Coal Company
Georgetown

Canal Trade - 1876

M. C. Clay	Capt. Mertens	115 05
Hawk	Capt. Benner	115 18
V. S. Brashears	Capt. Moore	115 00
Uno	Capt. Peck	113 01
Linnet	Capt. Zeigler	109 07
A. Gruber	Capt. Woltz	111 18
Ernst & Holland	Capt. Penner	112 16
Lucinda	Capt. Rinehart	119 09
J. K. Whitford	Capt. Moore	111 10
J. R. Cruzen	Capt. Lypold	115 05
	Ten boats	1139 06
American Coal Company		
Alexandria		
Charles Robb	Capt. Bowers	116 07
R. S. Grant	Capt. Weaver	117 03
A. S. Wintringham	Capt. Eichelberger	116 07
J. R. Anderson	Capt. Reynolds	115 13
John Wilson	Capt. McCann	119 18
Charles Clifton	Capt. Weaver	116 12
	Six boats	705 00
New Central Coal Company		
Georgetown		
M. Ruben	Capt. Gardner	116 00
Emma	Capt. Paxton	116 16
G. H. Bradt	Capt. Weston	113 04
J. E. Coulehan	Capt. Kimble	116 17
E. B. Hartley	Capt. Bonner	109 15
M. A. West	Capt. Conrad	112 10
A. Zeigler	Capt. Dixon	113 14
	Seven boats	798 16
Borden Mining Company		
Georgetown		
S. J. Kelly	Capt. Kelly	118 08
Alonzo Berry	Capt. Ardinger	116 09
J. H. Farrow	Capt. Ardinger	122 17
J. R. Masters	Capt. Gorman	117 10
Arthur Lovell	Capt. Gorman	105 01
Thomas Sheridan	Capt. Myers	109 19
	Six boats	689 15
Maryland Coal Company		
Georgetown		
Queen City	Capt. Edenhart	111 09
K. Brooks	Capt. McCormick	111 04
Godfrey Berkebile	Capt. Wegman	110 16
Thomas Venners	Capt. Ganley	100 00
	Four boats	436 09
Blaen Avon Coal Company		
Williamsport		
David Seibert	Capt. Hamilton	115 14
L. W. Poffenberger	Capt. Hawley	114 11
	Two boats	229 05

**Movements of Canal Steamers at
Georgetown, etc.**

The steamer *New Era* arrived at Georgetown on Saturday night 8:30 p.m. and started for Cumberland at 9 o'clock Monday morning.

The *Areturus* reached Georgetown on Sunday night and started on her return here at 11 a.m. on Monday morning.

The new steamer *F. L. Moore* one of the fleet and power steamers now on the canal on the plan of the *Ludlow Patton*, made a trial trip at Georgetown on last Saturday evening and again on Sunday morning from High street bridge to Lock No. 5. Everything worked well. She made the distance in 45 minutes and came back in 35 minutes. Among those on board were Messrs. Pettet and Dries, the builders, Thomas Johnson, superintendent of the first engine that was built for the *Ludlow Patton*, *H. G. Wagner*, the owner of the patent for steamers on the plan of the *Ludlow Patton* and a number of other gentlemen. The *Moore* is in charge of Mr. J. B. Wagner. The *Moore* started for Cumberland on Monday morning at 6:30 a.m.

The weather for the past week or so has been excessively hot in Georgetown and both there and in Washington city a number of cases of sun stroke are reported.

On Monday two colored men while walking over the dam at outlet lock in Rock creek slipped and fell into the water and were drowned. Our informant did not ascertain their names.

An informant tells us that the owner of the *Julia Ann McGraw*, the steamer mentioned in this paper the other day among the novelties in steam navigation, was one Wormweg, an old man now, now living in Harper's Ferry. He gained much notoriety several years ago at the time of the big flood in the Shenandoah. On that occasion the flood swept over Harper's Ferry, doing much damage to life and property. By some means of other old Wormweg got astride of a log and floated down to Weverton, where he lodged and was rescued.

The "Blue Bird."

A friend well posted in canal boat antiquities tells us that we omitted in our article the other day a novelty in the way of contrivances for propulsion of canal vessels by steam. He referred to a boat called the "Blue Bird," built at the beginning of the war and owned by Dr. Robert McKaig, of this city. The hull was one of those fifty or more New York boats that the doctor brought here from New York canals. It was run by an ordinary stern paddle-wheel, the paddles striking the water at a right angle, but turning in the water and exerting their propelling power as they came out with an entirely different angle. The boat did not run long but was very rapid.

ES, Wed. 7/12/76, p. 4. **GEORGETOWN Grain** – Boat Loudoun with 1,200 bushels of wheat and 700 bushels of corn to Hartley & Bro.

AG, Wed. 7/12/76, p. 3. **CANAL COMMERCE** – Arrived – Boats Wm. Darrow and M. A. Myers to American Coal Co.; Yonkers to Woodward's brick yard. Departed – Boats M. Sanford, A. Main, M. Snow, Yonkers, H. C. Flagg and J. Green.

Thu. 7/13/76, p. 4. **The First Two Boats.**
 The first two boats that passed down the Chesapeake and Ohio canal were the *Southampton*, owned by Dr. Robert McKaig and Mr. J. P. Agnew, and the *Freedom Rodden* [sic *Freeman Rawdon*], owned by Mr. Mudge [sic *Ward*], a boat builder who formerly had a yard here, where that of Weld & Sheridan now is. The captain of the *Rodden* [Rawdon] was Mr. C. C. Merrill, now an old man, living in Washington. The name of the captain of the *Southampton* we cannot recall now, though after leaving the canal he was engaged for 10 or 12 years as the doorkeeper for John Robinson's circus; and whenever that concern visited this place, then, for "auld lang syne" sake, the ex-captain used to allow Cumberland boys to stride in on the most approved deadhead system.

The race was a very exciting one and full of lively incidents. The boats started at the same time carrying about the same amount of coal. All sorts of artful dodges and sly tricks were employed on either side to win the laurels. Among these, it is recorded that at the Big Pool the *Rodden* [Rawdon] threw off some ten or fifteen tons of coal. Again, at different points, extra horses were hired of the farmers, who swarmed to the banks to see the show, the opening of the canal being then quite a wonderful novelty to the natives. The *Rodden* [Rawdon] arrived at Georgetown several hours prior to her competitor and was therefore the first boat that passed down the canal from Cumberland to Georgetown.

Arrival.

The steamers *Areturus* and *New Era* arrived here yesterday at noon. They started from Georgetown on Monday, *New Era* at 9 a.m. and the *Areturus* at 11 a.m., and that distance was maintained between them all the way up.

The *New Era* went out again yesterday. The *Areturus* remains to be changed into a one-wheeled boat.

Canal Trade.

Twenty-nine boats left this port yesterday, carrying 3,279 14 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Jimmy M., jr.	Capt. Bush	111 11
Morning Star	Capt. Yingling	110 07
W. H. Boyd	Capt. Seaman	114 00
L. L. Shives	Capt. Shives	111 08
Energy	Capt. Morrow	113 03
D. A. Miller	Capt. Weller	116 12
Anna Bruce	Capt. Draner	115 14
Joseph Light	Capt. Boyd	118 00
Adam Norrie	Capt. Pennell	114 08
Lark	Capt. French	114 06
	Ten boats	1139 09
American Coal Company		
Alexandria		
A. J. Akin	Capt. Poffenberger	116 05
Thomas H. Faile	Capt. Hamsberg	117 03
Weyand Doerner	Capt. Goodwin	116 00
Wm. Walsh	Capt. Teach	115 13
M. D. Corse	Capt. Bear	120 12

J. W. Morris	Capt. Bowers	<u>118 15</u>
	Six boats	704 08
New Central Coal Company		
Georgetown		
Elizabeth	Capt. Seaman	113 02
John Hammond	Capt. Brooks	111 10
H. Willison	Capt. Keech	111 16
Loretto	Capt. Ardinger	<u>113 17</u>
	Four boats	450 05
Maryland Coal Company		
Georgetown		
T. J. Mahaffy	Capt. Otto	108 00
J. E. Hughes	Capt. O'Neal	111 02
P. J. Sowers	Capt. Rockwell	<u>111 05</u>
	Three boats	330 07
Borden Mining Company		
Georgetown		
Henry S. Miller	Capt. Kimble	113 03
Isaac Wilson	Capt. Gatrell	116 08
New Era	Capt. Cowden	<u>105 15</u>
	Three boats	335 06
Blaen Avon Coal Company		
Williamsport		
C. B. Embrey	Capt. Buchanan	110 08
Georgetown		
Thomas Moore	Capt. Christy	<u>98 11</u>
	Two boats	208 19
	Individual	
F. Bowers	Capt. Bowhey	113 00

The river was enlivened again yesterday evening by excursions, in which more people participated than on any occasion yet. The J. T. Scrivener, with her convoy, carried about two hundred passengers. Chairs were provided, and all the appurtenances were in good taste. Excellent music was sung by ladies and gentlemen, accompanied by the organ; the leader of the tuneful melodies was Mr. W. H. Hope. There was also a fine string band in attendance.

Later in the evening, about ten o'clock, the Skedaddler took a party of colored people up the *stream*. Along with them went also a colored brass band.

President Gorman was in town yesterday and visited the collector while here. He was down on a short trip from Deer Park, where he is spending a few days.

Up the River.

July 12, 1876.

Messrs. Editors: On last evening a large number of ladies and gentlemen went on an excursion up the river on the steamboat J. T. Scrivener and was a most enjoyable affair. The starting point was Brengle's wharf, and the evening was all that could be desired for this pleasant ride, besides being favored with excellent music by a string band and also a cabinet organ. The boat went up as far as the island, and the return to the city was as pleasant as could be desired. Everyone seemed to be highly pleased with the trip, and the wish was expressed that there might often be a repetition of the excursion during the summer. It was one of the most enjoyable occasions I have ever had, and I feel warranted in saying that it was also the verdict of the large number in attendance.

Very respectfully, W. H. Hope

AG, Thu. 7/13/76, p. 2. **CANAL COMMERCE** – Arrived – Boats A. Greenless and I. J. Kreps to J. P. Agnew; C. Segerson to W. A. Smoot; H. Herbner to Alexandria Gas Works. Departed – Boats Wm. Darrow, Wm. Smith, M. A. Myers and A. Greenless.

Fri. 7/14/76, p. 4. **LOCAL NEWS.**

Review of the Earnings of Boatmen and Miners for a Few Years Past, etc.

It is a noteworthy fact that for quite a number of years past there has no class of men connected directly with our coal traffic who have suffered so many embarrassments by frequent changes in their income from freights and business affairs on the canal as the boatmen. All the disturbing elements of the trade seem to have made a drive at them; and upon them has fallen a large percentage of the reductions that have been made from time to time in carrying our coal to market. A brief sketch of the past ten years will bring this fact out very prominently. Prior to the war the lowest rate for freight per ton was \$1.10, and the average amount paid was about \$1.15 per ton. During the war they were paid a high price for carrying coal, because the personal danger to themselves was great, as was also the risk of a

boat's being captured and burned by the Rebs and the stock carried off. In 1864 they received \$3 a ton to Georgetown, (very little coal was taken to Alexandria during the war). On the 5th of June 1865, they were reduced to \$2 a ton, and in the spring of 1866 to \$1.60. On the 18th of April, 1867, they began carrying coal to Georgetown at \$1.40. On the 24th of the same month they were reduced to \$1.30. This was received until [illegible] 4, 1868, when their earnings took an upward rise to \$1.50. In the spring of 1869 the ruling payments to Georgetown and Alexandria were \$1.45 and \$1.50 respectively, remaining in force until August 28, 1871, when they received \$1.40 and \$1.45, continuing until April 18, 1872, when the companies paid \$1.35 and \$1.40. On March 29, 1873, the charges advanced five cents a ton, and the amount paid was \$1.40 and \$1.45.

This year will be remembered as one in which the figures were shifted a number of times; on April 28 they dropped to \$1.35 and \$1.40, and on July 29, they were reduced five cents. The last reduction brought a strike among the boatmen, which lasted one week and resulted in their carrying their point and securing an increase of five cents a ton. The season closed with the companies paying \$1.35 and \$1.40, which price continued until June 2, 1874. At that time, it was discovered that one of the companies, "nameless here forevermore," was exacting a drawback of \$10 a boatload from its men out of consideration for dispatch. The other companies refused to pay the old rates under such circumstances, and a strike among the boatmen ensued to prevent the boatmen of that company leaving with cargoes. This strike, accompanied by some violence, continued until August 18, the men then going to work at \$1.20 and \$1.25. The bonus matter again came to the front and on August 24 a strike occurred, the boatmen demanding \$1.40 and \$1.45. This continued until September 5th at which time all the companies acceded to the trumpet-call of the boatmen.

During the fall of 1874 the boatmen's union was formed and disbanded; by the way, the next year. In the spring of 1875 the Baltimore and Ohio Railroad Company made a reduction of 25 cents a ton on the price of carrying coal to the seaboard, which necessitated a reduction all around, the boatmen carrying coal for \$1.25 and \$1.30, and the Canal Company acquiring the wharves, with the discontinuance of wharf charges.

On July 13 it once more leaked out that a certain company was demanding a drawback of \$10 a load from its men, the upshot of which was that freight went down to \$1.20 and \$1.25. On August 3 it dropped still lower, to \$1.15 and \$1.20, with "cut" rates as low as \$1.10.

The present spring opened with \$1 a ton to boatmen inscribed on the fair and blameless pennon of the Consolidation company, and that account has been the prevailing role so far, though "cutters" have in some cases found some ill-starved boatmen, who with the specter of imminent starvation before him, could be induced to boat for ninety cents a ton.

The wages paid the miners have not been subject to that fluctuation so noticeable in the earnings of the boatmen. During the war they received \$1 a ton, and this was reduced at the close of the same to 75 cents. In 1866 the companies attempted to reduce them to 50 cents and failed in so doing. A compromise was reached, however, placing the price of mining per ton at 65 cents, which amount is now given. The attempt of the companies to reduce this spring to 55 cents failed entirely, as our readers are well aware. The cost of digging coal before the war was thirty cents a ton.

The Lesson of Two Weeks.

For the week ending July 3, 1875, the Consolidation company dispatched 53 boats; the American, 43; the Maryland, 60; the Borden, 54; the Hampshire & Baltimore, 22; New Central, 30; George's Creek, 6; Gas coal, 10; Blaen Avon, 17; making a total of 296 boats.

For the week ending July 1, 1876, the Consolidation company dispatched 48 boats;

American, 10; Maryland, 2; Borden, 22; Hampshire & Baltimore, 13; New Central, 29; Blaen Avon, 14: making a total of 138, a falling off in one week of 158 boats.

For the week ending July 10, 1875, the Consolidation company dispatched 36 boats; the American, 37; Maryland, 66; Borden, 49; Hampshire & Baltimore, 23; New Central, 20; George's Creek, 7; Gas coal, 7; Blaen Avon, 4; total 249.

For the week ending July 8, 1876, the boats dispatched were as follows: Consolidation, 50; American, 31; Maryland, 21; Borden, 18; Hampshire & Baltimore, 0; New Central, 24; George's Creek, 0; Gas coal, 5; Blaen Avon, 9; total 158 – a decrease for the week of 91 boats. The decrease for the two weeks is 249 boats.

Canal Trade.

Twenty-seven boats left this port yesterday, carrying 3,104 11 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Creole	Capt. Jackson	116 09
W. Weber	Capt. Dixon	116 15
G. Meredith	Capt. Compton	116 17
Robin	Capt. Compton	112 18
Joel Charles	Capt. Hammond	115 13
Miner	Capt. Atwell	113 06
A. P. Gorman	Capt. Yingling	113 18
D. M. Read	Capt. Eichelberger	112 07
Osceola & Jake	Capt. Penna	117 03
Johnny & Tommy	Capt. Bell	115 10
C. Slack	Capt. Lewis	116 10
Star No. 1	Capt. Jackson	104 15
	Twelve boats	1373 01
American Coal Company		
Alexandria		
J. J. Swift	Capt. Eichelberger	119 14
J. H. Stickney	Capt. Benner	116 02
Theo. L. Betts	Capt. McLucas	118 03
Robert H. Miller	Capt. Cramer	120 19
S. S. Howison	Capt. Swain	118 17
	Five boats	593 15
Maryland Coal Company		
Georgetown		
Carrie & Maggie	Capt. Lindsey	107 19
Thos O'Connell	Capt. Miles	107 15
W. H. Lowe	Capt. Renner	113 04
G. S. Young	Capt. Renner	112 07
Geo. T. Gatrell	Capt. Gatrell	118 06

	Five boats	559 08
Borden Mining Company		
Georgetown		
Ed. Stake	Capt. Ardinger	117 07
Johnny & Frankie	Capt. Gatrell	113 04
L. N. Lovell	Capt. Cowden	116 04
	Three boats	346 15
Blaen Avon Coal Company		
E. M. Stanhope	Capt. Murray	115 12
	Individual	
Our Sister	Capt. Barger	116 00

July 13, 1876.

Messrs. Editors: - The undersigned on the part of the colored citizens on board the excursion boat last evening, would take this means of offering their regrets at the unhappy occurrence at the canal bridge: We met with difficulties in getting under way, and it dark when we reached the bridge. Stones had been thrown among us and in passing under the bridge they were poured upon us in showers. It was farthest from the thoughts of the committee or the excursionists to retaliate; our object was to get out of reach of the stones as soon as possible. But there was one young man who sought, as he avers, to stop the attack by firing above the heads of those throwing stones, and he was not aware that a single person was struck. Neither we nor the people on board endorse this conduct. We are known among the people as law-abiding citizens and were not aware that a pistol was on board. We ask the kind consideration of the public, and we hope the blame will be laid where it belongs, and not upon us.

Very

respectfully

J. C. Dorsey

One of the committee.

Pleasure seekers on board excursion steamers plying the Potomac here in the evening, are too often favored with the sight of half-grown boys gamboling and frisking about in the water.

The new steamer D. L. Moore arrived here from Georgetown on Wednesday night. She is a very stylish looking boat, with a very fair rate of speed.

The quietude of the river was made unusually conspicuous last evening by the absence of excursions.

ES, Fri. 7/14/76, p. 4. **GEORGETOWN A Question of Privilege** – Yesterday afternoon a coal cart belonging to Dickson & King, in attempting to cross the canal bridge at Washington street, was stopped by the tow-boy of the canal boat Washington Irving, who refused to let them cross his line, which was laying on the ground (across the street). The lock was being filled, and the boat, of course, was not then in motion. The driver of the cart attempted to cross, when the tow-boy suddenly started his mules; the cart horse, becoming thereby frightened, started off, ran into another cart, and was seriously if not fatally injured. The question is: Who has the right of way in a case of this kind? Is the merchant's cart to wait until the lock is filled and the boat drawn through?

AG, Fri. 7/14/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Mary Mertens to Blaen Avon Coal Co.; M. C. Waters to W. A. Smoot; A. Spier, railroad ties to B. & P. R. R. Co.; R. Bender and American Flag to American Coal Co.
Departed – Boats I. J. Kreps, H. Herbner and A. Spier.

Sat. 7/15/76, p. 4. **Canal Trade.**
Thirty-six boats left this port yesterday, carrying 4,127 13 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
A. E. McDonald	Capt. McDonald	115 07
J. Snively	Capt. Miller	114 16
A. J. Center	Capt. Ingram	112 07
M. Boyer	Capt. Boyer	113 07
Grason & Fannie	Capt. Taylor	108 18
Blue Bell	Capt. Riley	115 08
A. Campbell	Capt. Eddy	116 16
M. S. O'Donnell	Capt. Lewis	110 16
W. L. Read	Capt. Bowers	117 01
G. W. Barrett	Capt. Little	113 11
J. T. Davis	Capt. Berger	113 10
J. N. Clary	Capt. Bowers	116 02
Shiple & Bush	Capt. Seaman	113 09

Jacob McGraw	Capt. Mertens	116 14
A. M. Grove	Capt. Grove	118 18
Mohawk	Capt. Baler	113 15
		1830 13
Sixteen boats		
Maryland Coal Company		
Georgetown		
A. E. Miller	Capt. Keech	110 13
J. A. Ensminger	Capt. Sterling	116 00
William T. Hassett	Capt. Shaw	111 05
Seven Brothers	Capt. Benner	110 01
Washington		
J. Sammon	Capt. Quigley	111 02
J. T. Scrivener	Capt. Quigley	118 17
		663 18
		Six boats
American Coal Company		
Alexandria		
David A. Lowe	Capt. Lynch	119 01
John Bradburn	Capt. Malone	115 16
Dr. M. M. Lewis	Capt. Eichelberger	119 01
Henry Delafield	Capt. Hetzer	117 09
Dr. G. E. Porter	Capt. Chaney	118 00
Thomas Patton	Capt. Eaton	117 02
		706 08
		Six boats
Borden Mining Company		
Georgetown		
S. H. Sherman	Capt. Pitzer	115 13
G. Hunter	Capt. Cowden	115 11
Harry Borden	Capt. Cowden	116 17
Dr. O. M. Schindel	Capt. Warner	114 05
		452 06
		Four boats
Blaen Avon Coal Company		
J. A. Spielman	Capt. Miller	116 02
Individual		
Georgetown		
Alex. Adams	Capt. Sorrell	120 00
Nuttie & Billie	Capt. Zeigler	116 00
Kate & Addie	Capt. Wolf	115 16
		351 16
		Three boats

Movements of Steamers at Georgetown.

The *H. T. Weld* arrived at Georgetown on Wednesday afternoon and started for Cumberland on Thursday morning. The *Star No. 2*, the *Star No. 3* and the *Ludlow Patton* arrived on Tuesday afternoon; the *Patton* unloaded and started on her return trip the same afternoon.

Messrs. Weld & Sheridan are now building a small brick machine shop at their boatyard in South Cumberland.

Instead of merely running up and down the river, why do not some of our steamers carry excursionists down the canal a distance of some

7 or 8 miles. There is plenty of fine scenery down there.

ES, Sat. 7/15/76, p. 4. **GEORGETOWN Grain** – 900 bushels wheat by boat Thomas Thrasher to H. M. Talbott.

Coal Trade for the week ending Friday: Consolidation Coal Company – Receipts 6,658 tons; shipments 7,100 tons. Maryland Coal Company – Receipts 2,020 tons; shipments 2,590 tons. New Central Coal Company – Receipts 3,606 tons; shipments 3,706 tons. Borden Mining Company – Receipts 1,300 tons; shipments 1,300 tons.

AG, Sat. 7/15/76, p. 2. **CANAL COMMERCE** – Arrived – Boats H. O. Claughton, M. Kersey, E. Bayer, A. J. Clark and Maj. E. L. Moore to American Coal Co. Departed – Boats R. Bender, American Flag, H. O. Claughton, Ed. Bayer and Mat Kersey.

Local Brevities

There has been a falling off of 249 boats of coal, loaded at Cumberland during the past two weeks as compared with the same period last year.

Mon. 7/17/76, p. 4. **Canal Trade.**

Thirty-two boats left this port Saturday, carrying 3,636 13 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Okonoko	Capt. Byroads	117 01
M. M. Jane	Capt. Arthur	110 13
P. J. Smith	Capt. Anderson	106 14
W. C. Ernst	Capt. Bender	118 08
C. H. Dalton	Capt. Little	112 14
C. P. Manning	Capt. Read	115 15
Tommy & Nelly	Capt. Little	113 19
Belle Resley	Capt. Teeters	112 04
Yonkers	Capt. Mondell	114 02
J. Spencer	Capt. Rinehart	115 11
T. Malloy	Capt. Knode	113 16
H. C. Hicks	Capt. Riley	114 02
J. A. Millholland	Capt. Repp	113 10
John Leitch	Capt. Walker	113 02
Washington		
Dove	Capt. Mose	112 04
J. T. Dixon & Co.	Capt. Heck	115 04
Mountain City	Capt. Heck	106 07
	Seventeen boats	1925 01

American Coal Company

Alexandria		
W. J. Boothe, jr.	Capt. Hatch	115 03
G. L. Boothe	Capt. Davis	118 17
L. A. Long	Capt. Long	116 07
W. C. Hunter	Capt. Butler	119 16
Andrew Main	Capt. Bowers	115 14
	Five boats	585 17

Borden Mining Company

Georgetown		
J. B. Haines	Capt. Irwin	115 10
Julia Borden	Capt. Cowden	114 08
Alexander	Capt. Cowden	110 18
Fall River	Capt. Farrow	113 19
	Four boats	454 15

Maryland Coal Company

Georgetown		
L. K. Kuhn	Capt. Cunningham	107 13
Mattie	Capt. Seaman	107 13
Laura B. Agnew	Capt. Cummings	111 05
	Three boats	326 11

Blaen Avon Coal Company

Georgetown		
W. E. Turner	Capt. Riley	111 14
D. Seibert	Capt. Hamilton	112 12
	Two boats	224 06
	Individual	
Centennial	Capt. Boley	120 03

Movements of Steamers at Georgetown.

The steamer Thomas Venners arrived at Georgetown at 10:20 p.m. on Friday night and went out again at 10:30 a.m. on Saturday.

The Star No. 3 went out at 8 a.m. on Saturday, the Star No. 4 at 9 p.m. on Friday.

There was a sharp rain storm at Georgetown on Saturday, though we have not heard of any bars being washed in the canal.

Big Work.

The Consolidation Coal Company for some time to come will send out 20 boat loads of coal a day. One half of this will be dug at mines Nos. 3 and 4, south of Frostburg, and the other half at Hoffman Hollow near Eckhart.

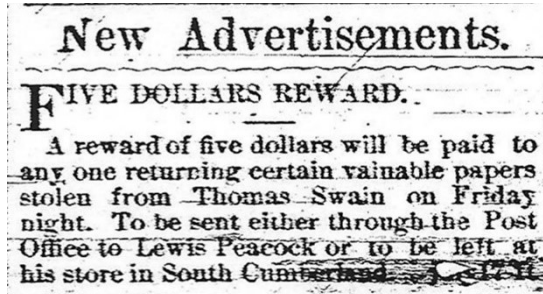
The printers of Cumberland had a very delightful excursion up the river Saturday morning on board the swift packet, the Skedaddler. The party stopped at Ridgley's Grove and there whiled away several hours in a variety of amusements, returning at 11 o'clock. The excursion was made at the invitation of

Capt. Weisebrod, who is something of an amateur printer, and was a free gift to the participators.

Mr. A. M. Brandt, of this city, will superintend the shipments of the Buffalo Valley Coal Company from this port. The veins owned by this company are located on Buffalo creek, in the northeastern part of Garrett county, and the coal will be shipped here by way of the Pittsburgh and Connellsville railroad.

Robbery.

On Friday night while Mr. Samuel Swain was lying asleep on a boat near Basin wharf, his pockets were cut and \$16 abstracted therefrom, besides a lot of important papers of far more value to Mr. Swain than the money, though of no possible use whatever to the thief. For the reward offered for the return of these papers see advertisement.



[Transcriber's Note: Notice the newspaper story said the money and papers were stolen from Samuel Swain while this advertisement said they were stolen from Thomas Swain.]

The F. L. Moore, which has been lying in port here for several days past to have a middle cabin made for her at the yard of Messrs. Doerner & Bender, made an excursion up the river yesterday afternoon. A number of gentlemen were on board as passengers and expressed themselves pleased with the high rate of speed reached and the smooth movement of the vessel. The crew maintain that the F. L. Moore is the fastest of the Patton boats.

The coal trade at Georgetown for the week ending Friday was as follows:

Consolidation Coal Company – Receipts, 6,658 tons; shipments, 7,100 tons. Maryland Coal Company – Receipts, 2,020 tons;

shipments, 2,590 tons. New Central Coal Company – Receipts, 3,606 tons; shipments, 3,706 tons. Borden Mining Company – Receipts, 1,300 tons; shipments, 1,300 tons.

The beginning of the change of the *Areturus* to a one-wheeled steamer began Saturday. The complete success of the *New Era* and *Lovell* demonstrate the fact that there is no need for a two-wheeled boat on the canal.

A boatmen by the name of John Riley was attacked last Saturday night in South Cumberland, near the Consolidation wharf, by some unknown parties. They cut him up very badly across the face and breast, but fortunately not dangerously.

ES, Mon. 7/17/76, p. 4. **GEORGETOWN Grain** – Boats Wheeler & Barron with 1,500 bushels wheat and 2,000 bushels corn to Hartley & Bro.

AG, Mon. 7/17/76, p. 3. **CANAL COMMERCE** – Arrived – Boats J. H. Parrott, Jr., J. L. Read, J. P. Moore, P. G. Uhler, W. E. Bell, J. H. Platte, J. A. Alexander and D. Stewart for American Coal Company. Departed – Boats E. L. Moore, J. H. Parrott, Jr., A. J. Clark and C. Segerson.

Drowned on the Canal – Intelligence was received here, today, of the drowning on the canal, near Seneca, on Friday last, of Captain Wm. Alexander, of the canal boat *Richard Fannon*. The deceased had left his boat to look for a mule, and being in a state of intoxication, it is supposed that he fell into the canal. His body was found floating near the same place, yesterday, with several wounds on the back, which were supposed to have been caused by the wheels of passing steamboats. Other think that the wounds were caused by foul play. Captain Alexander was formerly in the employ of the American Coal Company, but more recently in that of the New Central Company of Georgetown. He was about fifty years of age and leaves a wife and a large family of children.

Tue. 7/18/76, p. 1. **Coal Trade News.**

The shipments of coal by canal last week, though up to the average week of shipments for this season, still show a falling of 10,986 07 tons as compared with the corresponding week of last year. The shipments in detail are as follows: Consolidation, 80 boats, 9,096 02 tons; American, 32 boats, 3,765 19 tons; Maryland, 23 boats, 2,521 09 tons; Borden, 22 boats, 2,513 06 tons; Blaen Avon, 9 boats, 1,008 00 tons; Atlantic, 1 boat, 115 16 tons; Gas coal, 6 boats, 693 00 tons; making a total of 186 boats, carrying 21,312 07 tons.

The financial receipts of the port for the week ending July 1, 1876, were \$10,085.90. Of this amount, \$9,573.23 is payable here and \$512.67 elsewhere.

p. 4. **Canal Trade.**

Thirty-seven boats left this port yesterday, carrying 4,200 19 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
G. S. Smith	Capt. Bender	117 12
J. B. Varnum	Capt. Pennell	110 11
Lillie & May	Capt. Sandbar	114 03
H. T. Weld	Capt. Nuse	96 11
R. Gordon	Capt. Miller	116 10
H. J. Kenah	Capt. O'Donnell	112 05
W. Irving	Capt. Potts	112 13
R. I. Morris	Capt. Stride	114 16
Julia Tyler	Capt. Hebb	112 04
I. M. Boyer	Capt. Spong	115 00
A. F. Lantz	Capt. Swain	114 06
Clara	Capt. Eddy	114 16
Garrett & Manse	Capt. Fitzgerald	112 05
Consolidation	Capt. Shank	116 00
R. Shriver	Capt. Nuse	117 11
Maryland	Capt. Clendening	115 03
W. Moffat	Capt. Chandler	114 08
J. M. Forbes	Capt. Moore	112 13
Star No. 3	Capt. Pennell	98 15
L. R. Fechtig	Capt. Smith	108 04
W. Thompson	Capt. O'Brian	115 17
Congress	Capt. Kirby	111 11
Williamsport		
Monongahela	Capt. Shupp	109 09
	Twenty-three boats	2583 03
American Coal Company		
Alexandria		

B. Williamson	Capt. Austin	119 09
Rechabites	Capt. Harris	115 10
Daniel Annan	Capt. Eichelberger	118 08
James Dayton	Capt. Shaw	116 10
Wm. Gregory	Capt. James	116 19
W. J. B. Lloyd	Capt. Kirkpatrick	115 08
	Six boats	702 04
New Central Coal Company		
Georgetown		
F. A. Mertens	Capt. Manning	107 10
Jack Topper	Capt. Snyder	112 19
Iowa	Capt. Keady	114 04
William R. Shaw	Capt. Coffman	115 13
	Four boats	450 06
Borden Mining Company		
Georgetown		
Pattie Dunlop	Capt. Snyder	118 10
Kate Prather	Capt. Fernsner	122 00
	Two boats	240 10
Blaen Avon Coal Company		
C. B. Embrey	Capt. Buchanan	111 16
	Individual	
T. Sammon	Capt. French	113 00

Man Drowned.

Mr. Alexander Adams, of the New Central company, received a dispatch yesterday stating that William Alexander, of the boat Richard Fannon, was drowned on Saturday night at White Oak Spring level, about 20 miles this side of Georgetown. There are no particulars of the accident given, which is supposed to have resulted from the well-known intemperate habits of the deceased.

ES, Tue. 7/18/76, p. 4. **ALEXANDRIA – Drowned** – Mr. Wm. A. Alexander, of this city, captain and owner of the canal boat *Richard Fannon*, while on his up-trip to Cumberland, one day last week got off his boat on the Whitelock Spring level to get a horse, and the boat, which had his wife and children on board kept on. Nothing was heard from Alexander until his body was found at Lock No. 22, where it had drifted. The body was bruised considerably, and it is not known in what manner he met his death, but it is supposed by drowning. The boat was telegraphed for, and when it returned, the body was interred in the cemetery at Rockville, Md.

AG, Tue. 7/18/76, p. 2. **CANAL COMMERCE**

– Arrived – Boats Geo. Hughes to Blaen Avon Coal Co.; S. Lloyd, J. W. Burke, G. Sherman and C. R. Hooff to American Coal Co.

Departed – Boats J. L. Read, J. P. Moore, W. E. Bell, P. G. Uhler, J. A. Alexander, J. H. Platte, M. E. Waters, D. Stewart and S. Lloyd.

Local Brevities

A lock gate had to be taken out at the lower end of the seven locks, on the C. & O. Canal, on Sunday evening, detaining boats until noon yesterday.

Wed. 7/19/76, p. 4. **Canal Trade.**

Forty-four boats left this port yesterday, carrying 5,005 16 tons of coal, as follows:

Consolidation Coal Company

Georgetown		
J. W. Turner	Capt. Rowland	111 07
Capt. J. Sheridan	Capt. Creamer	116 08
Dt. Broderick	Capt. Little	115 17
G. T. Smith	Capt. Bender	117 12
J. A. Graham	Capt. Brubaker	114 16
W. Moorehead	Capt. Read	109 02
B. L. Slack	Capt. Turner	119 02
Laura	Capt. Brubaker	111 12
C. W. Brengle	Capt. Turner	112 07
M. Fannon	Capt. Bissett	114 06
Wm. M. Hill	Capt. Swain	113 03
M. Scally	Capt. Dunn	111 11
J. R. Ray	Capt. Kerfoot	114 16
A. B. Turner	Capt. Reynolds	113 07
Geo. A. Pearre	Capt. Sensel	113 08
Lucinda	Capt. Rinehart	114 11
Dr. C. F. Russell	Capt. Seaman	112 13
G. W. Knode	Capt. Boyer	117 07
Diligent	Capt. Moriarty	118 07
I. Crane	Capt. White	114 09
V. L. Brashears	Capt. Moore	112 15
Four Sisters	Capt. McIntire	113 00

Twenty-two boats 2511 16

American Coal Company

Alexandria		
Michael Snow	Capt. Martz	119 04
H. C. Flagg	Capt. Piper	116 14
G. P. Lloyd	Capt. Emberson	114 07
Wm. Darrow	Capt. Judy	112 11
M. Sanford	Capt. Everly	113 11
J. Green	Capt. Martz	117 07
Wm. Smith	Capt. Masters	118 12
Seven boats		812 06

Borden Mining Company

Georgetown		
Denton Jacques	Capt. Newkirk	120 15
Wm. Staples	Capt. Henry	118 16
F. L. Tilghman	Capt. Cowden	115 14
Three boats		355 05

Maryland Coal Company

Georgetown		
Ludlow Patton	Capt. Atkinson	101 04
Thomas Hassett	Capt. Callahan	104 07
Washington		
S. S. Lynn	Capt. Kroon	107 11
A. K. Syester	Capt. Kroon	107 13
Four boats		420 15

New Central Company

Georgetown		
Sallie & Jennie	Capt. Grosh	115 09
Lizzie Reagan`	Capt. Butler	112 19
Ohio	Capt. Pierce	112 09
S. H. Davis	Capt. Mouse	112 14
Ben Bissell	Capt. McChan	110 03
Five boats		563 14

Blaen Avon Company

Georgetown		
J. Hieston	Capt. McArthur	115 01
Williamsport		
E. M. Stanhope	Capt. Shaffer	114 19
Two boats		230 00
Individual		
P. A. Gorman	Capt. Brown	112 00

Quick Work.

On Sunday the gates of the Oldtown lock were knocked out by the boat John Reeves, belonging to Mr. Jeremiah Dick. On Monday morning bosses Peter Kelly and John Longabaugh proceeded thither with a force of hands and a new set of gates, which are kept constantly on hand by the canal company and renovated the whole affair in an hour and three-quarters.

Movement of Steamers at Georgetown.

The Arthur Lovell arrived at Georgetown on Sunday night, and started on her return trip on Monday.

The Star No. 1 arrived there on Monday morning.

The river at Georgetown is reported to be very muddy, indicating rains in the Shenandoah valley probably.

ES, Wed. 7/19/76, p. 4. **GEORGETOWN Grain** – Boat J. N. Thomas with 3,350 bushels of wheat consigned to J. G. & J. M. Waters. Boat H. M. Talbott with 1,000 bushels wheat to H. M. Talbott and 600 bushels corn to Hartley & Bro.

AG, Wed. 7/19/76, p. 3. **CANAL COMMERCE** – Arrived – Boats R. S. Grant, C. Clifton, C. Robb, J. Wilson, J. R. Anderson, A. S. Wintringham, A. J. Akin, T. H. Faile, W. Doerner, W. Walsh, M. D. Corse, J. W. Morris and J. H. Stickney to American Coal Co. Departed - Boats J. W. Burke, G. Sherman, M. Mertens, C. R. Hooff, R. S. Grant, Chas. Clifton, C. Robb, J. R. Anderson and J. Wilson.

Thu. 7/20/76, p. 4. **Canal Trade.**
Forty-four boats left this port yesterday, carrying 5,011 18 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Little Eddy	Capt. Ward	114 05
Star No. 2	Capt. Moore	100 08
R. L. Gross	Capt. Mattingly	114 09
B. F. Price	Capt. Miller	114 00
Hawk	Capt. Benner	113 11
M. C. Clay	Capt. Mertens	115 09
R. J. West	Capt. Slattery	112 08
P. Sinclair	Capt. Grove	113 09
Nannie Grove	Capt. Grove	120 06
J. & D. Nuse	Capt. Lockett	115 12
Mollie E. Spier	Capt. McDonald	110 04
Alice	Capt. Artz	116 02
Onward	Capt. Donnelly	116 09
Samuel Bacon	Capt. Rowland	118 12
Nora & Willie	Capt. Sorrell	115 08
A. Kuhn	Capt. Overcast	116 18
E. J. Arrington	Capt. Mrs. Arrington	115 06
F. H. Daily	Capt. Tice	117 03
C. J. Myers	Capt. Malone	112 11
R. B. Cropley	Capt. Silver	115 09
	Twenty boats	<u>2281 17</u>

Maryland Coal Company		
Georgetown		
R. Burke	Capt. Arrington	109 03
Baltimore	Capt. Starliper	107 17
H. Loveridge	Capt. Colbert	111 08
Clara & Prudy	Capt. Myers	105 10
E. L. Moore	Capt. Wagner	104 07
B. R. Summer	Capt. Sorrell	111 00

Washington		
T. J. Boyer	Capt. Kroon	112 11
	Seven boats	<u>764 16</u>
Borden Mining Company		
Georgetown		
Borden & Lovell	Capt. Shives	117 07
F. J. Laing	Capt. Young	120 16
C. H. Knott	Capt. Young	116 17
R. B. Lynn	Capt. Dick	121 14
Sallie E. Hassett	Capt. Mouse	116 04
	Five boats	<u>592 18</u>
American Company		
Alexandria		
M. A. Myers	Capt. Martin	114 10
S. Henry	Capt. Turner	113 09
American Flag	Capt. McKnight	118 10
Edward Bayer	Capt. Fisher	115 10
Richard Bender	Capt. Rose	115 15
	Five boats	<u>578 14</u>
New Central Company		
Georgetown		
Williamsport	Capt. Stickle	113 18
A. Greenless	Capt. Fox	114 18
J. B. Turton	Capt. Brooks	109 10
George Hutton	Capt. Wright	108 04
	Four boats	<u>446 10</u>
Blaen Avon Company		
J. A. Spielman	Capt. Miller	111 03
	Individual	
Georgetown		
R. Portner	Capt. Cummings	120 00
S. Swain	Capt. Patterson	113 00
	Two boats	<u>233 00</u>

ES, Thu. 7/20/76, p. 4. **ALEXANDRIA A Dead Body** – The crew of the canal steamer Thomas Moore, which arrived here this morning, consigned to W. A. Smoot, report seeing a dead body floating in the canal between this city and the stop-lock at Four Mile Run.

AG, Thu. 7/20/76, p. 2. **CANAL COMMERCE** – Arrived – Boats C. Slack to brickyard; John Bradburn and A. Main to American Coal Co.; steamer Thomas Moore to W. A. Smoot. Departed – Boats W. Walsh, M. D. Corse, J. W. Morris, W. Doerner, T. H. Faile, A. J. Akin, C. Slack and A. S. Wintringham.

Fri. 7/21/76, p. 4. **Canal Trade.**

Thirty-eight boats left this port yesterday, carrying 4,332 14 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Martha	Capt. Long	118 09
Johnny	Capt. Kean	121 01
Five Brothers	Capt. Little	117 03
Willie Snyder	Capt. Snyder	115 15
J. W. Carder	Capt. McArthur	116 10
T. W. Riley & Son	Capt. Keech	116 16
G. S. Couter	Capt. Newell	111 11
A. H. Bradt	Capt. Hill	114 14
W. H. Coin	Capt. McCoy	112 12
Emerald	Capt. Long	119 07
A. Gruber	Capt. Woltz	113 08
Jimmy M., jr.	Capt. Bush	113 13
Morning Sun	Capt. Jarricks	115 17
Morning Star	Capt. Snyder	111 11
L. G. Stanhope	Capt. Nave	119 05
J. R. Whitford	Capt. Moore	111 01
L. L. Shives	Capt. Shives	114 02
Ernst & Holland	Capt. Penner	115 19
Ino	Capt. McCarty	111 08
Sharpsburg	Capt. Spong	112 16
	Twenty boats	<u>2305 19</u>
Maryland Coal Company		
Georgetown		
J. E. Stanhope	Capt. Hetzer	111 03
W. H. Russell	Capt. Hetzer	110 18
A. Kratz & Co.	Capt. Brookman	110 16
Mollie & Billie	Capt. O'Neal	111 02
Cherokee Tribe	Capt. Sisler	107 17
M. A. Brady	Capt. Brady	111 13
Annie E. McQuade	Capt. Clark	110 18
	Seven boats	<u>773 18</u>
American Coal Company		
Alexandria		
Matthew Kersey	Capt. Fisher	118 02
John H. Parrott, jr.	Capt. Taylor	118 15
H. O. Claughton	Capt. Fisher	118 06
	Three boats	<u>355 03</u>
Borden Mining Company		
Georgetown		
New Era	Capt. Cowden	107 08
Invincible	Capt. Cowden	122 13
Maggie B.	Capt. Cowden	117 05
	Three boats	<u>317 06</u>
New Central Company		
Georgetown		
F. F. Davis	Capt. Swain	113 08
American Boy	Capt. Robinson	108 01
	Two boats	<u>221 09</u>
Blaen Avon Company		
D. Seibert	Capt. Hamilton	115 14
	Individual	

Georgetown		
Thomas Venners	Capt. Ganley	100 00
Ida J. Kreps	Capt. Smith	113 05
	Two boats	<u>213 05</u>

MCS, Fri. 7/21/76, p. 3. **Drowned** – The lifeless body of a man named Charles Alexander was found floating in the Chesapeake and Ohio Canal, near Grimes' Lock [No. 21], on Sunday morning. The deceased was the owner of a canal boat and was on his way from Georgetown to Cumberland. A few miles below the place where his body was found, he left the boat and got on another going in the same direction, and being somewhat intoxicated, is supposed to have fallen overboard. His wife and family were on his boat, and proceeded on to Cumberland; not knowing of his sad fate. After the recovery of the body, an inquest was held and a verdict rendered in accordance with the above facts. The body of the deceased, having been in the water since Friday, was partly decomposed, very much swollen, and showed marks of having come in contact with passing boats while in the water. The deceased was interred on the bank of the canal near where he was found, and will probably be removed by his family to his former home in Alexandria, Va.

ES, Fri. 7/21/76, p. 4. **GEORGETOWN Coal Trade** – Consolidation Coal Company – receipts 8,905 tons; shipments 9,291 tons. Maryland Coal Company – receipts 2,565 tons; shipments 3,001 tons. New Central Coal Company – receipts 2,340 tons; shipments 2,340 tons. Borden Mining Company – receipts 1,840 tons; shipments 1,840 tons.

AG, Fri. 7/21/76, p. 2. **CANAL COMMERCE** – Arrived – Boats G. E. Porter, L. A. Long, W. J. Boothe, Jr., H. Delafield, M. M. Lewis, T. Patton, R. H. Wilson and S. S. Howison to American Coal Co.; Katie & Addie and L. W. Poffenberger to W. A. Smoot. Departed – Boats J. H. Stickney, A. Main, John Bradburn, G. Hughes, G. E. Porter, L. A. Long, W. J. Boothe, Jr. and H. Delafield.

 p. 3. **Overcome by the Heat** – Two colored men employed at the wharf of Mr. Wm. A. Smoot, foot of Princess street, were prostrated by the heat yesterday afternoon, but recovered in a short time and proceeded to their homes. A horse belonging to the same gentleman was also overcome by the heat and had to be taken to his stable and have restoratives applied. The heat on this and the other coal wharves was fearful.

Sat. 7/22/76, p. 4. **Canal Trade.**

Forty-seven boats left this port yesterday, carrying 5,293 04 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Miner	Capt. Yingling	112 12
C. C. Kelly	Capt. Potter	114 01
A. P. Gorman	Capt. Yingling	116 11
Mayfield & Hieston	Capt. Read	115 16
W. Weber	Capt. Dixon	113 11
Creole	Capt. Jackson	113 07
J. Light	Capt. Boyd	116 08
A. Bruce	Capt. Draner	112 02
Energy	Capt. Weller	113 16
W. H. Boyd	Capt. Seaman	108 04
J. W. Rhind	Capt. Wyatt	115 17
Three Brothers	Capt. Matthews	115 19
Star No. 1	Capt. Jackson	103 10
Dr. A. A. Biggs	Capt. Brubaker	109 17
J. R. Cruzen	Capt. Lypold	113 19
L. Lemen	Capt. Dunn	114 10
Linnet	Capt. Zeigler	109 06
Willie & Johnnie	Capt. Morrison	114 18
D. A. Miller	Capt. Weller	117 13
S. T. Ekis	Capt. Johnson	115 02
Williamsport		
Monongahela	Capt. Shupp	111 14
	Twenty-one boats	2378 13
Maryland Coal Company		
Georgetown		
J. H. Kindle	Capt. Smith	109 00
W. & B. Mills	Capt. Mouse	107 14
Etta & Rena	Capt. Porter	111 07
Fannie & Estella	Capt. Chaplin	107 18
A. Spier	Capt. Wolf	107 17
Dr. Grimes	Capt. Hill	110 17
Francis Gannon	Capt. Evans	107 09
P. Fleckenstein	Capt. Bowers	110 19
Washington		
J. W. Daily	Capt. French	109 01
Belle	Capt. Ray	108 17
	Ten boats	1090 19

New Central Coal Company		
Georgetown		
Four Sisters	Capt. Dugan	113 18
A. Lincoln	Capt. Unglesbie	109 17
Mary Mack	Capt. McArthur	110 18
D. R. Long	Capt. Long	111 10
D. Henry	Capt. O'Neal	112 15
Wm. Young	Capt. Reives	115 14
Dr. F. M. Davis	Capt. Middleton	111 08
W. P. Wools	Capt. Little	113 18
	Eight boats	899 16

American Coal Company		
Alexandria		
A. J. Clark	Capt. Wilson	117 07
J. P. Moore	Capt. Nuse	114 14
	Two boats	232 01

Borden Mining Company		
Georgetown		
Wm. Borden	Capt. Manning	121 00
Henry Freeland	Capt. Manning	117 12
W. Delano, jr.	Capt. Fernsner	117 17
	Three boats	356 09

Blaen Avon Company		
C. Embrey	Capt. Buchanan	112 06
Individual		
Georgetown		
Fonrose Bowers	Capt. Bowhay	113 00
H. Herbner	Capt. Buckner	110 00
	Two boats	223 00

Excursion.

The steamer Alpha made her first trip last evening as an excursion boat, and from the crowd on board and the general spirit of enjoyment which seemed to prevail, we conclude the Alpha is a success. The captain is accommodating and pleasant, courteous to all, and has a careful supervision over every department of the boat.

His effort to furnish enjoyment to our citizens should be appreciated by them, and a generous patronage should reward him liberally in a financial way. Every one having leisure should take a trip up the Potomac, and parents with sickly infants will find the afternoon excursion a good antidote as well as preventive where sickness threatens. Patronize Capt. McKaig.

The introduction of steam on the canal does and must hereafter greatly improve the

personnel of the boatmen. The labor that is employed on a steamer is much more expensive than that on the ordinary canal boat, because a less common capacity is needed to run it safely. There is now considerable demand on our steamers for thoroughly reliable and trustworthy engineers who know their business thoroughly; and such can easily get \$30 a month and board.

The wife and family of Capt. Alexander, whose death by drowning in the canal near Georgetown was first noticed in this paper, came to Cumberland on a boat before they knew of his death. The body was interred on the bank of the canal, but will probably be exhumed and removed to Alexandria, where the friends and family of the deceased reside.

The excursion on the Alpha last evening embraced a throng of men, women and children, the latter making up a large percentage of the number; and numbers were unable to find even standing room on the over-crowded decks of the steamer. The Queen City Cornet Band was on board and furnished excellent music.

The canal boat Andrew Spier stuck on a sand bar for half an hour or so yesterday afternoon at the mouth of Wills Creek, while attempting to enter the lock. After some little trouble, she was brought off all right again.

The Alpha made her trial trip up the river yesterday afternoon for the first time since her change to a one-wheeled boat. The result of the trial was highly satisfactory in all respects.

There was a slight detention of boats in the early part of the week by the breaking of a lock gate at the Seven Locks, a few miles this side of Georgetown.

A Batch of boys, lads and young gentlemen were gobbled up by the police last evening for bathing in the basin near the locks.

The entrance to the canal feeder was thoroughly cleaned out yesterday afternoon of accumulated rubbish and mud.

ES, Sat. 7/22/76, p. 4. **GEORGETOWN – Grain** – Boat Loudoun with 2,000 bushels corn, 2500 bushels wheat and 100 bushels rye consigned to Hartley & Bro.; 1,300 bushels wheat and 300 bushels rye consigned to H. M. Talbott. Boat Hattie & Bessie with 3,200 bushels corn and 40 bales hay to Hartley & Bro.

AG, Sat. 7/22/76, p. 3. **CANAL COMMERCE** – Arrived – Boats W. C. Hunter, D. A. Lowe, T. L. Betts, J. J. Swift and B. Williamson to American Coal Co.

Departed – Boats Dr. M. M. Lewis, T. Patton, R. H. Miller, S. S. Howison, L. W. Poffenberger, W. C. Hunter, D. A. Lowe and T. L. Betts.

Mon. 7/24/76, p. 4. **Review of the Canal Trade for the Week.** – Saturday witnessed the largest amount of shipments of coal by canal yet made this season, footing up to 54 boats carrying 6,072 06 tons. During the entire week 264 boats cleared port, with 22,916 07 tons, as against 28,794 19 tons for the week ending July 24, 1875. It will be seen that the week closing Saturday is the first one of the season in which the shipments by canal have not shown a decrease but an increase, even though small. If there were any prospects that the present increase in shipments would continue, there might be some occasion for congratulation. But it must be remembered that the present rush of coal to the seaboard is merely temporary and liable to halt suddenly any day. On Monday 37 boats cleared with 4,200 19 tons; Tuesday 44 boats with 5,005 16; Wednesday 44 boats with 5,011 08 tons; Thursday 38 boats with 4,331 14 tons; Friday 47 boats with 5,293 04 tons; Saturday 54 boats with 6,072 06 tons.

Since the official statement that is furnished by the Cumberland and Pennsylvania Railroad Company gives the amount shipped during the week to the canal, and since a

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considerable amount of that may lie over until the early part of the following week, we give below the actual amount of coal shipped over the canal by the different companies during the past week: Consolidation 14,219 05 tons; Maryland 3,922 04 tons; New Central 4,034 19 tons; American 3,485 05 tons; Borden 2,457 04 tons; Blaen Avon 797 15 tons; Individual 1,000 05 tons.

If the Consolidation and New Central companies push business as briskly the coming week as last, then we shall have to record on next Monday an unusually big week's work.

Canal Trade. Fifty-four boats left this port yesterday, carrying 7,072 06 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
J. C. Grove	Capt. J. Marmaduke	112 12
D. M. Read	Capt. Eichelberger	116 02
Adam Norrie	Capt. J. Pennell	112 03
Uno	Capt. Peck	105 18
M. Boyer	Capt. W. H. Boyer	108 03
A. E. McDonald	Capt. P. McDonald	113 06
Jacob McGraw	Capt. F. Mertens	111 10
Joel Charles	Capt. J. Hammond	111 09
Lark	Capt. French	114 09
C. Slack	Capt. A. G. Lewis	115 09
Johnny & Tommy	Capt. A. Bell	117 00
C. Segerson	Capt. J. Wallace	118 11
J. N. Clary	Capt. Bowers	113 19
W. L. Read	Capt. Bowers	115 18
J. T. Davis	Capt. W. Berger	113 00
G. W. Barnett	Capt. Little	111 04
A. M. Grove	Capt. O. Grove	118 19
A. J. Mills	Capt. John Fisher	116 03
A. C. Greene	Capt. Jos. Joy	110 17
Nineteen boats		2151 17
New Central Coal Company		
Georgetown		
Elizabeth	Capt. R. T. Seaman	110 18
J. R. Purcell	Capt. C. Armstrong	113 12
C. W. Adams	Capt. D. Coffman	114 14
Wm. M. Price	Capt. S. Griminger	113 19
Emma	Capt. Henry	113 12
J. R. Couter	Capt. W. Williams	111 17
R. Fannon	Capt. J. W. Alexander	118 19
Dennis Murphy	Capt. Jerry Dick	108 08
J. Dick	Capt. Jerry Dick	104 04
John Reeves	Capt. Jerry Dick	111 04
G. H. Bradt	Capt. J. Weston	113 07

Ed. Mulvaney	Capt. J. Cohill	112 18
R. A. Goodwin	Capt. J. A. Kaiser	113 10
Thirteen boats		1153 04
Maryland Coal Company		
Georgetown		
H. B. Simonds	Capt. Taylor	110 17
Ida & Willie	Capt. G. L. Albert	114 01
F. A. Irwin	Capt. J. E. Compton	107 11
R. M. Sprigg	Capt. T. Dunnigan	107 10
Cumberland	Capt. S. H. Henry	115 15
James & Willie	Capt. J. Wilson	102 12
Laura S.	Capt. Little	116 15
Col. J. D. Tice	Capt. J. Magruder	105 14
Eight boats		871 16
American Coal Company		
Alexandria		
George Sherman	Capt. J. W. Russell	115 08
Maj. E. L. Moore	Capt. H. H. Little	115 12
David Stewart	Capt. J. Penner	110 00
J. A. Alexander	Capt. J. Penner	112 13
J. L. Read	Capt. M. Brendlinger	118 07
Wm. E. Bell	Capt. J. Brendlinger	116 13
Peter G. Uhler	Capt. J. W. Pearce	114 19
Seven boats		821 17
Borden Mining Company		
Georgetown		
William R. Shaw	Capt. Martin Kinsel	112 14
Arthur Lovell	Capt. J. Gorman	103 19
J. R. Masters	Capt. J. Gorman	118 00
L. N. Lovell	Capt. W. F. Cowden	115 17
Lizzie & Phillie	Capt. Gannon	114 06
Five boats		561 10
Blaen Avon Company		
Williamsport		
E. M. Stanhope	Capt. W. Shaffer	116 16
Individual		
Friendship	Capt. T. Hall	108 00

An Unknown Body found in the Canal.

The Alexandria *Gazette* of Saturday says: The dead body seen floating in the canal on Wednesday last was that of a middle aged German who had passed the toll house there on the evening previous and having no money to pay his toll left his pledge, until his return, a pocket testament bearing on the fly leaf the name of "Virginia B. Hoffman." The clothes of the drowned man were found upon the canal bank near Four Mile Run and were identified as those of the German who crossed the bridge. The strange part of the matter is that the body has not

since been seen, although it surely must have floated in this hot weather.

Coal Report. – The following is a report of the receipts and shipments of coal at Alexandria during the week ending last Saturday:

RECEIPTS	<i>Tons</i>
Amer. Coal Co., J. H. Parrott, jr., Agent	4,816
SHIPMENTS	
American Coal Co.	5,805
Hampshire & Baltimore Co.	<u>970</u>
Total	<u>6,775</u>

On Saturday afternoon Superintendent Mulvaney removed the sand bar at the mouth of Wills creek, on which the boat Andrew Spier stuck on Friday afternoon.

AG, Mon. 7/24/76, p. 3. **CANAL**

COMMERCE – Arrived – Boats W. E. Turner and J. B. Winslow to W. A. Smoot; A. Greenless, J. Green, H. C. Flagg, M. Snow and Rechabites to American Coal Co. Departed – Boats G. L. Boothe, Katie & Addie, B. Williamson, J. J. Swift, W. E. Turner, H. C. Flagg, W. J. B. Lloyd, G. P. Lloyd, A. Greenless and J. B. Winslow for Cumberland.

Tue. 7/25/76, p. 4. **Canal Trade.**

Forty-seven boats left this port yesterday, carrying 5,309 10 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
J. Spencer	Capt. Rinehart	113 02
C. H. Dalton	Capt. Little	116 11
G. Meredith	Capt. Compton	116 01
Robin	Capt. Compton	115 19
Belle Resley	Capt. Teeter	114 06
P. J. Smith	Capt. Anderson	109 16
J. Snively	Capt. Miller	117 06
Grason & Fannie	Capt. Taylor	111 11
W. C. Ernst	Capt. Bender	119 10
Osceola & Jake	Capt. Seaman	116 02
M. M. Jane	Capt. Arthur	112 04
A. J. Center	Capt. Ingram	112 08
A. Campbell	Capt. Eddy	117 16
C. P. Manning	Capt. Read	114 19
John Leetch	Capt. Walker	115 00

H. T. Weld	Capt. Nuse	96 11
Washington		
Dove	Capt. Mose	<u>112 19</u>
	Seventeen boats	1932 00

New Central Coal Company

Georgetown		
E. B. Hartley	Capt. Bonnert	110 00
Viola H. Weir	Capt. McKalvey	110 00
G. W. Jones	Capt. Dixon	111 13
Loretta	Capt. Ardinger	112 17
M. A. West	Capt. Conrad	111 16
J. E. Coulehan	Capt. Kimble	117 06
M. Ruben	Capt. Gardner	115 01
A. Zeigler	Capt. Dixon	114 15
John Hammond	Capt. Brooks	109 18
F. A. Mertens	Capt. Manning	103 05
City of Hamburg	Capt. Coffman	
Alex. Adams	Capt. Sorrell	
	Twelve boats	

Maryland Coal Company

Georgetown		
Geo. B. Oswald	Capt. Myers	110 13
Annie	Capt. Little	107 13
R. B. Cropley	Capt. Wright	108 19
Col. J. C. Lynn	Capt. Reed	111 02
Moses Whitson	Capt. Myers	107 14
Queen City	Capt. Edenhart	114 07
G. Berkebile	Capt. Wegman	111 04
Ludlow Patton	Capt. Farman	<u>100 13</u>
	Eight boats	872 05

Borden Mining Company

Georgetown		
Charlie Hassett	Capt. Masher	119 07
Julia Borden	Capt. Cowden	115 12
C. L. Brengle	Capt. Doyle	114 05
Ida & Sallie	Capt. Snyder	<u>114 08</u>
	Four boats	463 12

American Coal Company

Alexandria		
R. S. Grant	Capt. Weaver	115 00
J. H. Platte	Capt. Hooker	115 15
Charles Clifton	Capt. Weaver	113 16
Samuel Lloyd	Capt. McMullen	<u>118 19</u>
	Four boats	463 10

Blaen Avon Company

J. A. Spielman	Capt. Miller	115 11
Individual		
E. M. Bynon	Capt. Gower	117 14

On Saturday afternoon the Alpha, on her trip up the river, broke a piece of her gearing that will require several days to fix. After that she will resume her trips as usual.

Canal Receipts.

For the week ending July 22, the canal receipts amounted to \$13,609.08, of which amount \$13,028.54 is due at Cumberland; \$519.30 at Georgetown; and \$61.17 at Williamsport.

The "Alpha," which met with a slight accident on Saturday evening, will resume her trips tomorrow. She will hereafter make but one trip up the river, making her wharf at 7:30 p.m. sharp. A new pair of steps have been placed from the tow-path to the gangway, so that access to the boat is safe and easy.

ES, Tue. 7/25/76, p. 4. **GEORGETOWN Grain** - By canal: Boat Ellen Brooks with 3,000 bushels yellow corn to J. G. & J. M. Waters.

AG, Tue. 7/25/76, p. 2. **CANAL COMMERCE** - Arrived - Boats J. Hieston to Wm. A. Smoot; Ohio to New Central Coal Co.; Wm. Gregory, J. Dayton, M. Sanford and M. A. Myers to American Coal Co.
 Departed - Boats A. Greenless, James Green, M. Snow, Rechabites, W. Gregory and J. Dayton.

Wed. 7/26/76, p. 1. **A Canal Over the Alleghenies** - For the space of one hundred years there has been in almost perpetual agitation a scheme of running a canal over the Alleghenies to connect with the Potomac river and the Youghiogheny. General Washington first conceived it and became the first president of the Potomac company. The illustrious General Simon Bernard, secretary of war of Louis Philippe, and a staff officer of Napoleon, surveyed the route about 1817. The canal has been completed to the coal field at Cumberland and sends coal to Washington city for about fifty cents a ton toll. It will cost to run it over the mountains \$50,000,000, with very doubtful probabilities of securing water enough to float the barges at that great height and effect the monstrous lockages. The last performance in this direction is the private enterprise of Senator

Henry Davis. He has cleaned out the channel of the north branch of the Potomac, a narrow, rock-strewn torrent, which rises at the Fairfax stone, and is often nearly a dry bed. This river runs along the southern base of to Backbone mountain, whose scarps are covered with large timber. Davis hoped to make the stream carry off the logs he should fell on the mountains, where he has brought a vast track of timber, from 30,000 to 50,000 acres, at less than two dollars an acre; but the water has not been sufficient to carry out his objects. - *Phila. Times.*

 p. 4. **Canal Trade.**

Thirty-nine boats left this port yesterday, carrying 4,428 19 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Julia Tyler	Capt. Hebb	116 10
Yonkers	Capt. Mondell	109 06
W. Thompson	Capt. O'Brian	117 04
Blue Bell	Capt. Riley	114 08
J. B. Varnum	Capt. Pennell	110 16
Star No. 3	Capt. Pennell	100 05
Thomas Malloy	Capt. Knode	115 17
Okonoko	Capt. Byroad	117 12
Tommy & Nellie	Capt. Little	115 06
J. A. Millholland	Capt. Repp	115 11
Washington		
Congress	Capt. Kirby	109 06
	Eleven boats	1251 11
New Central Coal Company		
Georgetown		
Dr. J. P. Broderick	Capt. Little	114 00
C. A. Green	Capt. Ensminger	115 05
F. Ensminger	Capt. Ensminger	113 06
R. T. Semmes	Capt. Westbrook	114 01
William R. Shaw	Capt. Coffman	113 17
T. J. Mahaffy	Capt. Otto	110 12
George & James	Capt. Brashears	113 03
H. Willison	Capt. Keech	110 18
	Eight boats	906 02
American Coal Company		
Alexandria		
A. J. Akin	Capt. Poffenberger	118 10
J. R. Anderson	Capt. Reynolds	115 19
Charles Robb	Capt. Bowers	118 05
A. S. Wintringham	Capt. Eichelberger	114 13
John Wilson	Capt. McCann	117 02
J. W. Burke	Capt. Renner	115 09
C. R. Hooff	Capt. Hine	115 18
	Seven boats	815 16

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Maryland Coal Company		
Georgetown		
Bernadette	Capt. Gannon	111 11
D. L. Taylor	Capt. Turner	114 04
Six Brothers	Capt. Zimmerman	110 16
D. A. Carl	Capt. Dennell	111 01
Washington		
A. K. Syester	Capt. Kroon	108 16
S. S. Lynn	Capt. Kroon	107 04
	Six boats	663 12
Borden Mining Company		
Georgetown		
Little Nan	Capt. Ensminger	112 09
Susan Charles	Capt. Snyder	116 10
Harry Borden	Capt. Cowden	116 07
M. L. Haines	Capt. Zimmerman	112 14
	Four boats	458 00
Blaen Avon Company		
D. Seibert	Capt. Hamilton	112 18
Individual		
Georgetown		
Geo. W. Grove	Capt. Rudgeon	112 00
Nathan Williams	Capt. Zimmerman	109 00
	Two boats	221 00

AG, Wed. 7/26/76, p. 3. **CANAL COMMERCE** – Arrived – Boats F. F. Davis and D. Henry to New Central Coal Co.; D. Annon, W. Smith, W. Darrow and S. Henry to American Coal Co.
 Departed – Boats M. A. Myers, Ohio, M. Sanford, F. F. Davis, J. Hieston, D. Annon, Wm. Smith and D. Henry.

Thu. 7/27/76, p. 4. **Canal Trade.**
 Forty boats left this port yesterday, carrying 4,524 18 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
H. C. Hicks	Capt. Riley	113 03
Consolidation	Capt. Shuck	114 18
Lillie & May	Capt. Sandbar	113 03
A. F. Lantz	Capt. Swain	116 16
J. M. Forbes	Capt. Moore	118 16
I. M. Boyer	Capt. Spong	111 00
H. J. Kenah	Capt. O'Donnell	114 13
Maryland	Capt. Byroad	117 12
Tommy & Nellie	Capt. Little	112 08
W. Moorehead	Capt. Read	107 06
L. R. Fechtig	Capt. Smith	113 09
W. Irving	Capt. Potts	115 01
C. W. Brengle	Capt. Turner	112 02
R. I. Morris	Capt. Stride	118 10

Williamsport		
Monongahela	Capt. Shupp	112 14
	Fourteen boats	1595 19
New Central Coal Company		
Georgetown		
Hunter G.	Capt. Dickerhoof	116 06
Ida & Harry	Capt. Ekis	114 03
Iowa	Capt. Keady	110 08
M. E. Tice	Capt. Gerhart	112 15
Mary Mertens	Capt. Faulkwell	112 07
J. Marmaduke	Capt. Schaffer	116 06
Sallie & Jennie	Capt. Grosh	108 17
George Hughes	Capt. Callan	113 12
Thomas Lannon	Capt. French	110 08
	Nine boats	1015 02
American Coal Company		
Alexandria		
Thomas H. Faile	Capt. Poffenberger	115 13
Weyand Doerner	Capt. Goodwin	116 19
M. D. Case	Capt. Bear	115 07
Thomas Patton	Capt. Eaton	115 19
J. W. Morris	Capt. Cowers	112 05
	Five boats	576 08
Maryland Coal Company		
Georgetown		
M. Sinclair	Capt. O'Neal	
John Park Agnew	Capt.	
T. Sammon	Capt. Harrison	
Benj. F. Charles	Capt.	
Lillie & Nannie	Capt.	
	Five boats	540 19
Borden Mining Company		
Georgetown		
Sally J. Kelly	Capt. Kelly	120 06
J. H. Snyder	Capt. Mills	115 01
New Era	Capt. Cowden	107 03
R. Herr	Capt. Spitznogle	114 07
	Four boats	456 17
Blaen Avon Company		
Alexandria		
Katie & Addie	Capt. Wolf	118 19
Williamsport		
E. B. Embrey	Capt. Buchanan	111 19
	Two boats	203 18
	Individual	
W. E. Turner	Capt. Riley	109 00

A Dangerous Experiment.

A number of boys from Vinegar Hill have been in the habit of collecting in crowds at the stop lock, near the Steel Works, and there diving from the abutment of the lock under canal boats that are coming upstream unloaded. The other day one of these boys attempted an

experiment of the kind, which came near resulting very badly. The suction of the water was too strong for him, and he did not make his appearance on the surface until the boat passed by, and then narrowly escaped a sharp blow on the head from the rudder blade.

The captain of the steamer informs us that in returning to Cumberland on one of his trips he had no little difficulty in preventing one or two boys from attempting the same experiment with a steamer, where the danger would be much greater, if struck by the heavy iron blades of the propeller.

The New Era arrived in port yesterday and she had on board about three bushels of blackberries, picked by the crew on their way up.

ES, Thu. 7/27/76, p. 4. **GEORGETOWN Grain** – Boat Caledonia with 1,800 bushels of wheat, 400 bushels corn and 100 bushels rye consigned to Hartley & Bro.

AG, Thu. 7/27/76, p. 2. **CANAL COMMERCE** – Arrived – Boats R. Bender, P. G. Uhler, W. E. Bell, American Flag, J. H. Parrott, J. L. Read and A. J. Clark to American Coal Co.; A. Lincoln, Dr. F. M. Davis and I. J. Kreps to New Central Coal Co.
 Departed – Boats W. Darrow, S. Henry, Thomas Moore, R. Bender, F. M. Davis, A. Lincoln, I. J. Kreps, P. G. Uhler and W. E. Bell for Cumberland.

Fri. 7/28/76, p. 4. **Canal Trade.**
 Thirty-seven boats left this port yesterday, carrying 4,191 17 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Shipley & Bush	Capt. Grove	115 11
Wm. M. Hill	Capt. Swain	115 15
Lucinda	Capt. Rinehart	116 08
Capt. Sheridan	Capt. Creamer	117 15
Laura	Capt. Brubaker	111 15
Star No. 2	Capt. Moore	100 11
A. L. Miller	Capt. Keech	120 07
Mollie	Capt. Hammond	114 09

Geo. A. Pearre	Capt. Sensel	116 05
S. H. Taylor	Capt. McDonald	115 02
J. W. Turner	Capt. Rowland	117 05
	Eleven boats	1200 16

New Central Coal Company

Georgetown		
Dr. R. J. Duckett	Capt. Price	111 16
Jack Topper	Capt. Snyder	107 18
S. H. Davis	Capt. Mouse	111 10
J. H. Gatrell	Capt. Moningen	115 14
Van Lear Sprigg	Capt. Porter	107 15
Dr. F. C. Doyle	Capt. Dolan	115 12
J. M. Resley	Capt. Beles	110 05
R. Gordon	Capt. Miller	113 09
Geo. Hutton	Capt. Wright	105 15
	Nine boats	1002 04

Maryland Coal Company

Georgetown		
H. Boyd	Capt. Brown	112 04
Phillie G.	Capt. McCann	114 06
Dr. Eliason	Capt. Dolan	107 09
Mattie	Capt. Seaman	107 12
Industry	Capt. Crocket	107 13
J. B. Slattery	Capt. McCoy	104 05
	Six boats	653 09

American Coal Company

Alexandria		
Theo. L. Betts	Capt. McLucas	115 19
Wm. Walsh	Capt. Teach	115 06
S. H. Stickney	Capt. Benner	113 07
John J. Swift	Capt. Eichelberger	115 19
David A. Lowe	Capt. Lynch	116 00
	Five boats	576 11

Borden Mining Company

Georgetown		
Bertha M. Young	Capt. Miles	117 07
Areturus	Capt. Shaw	109 03
John T. James	Capt. Weller	116 18
Mabel	Capt. Turner	119 11
	Four boats	462 19

Blaen Avon Company

E. M. Stanhope	Capt. Shaffer	115 08
	Individual	
Dr. W. Wiley	Capt. Stewart	120 00

The Alpha made her usual excursion up the river last evening with a large crowd on board. The Queen City band will be in attendance this evening. The Alpha is a clean, comfortable steamer, and the effort the owner has made to furnish the public with every convenience ought to be appreciated and his enterprise patronized.

The Areturus went out yesterday evening on her first trip since she has been changed to a one-wheeled boat, carrying 100 tons besides fuel. If the round trip can be made inside of a week, with her consumption of not more than four or five tons of fuel, then the steamer will pay a snug return.

The falling off in the shipments of the Consolidation Company for several days past springs from the fact that "outside" boats at the wee small sum of 90 cents a ton are not so easy to procure as they were some time since.

The increased shipments of coal during the last few days have caused a marked diminution in the number of boats that lay thick and close in the basins during the early part of the season.

The Areturus is making her regular excursions up the river now. Her propeller blades have been reshaped after the model of those on the New Era, which change adds about one-third to her speed.

ES, Fri. 7/28/76, p. 4. **GEORGETOWN Grain** – Boat Hattie & Bessie with 3,400 bushels of wheat to Hartley & Bro.; boat H. M. Talbott with 2,200 bushels of wheat and 100 bushels of corn to H. M. Talbott.

Coal Trade – Consolidation Coal Company receipts 8,757 tons; shipments 8,447 tons. Maryland Coal Company receipts 2,547 tons; shipments 2,547 tons. Borden Mining Company receipts 1,725 tons; shipments 1,725 tons. New Central Coal Company receipts 3,000 tons; shipments 3,000 tons.

Sand Bar – There is a sand bar across the canal just above the outlet lock, washed in from the culvert nearby, in consequence of which, the mills are shut down for today, and boats delayed for a few hours.

AG, Fri. 7/28/76, p. 2. **CANAL COMMERCE** – Arrived – Boats John P. Moore to American Coal Co.; Emma and J. Reives to New Central Coal Co.

Departed – Boats American Flag, J. L. Read, J. H. Parrott, Jr., A. J. Clark, Emma, J. Reives and J. P. Moore.

Sat. 7/29/76, p. 4. **Canal Trade.**

Thirty boats left this port yesterday, carrying 3,403 04 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Jimmy M., jr.	Capt. Bush	114 02
Hawk	Capt. Benner	113 01
I. Crane	Capt. White	114 11
M. C. Clay	Capt. Mertens	113 13
J. R. Ray	Capt. Kerfoot	117 12
V. S. Brashears	Capt. Moore	116 01
Dr. C. F. Russell	Capt. Seaman	112 17
M. S. O'Donnell	Capt. Piper	114 06
J. A. Graham	Capt. Brubaker	110 12
Washington		
A. B. Turner	Capt. Reynolds	117 09
	Ten boats	1142 04

New Central Coal Company		
Georgetown		
Samuel Swain	Capt. Lynch	115 12
A. Greenless, jr.	Capt. Fox	113 03
William Foley	Capt. Kelly	112 13
B. F. Price	Capt. Miller	111 03
A. S. Sherman	Capt. Pitzer	118 09
Garrett & Mans	Capt. Fitzgerald	116 03
P. L. Lemen	Capt. King	113 18
G. F. Smith	Capt. Bender	115 01
P. A. Gorman	Capt. Brown	115 06
	Nine boats	1026 11

Maryland Coal Company		
Georgetown		
Kate Brooks	Capt. McCormick	111 02
P. J. Sowers	Capt. Rockwell	110 19
J. E. Hughes	Capt. O'Neal	110 19
Thomas Venners	Capt. Ganley	102 12
Thomas O'Connell	Capt. Mills	107 11
	Five boats	543 00

American Coal Company		
Alexandria		
Robert H. Miller	Capt. Cramer	114 16
S. S. Howison	Capt. Swain	114 00
John Bradburn	Capt. Malone	114 13
	Three boats	343 09

Borden Mining Company
 Georgetown

Canal Trade - 1876

Henry Kraus	Capt. Cowden	117 11
Alexander	Capt. Cowden	<u>115 06</u>
	Two boats	232 17
Blaen Avon Company		
J. A. Spielman	Capt. Miller	115 03

ES, Sat. 7/29/76, p. 4. **GEORGETOWN**

Grain – Boat Wheeler & Barron with 3,100 bushels wheat to Wm. Talbott.

Canal News – The mills were again shut down today at 9 o'clock, owing to the bad condition of the dam above, through which the water is received. A petition signed by the millers, asking for prompt repairs of this dam, was this morning sent to Mr. Gorman and the canal company.

AG, Sat. 7/29/76, p. 3. **CANAL COMMERCE**

– Arrived – Boats W. M. Price to New Central Coal Co.; Kirby & Hubert limestone to E. Francis; H. O. Claughton, M. Kersey, Ed. Bayer, D. Stewart, J. A. Alexander, E. L. Moore and Geo. Sherman to American Coal Co. Departed – Boats H. O. Claughton, M. Kersey, W. M. Price, J. A. Alexander, E. Bayer, D. Stewart, Kirby & Hubert.

Mon. 7/31/76, p. 4. **Canal Trade.**

Thirty-two boats left this port Saturday, carrying 3,615 02 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Mohawk	Capt. Baler	113 18
Ino	Capt. McCarty	115 09
B. L. Slack	Capt. Turner	119 02
D. A. Miller	Capt. Weller	113 14
L. L. Shives	Capt. Shives	115 00
A. Gruber	Capt. Woltz	112 17
Geo. Knode	Capt. Boyer	111 15
Morning Star	Capt. Singer	111 14
W. Moffett	Capt. Myers	110 19
Washington		
Diligent	Capt. Moriarty	<u>117 02</u>
	Ten boats	1141 10
New Central Coal Company		
Georgetown		
D. R. Long	Capt. Long	113 05
Fleming & Motter	Capt. Roderick	111 14
D. Henry	Capt. O'Neal	113 01
Ohio	Capt. Pierce	109 16
Four Sisters	Capt. Kean	111 09

F. F. Davis	Capt. Swain	113 13
Mary Mack	Capt. McArthur	<u>113 01</u>
	Seven boats	786 02

Borden Mining Company		
Georgetown		
T. B. Lynn	Capt. Farron	112 12
Theo. Dean	Capt. Dolan	117 12
Johnny & Franky	Capt. Gattrell	115 10
L. N. Lowell	Capt. McCardell	116 10
Exchange	Capt. Cowden	<u>105 19</u>
	Five boats	568 03

American Coal Company		
Alexandria		
Dr. G. Ellis Porter	Capt. Chaney	115 11
Henry Delafield	Capt. Hetzer	113 03
Dr. M. M. Lewis	Capt. Eichelberger	114 06
Ben Williamson	Capt. Austin	<u>118 16</u>
	Four boats	461 16

Maryland Coal Company		
Georgetown		
Carrie & Maggie	Capt. Lindsey	110 18
Willie & Annie	Capt. Knode	107 10
Seven Brothers	Capt. Benner	112 06
R. L. Gross	Capt. Mattingly	<u>104 13</u>
	Four boats	435 07

Blaen Avon Company		
D. Seibert	Capt. Hamilton	114 11
Individual		
Fonrose Bowers	Capt. Bowhay	107 13

For Children.

An excursion will be made by the Alpha this afternoon especially designed for children and intended to afford the little ones an unusual opportunity to enjoy themselves. The boat will leave her moorings below Brengle's wharf at 4 p.m., and proceed up the river, stopping on her way back for a half hour of so the Ridgeley's Grove to enable the little ones to have a run in the woods.

The regular evening excursions will begin at 7:45 tonight.

Man Drowned.

The body of an unknown man, with sandy hair and whiskers, was found in the canal near Oldtown on Friday. In his pocket was found a flask half-filled with whiskey. He was buried alongside the towpath.

There will be an excursion of the colored people up the river this evening, starting between nine and ten o'clock on board the Alpha. We hope there will be no more shooting, and thereby give the Radical papers a chance to rail at another Southern outrage on the poor colored man.

A colored man named John Barnes, of Hagerstown, was drowned off the canal boat "John Spencer," captain Frank Reinhart, at Dam No. 6, one day last week.

AG, Mon. 7/31/76, p. 2. **CANAL COMMERCE** – Arrived – Boats S. Lloyd, J. H. Platte, J. W. Burke and C. R. Hooff to New Central Coal Co.; S. S. Lynn and A. K. Syester to Maryland Coal Co.; M. Ruben, C. W. Adams and E. Mulvaney to New Central Coal Co. Departed – Boats J. P. Moore, G. Sherman, S. Lloyd, J. H. Platte, M. Ruben, J. W. Burke and C. R. Hooff.

P. 3. The Canal – Rock Creek was so much washed and filled with sand by the heavy rains yesterday that boats were unable to pass, and two boats bound to Washington had to come down to this city by the Alexandria Canal, this morning, and be towed up by the river. Why they could not be gotten out of the new outlet lock is not known. It is feared that damage has been done to the C. & O. Canal above Georgetown, as boats were not arriving very freely this morning.

Tue. 8/1/76, p. 4. **Canal Trade.**
 Thirty-one boats left this port yesterday, carrying 3,512 19 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Ernst & Holland	Capt. Penner	116 11
W. Weber	Capt. Dixon	110 08
R. Shriver	Capt. Nuse	117 14
W. H. Boyd	Capt. Seaman	111 13
A. P. Gorman	Capt. Yingling	109 19
Miner	Capt. Yingling	111 14
Energy	Capt. Morrow	116 10
J. R. Whitford	Capt. Moore	112 06

J. R. Cruzen	Capt. Lypold	114 12
M. Boyer	Capt. Boyer	112 06
Williamsport		
Monongahela	Capt. Shupp	113 09
	Eleven boats	1247 02
New Central Coal Company		
Georgetown		
John B. Turton	Capt. Brooks	105 18
Wm. Young	Capt. Reives	115 16
W. P. Wools	Capt. Little	112 03
Geo. S. Couter	Capt. Newell	115 18
Ben Bissell	Capt. McChan	113 11
Dr. F. M. Davis	Capt. Middleton	108 14
Martin O'Conner	Capt. Mertens	110 06
American Boy	Capt. Robinson	109 09
G. H. Bradt	Capt. Weston	113 11
	Nine boats	1005 06
American Coal Company		
Alexandria		
Andrew Main	Capt. Bowers	113 04
Gardner L. Boothe	Capt. Davis	115 00
M. C. Hunter	Capt. Butler	116 09
W. J. Boothe, jr.	Capt. Hatch	115 05
Lizzie A. Long	Capt. Long	115 08
	Five boats	575 06
Borden Mining Company		
Georgetown		
Isaac Wilson	Capt. Sisler	116 07
G. T. Gatrell	Capt. Harper	118 10
Dr. O. M. Schindel	Capt. Warner	116 14
	Three boats	351 12
Maryland Coal Company		
Busy Bee	Capt. Dolan	108 11
Blaen Avon Company		
C. B. Embrey	Capt. Buchanan	112 01
Individual		
Elizabeth	Capt. Seaman	113 03

Canal Trade Review

No undue expectation of a permanent increase of our coal shipments were indulged by those acquainted with the slate, because the output of the region for the week before last over-topped that of the corresponding week in the year 1875. The following tabular statement gives the shipments by the different companies for the weeks ending July 31, 1875, and July 29, 1876:

	1875	1876
American	3,678 16	3,237 05
Maryland	8,250 05	3,708 12
Borden	6,016 03	2,642 08

Hamp. & Balto.	114 00	0
Consolidation	5,163 19	8,312 00
New Central	1,392 12	6,080 19
George's Creek	96 04	0
Gas Coal	660 00	675 07
Blaen Avon	758 17	804 09
	26, 130 15	25,461 00

The decrease is therefore 669 15.

Cheap Watermelons.

There was a lovely corner made in watermelons here yesterday, and the dealers were thrown into great excitement thereby. The F. L. Moore arrived in the morning with a cargo of watermelons, purchased at a low figure in Georgetown, and sold here at \$15 and \$20 a hundred. The day before happy was the man who could get a really good one for 50 cents. Had the Moore's cargo been properly advertised the sale would have been made twice as quick.

For the benefit of the community in general we would state that another enterprising boatman will be here with another cargo today or tomorrow, and we shall have another lively corner of the same kind. We are pleased with everything that enables the community these hard times to get the most goods for the least money; and it will be wise for dealers to drop down to reasonable figures at once.

While on this head, we would suggest to boatmen that there are dozens of such nice little snaps like this that they could fire off and make a handsome sum by it, if they would be wide awake to their interests.

Canal Receipts.

The receipts for the canal at this port for the week ending Saturday, the 29th, were \$11,486.72. Of this amount there is payable at Cumberland, \$11,035.87; at Georgetown, \$416.64; at Williamsport, \$34.21. The amount of coal shipped was 25,461 tons.

ES, Tue. 8/1/76, p. 4. **GEORGETOWN Falling in of the Aqueduct Bridge** – This morning, about half-past eight o'clock, an

accident happened which has caused such excitement in Georgetown. A drover named Gill Ferr, of Fauquier county, Va., while driving about sixty head of cattle over the bridge, suddenly heard a crash and saw about half of his cattle precipitated into the canal below. A scene of great excitement ensued, and a stampede of course was occasioned among the cattle, some, on the Virginia side, making unprecedented time back, twenty-six struggling in the water. and only two getting across safely. Mr. John Frizzell, an excellent swimmer, went overboard with a lasso, and rendered good service in getting them out. One of the cattle swam down as far as East Market Space, about eight squares, and when they did get him out he made things very lively for the small boys in the neighborhood. No damage was done to the cattle except a few bruises and broken legs. The break was in the wagon bridge, above the canal, just over the pier nearest the water's edge, on the Georgetown side. It is about 30 feet in length. The government inspectors lately pronounced this bridge unsafe unless repaired, but it is not known that any repairs have been made since they reported. If a canal boat had been just going under, or if it had been Decoration Day, the result might have been serious. Now is the time for the government to buy this bridge, which destroys some of the best wharf property on the Potomac, and erect a substantial free bridge. There is no reason why the bridge should be any weaker at the point where the break occurred than at any other. The bridge will be repaired this evening, so that travel can be resumed tomorrow.

Grain – Boat J. N. Thomas with 460 bushels wheat, 1,721 bushels white corn, 950 bushels yellow corn and 32 barrels flour to J. G. & J. M. Water.

AG, Tue. 8/1/76, p. 2. **CANAL COMMERCE** – Arrived – Boats J. Wilson, C. Clifton, R. S. Grant, C. Robb, J. R. Anderson, A. J. Akin and T. H. Faile to American Coal Co.; H. Herbner to

City Gas Works; Katie & Addie to Blauen Avon Coal Co.
 Departed – Boats C. Clifton and J. Wilson.

Wed. 8/2/76, p. 4. **Canal Trade.**

Twenty-five boats left this port yesterday, carrying 2,791 03 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Dr. A. A. Biggs	Capt. Brubaker	109 01
A. E. McDonald	Capt. McDonald	116 09
Star No. 1	Capt. Jackson	96 17
J. Light	Capt. Boyd	116 03
S. T. Ekis	Capt. Morrison	111 10
Creole	Capt. Jackson	111 15
Anna Bruce	Capt. Draner	107 01
Samuel Bacon	Capt. Rowland	119 11
M. Fannon	Capt. Bissett	116 02
	Nine boats	1004 09
American Coal Company		
Alexandria		
James Dayton	Capt. Shaw	115 04
Wm. Gregory	Capt. James	115 17
Samuel Henry	Capt. Turner	112 04
Daniel Annan	Capt. Eichelberger	116 04
Rechabites	Capt. Harris	114 01
	Five boats	573 10
Borden Mining Company		
Georgetown		
Onward	Capt. Cowden	118 09
Arthur Lovell	Capt. Gorman	110 14
Capt. J. R. Masters	Capt. Gorman	113 14
Pattie Dunlop	Capt. Snyder	111 19
	Four boats	450 16
New Central Coal Company		
Georgetown		
Emma	Capt. Paxton	113 01
A. Lincoln	Capt. Unglesbie	110 13
J. R. Couter	Capt. Williams	108 17
	Three boats	332 11
Maryland Coal Company		
Georgetown		
Ludlow Patton	Capt. Farman	96 01
Washington		
J. T. Scrivener	Capt. Quigley	104 02
John Sammon	Capt. Quigley	111 10
	Three boats	310 13
Blaen Avon Company		
Williamsport		
E. M. Stanhope	Capt. Shaffer	110 04

 During the storm on the lower Potomac on Saturday, the Rock creek outlet at

Georgetown became filled up with sand and waste, and the canal boats for Washington had to be brought down by the Alexandria canal, locked into the river at Alexandria and towed to Washington by tugs.

NR, Wed. 8/2/76, p. 1. **A Dangerous Structure.**

- Shortly after 8 o'clock yesterday morning considerable excitement was occasioned in Georgetown by an accident at the Aqueduct bridge. As Gill Ferr, a drover from Fauquier county, Va., was crossing to this side of the bridge with sixty head of beef cattle the monotonous stamping on the floor was suddenly changed to a large crash, followed by the sudden disappearance of about one half his cattle, while the balance made a hasty turn and ran for the Virginia end of the bridge. In the midst of the excitement twenty-six got into the water, and only two of them came out alive.

Mr. John Frizzell, an excellent swimmer, went overboard with a lasso, and rendered good service in getting them out. One of the cattle swam down as far as East Market Space, about eight squares, and when they did get him out he made things very lively for the small boys in the neighborhood. No damage was done to the cattle except a few bruises and broken legs. The break was in the wagon bridge, above the canal, just over the pier nearest the water's edge, on the Georgetown side. It is about thirty feet in length. The Government inspectors lately pronounced this bridge unsafe unless repaired, but it is not known that any repairs have been made since they reported. If a canal boat had been just going under the result might have been serious. It is expected that travel would be resumed today.

ES, Wed. 8/2/76, p. 4. **GEORGETOWN Grain Market** – Boat Medley with 1,500 bushels wheat and 600 bushels corn to Hartley & Bro.; also, 170 bushels wheat to J. G. & J. M. Waters. Boat Seneca with 1,430 bushels wheat to Hartley & Bro., and 800 bushels corn to H. M. Talbott.

AG, Wed. 8/2/76, p. 2. **CANAL COMMERCE**

– Arrived – Boats W. Doerner, M. D. Corse, J. W. Morris and W. Walsh to American Coal Co.; N. Williams to W. C. G/Co.; Congress to Mayfield & Hieston.
 Departed – Boats R. S. Grant, J. R. Anderson, C. Robb, A. J. Akin and T. H. Faile.

Thu. 8/3/76, p. 4. **Canal Trade.**

Twenty-seven boats left this port yesterday, carrying 3,081 19 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
J. & D. Nuse	Capt. Lockett	114 09
D. M. Read	Capt. Eichelberger	113 01
Joel Charles	Capt. Hammond	111 00
Jacob McGraw	Capt. Mertens	115 16
Dove	Capt. Mose	116 18
Adam Norrie	Capt. Pennell	110 17
Williamsport	Capt. Stickle	112 01
J. Hieston	Capt. McArthur	114 16
Willie & Johnnie M.	Capt. Morrison	116 16
	Nine boats	1025 14
American Coal Company		
Alexandria		
G. P. Lloyd	Capt. Emberson	112 11
W. J. B. Lloyd	Capt. Kirkpatrick	115 10
Wm. Darrow	Capt. Wilson	112 05
Michael Snow	Capt. Martz	117 01
Wm. Smith	Capt. Masters	117 16
James Green	Capt. Martz	113 03
	Six boats	688 09
Borden Mining Company		
Georgetown		
Wm. Staples	Capt. Cowden	119 02
Alice	Capt. Artz	115 07
John G. Lynn	Capt. Dolan	114 15
F. L. Tilghman	Capt. Cowden	114 03
R. J. West	Capt. Slattery	118 09
	Five boats	581 07
Maryland Coal Company		
Georgetown		
Willie Snyder	Capt. Snyder	111 03
F. H. Daily	Capt. Tice	107 17
T. J. Boyer	Capt. Kroon	111 12
Samuel Rinehart	Capt. French	107 11
F. L. Moore	Capt. Atkinson	97 19
	Five boats	536 02
Blaen Avon Company		
J. A. Spielman	Capt. Miller	114 15
	Individual	
I. J. Kreps	Capt. Smith	115 12

 It is understood that the canal company will provide every facility for the convenient and safe storage of goods that may come over the canal under the manifests of the Western Maryland railroad.

The position of agent here of the Western Maryland railroad has been tendered to Mr. Jacob Brengle, but he has not finally decided to accept. He would make a thoroughly efficient and acceptable officer.

The roadway over the aqueduct bridge, crossing the Potomac at Georgetown, gave way on Tuesday, and one section fell into the canal. Boats were impeded but a short time.

Break in the Canal.

A break that will require four days to repair occurred on the berm side of the canal on Tuesday morning, on the fourteen-mile level, at Hetzer's farm, near Hancock.

There was also a detention by washing of bars, near Georgetown, from Saturday till Monday.

 The Alexandria *Gazette* of Tuesday says: Boats were detained several hours yesterday on the Georgetown level of the Chesapeake and Ohio canal by sand bars which had been formed there by the late heavy rains. This morning they were arriving and departing as usual. The obstructions to Rock creek are heavy and will probably consume a week in their removal. Meanwhile boats can come via the Alexandria canal.

ES, Thu. 8/3/76, p. 4. **GEORGETOWN Bridge Meeting** – Owing to the unsafe condition of the Aqueduct bridge and the recent accident, which is already causing many of the country people to go over the Long bridge, thereby injuring the trade of Georgetown, a meeting of many of the prominent business men of the place was held in the Exchange Rooms this morning,

with Mr. A. H. Kerr in the chair, to take some action in the premises. A motion was made by Mr. F. S. Moore that a committee be appointed to wait upon the District committee in Congress today, and urge the passage of Mr. Hunton's bridge bill, which provides the appropriation of \$140,000 for the erection of a free bridge at the "Three Sisters."

AG, Thu. 8/3/76, p. 2. **CANAL COMMERCE**

– Arrived – Steamer Star No. 2 and boats I. Crane, J. Spencer, Lucinda, Laura and J. A. Graham to Consolidation Coal Co.; J. H. Stickney, J. J. Swift and G. E. Porter to American Coal Co.
 Departed – Boats S. S. Lynn, Katie & Addie, A. S. Wintringham and Congress.

Fri. 8/4/76, p. 4. **Canal Trade.**

Fourteen boats left this port yesterday, carrying 1,612 15 tons of coal, as follows:

Borden Mining Company			
Georgetown			
Charles H. Knott	Capt. Young	118	14
F. J. Laing	Capt. Young	121	08
J. R. Haines	Capt. Irwin	114	10
J. H. Farrow	Capt. Ardinger	117	08
Alonzo Berry	Capt. Ardinger	118	15
	Five boats	590	15
American Coal Company			
Alexandria			
American Flag	Capt. McKnight	115	08
Matthew Kersey	Capt. Fisher	118	03
M. A. Myers	Capt. Martin	115	06
R. Bender	Capt. Rose	115	05
	Four boats	464	02
Maryland Coal Company			
Georgetown			
Geo. S. Young	Capt. Renner	110	05
W. H. Lowe	Capt. Renner	116	10
Washington			
Cumberland	Capt. Henry	109	17
John W. Daily	Capt. French	105	01
	Four boats	435	13
Individual			
E. L. Flury	Capt. Border	122	05

The Break at Hancock.

Yesterday the Collector here received several dispatches from President Gorman, with

reference to the break in the canal at Hancock, the purport of which was that light boats passed the break yesterday at 1 p.m., and that loaded boats will pass on Saturday.

A large party of young men and girls went down the canal on a boat, yesterday morning early, as far as Oldtown, returning in the evening with baskets, buckets and tubs filled with berries.

ES, Fri. 8/4/76, p. 4. **GEORGETOWN**

The Canal Break – The break in the canal near Hancock, is at the Hetzer's farm, on the fourteen-mile level, on the berm bank side. The repairs can be completed in four days.

Coal Trade – Report for the week ending today: Consolidation Coal Company – receipts 5,807 tons; shipments 6,125 tons. Maryland Coal Company – receipts 4,159 tons; shipments 4,159 tons. New Central Coal Company – receipts, 3,480 tons; shipments 3,480 tons. Borden Mining Company – receipts 2,450 tons; shipments 2,450 tons. The coal trade has been delayed somewhat this week by the outlet lock, from the canal into the river, being filled up with mud by the recent rains.

Grain Trade – Boat Fisher with 400 bushels corn to H. M. Talbott and 280 bushels wheat to T. C. Wheeler.

AG, Fri. 8/4/76, p. 2. **CANAL COMMERCE** –

Arrived – Boats Thomas Patton, T. L. Betts, D. A. Lowe, J. Bradburn, M. M. Lewis and B. Williamson to American Coal Co.; J. Mack, Jr., F. R. M. Bowers and J. R. Ray to Consolidation Coal Co.; A. Greenless to J. P. Agnew.
 Departed – Steamer Star No. 2 and boats J. W. Morris, H. Herbner, M. D. Corse, J. H. Stickney, J. J. Swift, Lucinda, A. K. Syester, William Walsh, Thomas Patton, J. Spencer, Laura, J. A. Graham, I. Crane, G. E. Porter and T. L. Betts for Cumberland.

 p. 3. **The Canal** – Further information, received here this morning from the scene of the

recent break in the canal, states that the damage will be repaired by tomorrow. After the repairs are finished it will take about three days to fill the level, which is fourteen miles long, with the feeder about eleven miles above, so that loaded boats cannot pass before Tuesday next. The cleaning out of the sand bars, washed into the outlet of the canal at Rock Creek, Georgetown, during the recent rains, has not yet been completed, and the Consolidation Coal Company, which has one of its wharves outside the outlet, had to bring the boats down to this city by Alexandria canal, and then tow them by the river to Georgetown. The Alexandria canal is in perfect order throughout its entire length.

Sat. 8/5/76, p. 4. **Canal Trade.**

Thirteen boats left this port yesterday, carrying 1,483 15 tons of coal, as follows:

American Coal Company		
Alexandria		
John P. Moore	Capt. Nuse	115 11
John H. Parrott	Capt. Taylor	117 13
Henry C. Flagg	Capt. Brown	116 10
A. Jackson Clark	Capt. Wilson	116 14
H. O. Claughton	Capt. Fisher	116 02
M. Sanford	Capt. Everly	113 18
	Six boats	<u>696 08</u>
Maryland Coal Company		
Georgetown		
A. H. Bradt	Capt. Hill	109 04
L. H. Kuhn	Capt. Cunningham	111 08
L. G. Stanhope	Capt. Nave	111 02
J. A. Ensminger	Capt. Sterling	111 00
William T. Hassett	Capt. Shaw	111 05
	Five boats	<u>553 19</u>
Borden Mining Company		
Georgetown		
Kate Prather	Capt. Fernsner	118 02
Denton Jacques	Capt. Newkirk	115 06
	Two boats	<u>233 08</u>

An experienced shipping clerk recently connected with the Baltimore office of the Western Maryland railroad company will be here on Monday to assist Mr. Brengle in the discharge of his duties as agent.

ES, Sat. 8/5/76, p. 4. **GEORGETOWN – The Canal** – The break in the canal at Hancock will

be repaired today; but as it takes about three days to fill the level, which is fourteen miles long, loaded boats cannot pass before Tuesday next.

Grain – By boat Ellen Brookes with 3,000 bushels wheat and 200 bushels corn to J. G. & J. M. Waters.

Mon. 8/7/76, p. 4. **Canal Trade.**

Sixteen boats left this port Saturday, carrying 1,816 14 tons of coal, as follows:

American Coal Company		
Alexandria		
Wm. E. Bell	Capt. Brendlinger	117 11
Peter G. Uhler	Capt. Pearce	114 16
John L. Read	Capt. Brendlinger	116 05
Edward Bayer	Capt. Fisher	115 07
J. A. Alexander	Capt. Penner	115 10
Maj. E. L. Moore	Capt. Little	115 14
	Six boats	<u>694 17</u>
Borden Mining Company		
Georgetown		
Areturus	Capt. Shaw	108 15
New Era	Capt. Cowden	102 16
Sallie E. Hassett	Capt. Mouse	120 07
Warren Delano	Capt. Fernsner	116 11
Borden & Lovell	Capt. Myers	114 15
	Five boats	<u>563 04</u>
Maryland Coal Company		
Georgetown		
B. R. Summers	Capt. Sorrell	110 18
Thomas Hassett	Capt. Callahan	104 14
Baltimore	Capt. Starlipper	111 10
Henry Loveridge	Capt. Colbert	111 09
	Four boats	<u>438 11</u>
Individual		
Centennial	Capt. Boley	120 02

The break last week caused a considerable falling off in the shipments by canal. Boats loaded here today will arrive at the scene of the break about the time a passage can be made; so that there is every reason to look for a good day's work at the wharves here today.

The Canal.

The break in the canal at Hancock was repaired yesterday. It will take about three days to fill the level, which is fourteen miles long, with the feeder about eleven miles above, so that loaded boats cannot pass before Tuesday next. The cleaning out of the sand bars, washed into

the outlet of the canal at Rock creek, Georgetown, during the late rains, has not yet been completed, and the Consolidation Coal Company, which has one of its wharves outside of the outlet, had to bring the boats down to the city by Alexandria canal, and then tow them up river to Georgetown. The Alexandria canal is in perfect order throughout its entire length.

The American Coal Company at its wharf in Alexandria on Friday loaded the schooner Louisa Birdsall, with 630 tons of coal in ten hours, only one gang of hands being worked.

ES, Mon. 8/7/76, p. 4. **GEORGETOWN Grain Market** – Boat Wheeler & Barron with 2,300 bushels wheat and 1,000 bushels corn; boat Loudoun with 2,700 bushels corn, 400 bushels wheat and 200 bushels rye; boat Caledonia with 2,300 bushels wheat, 200 bushels corn, 600 bushels middlings, 56 bushels oats and 30 bushels rye; boat Wm. Ryder with 3,600 bushels wheat – all to Hartley & Bro. Boat H. M. Talbott with 1,700 bushels wheat and 1,000 bushels corn; boat Loudoun with 700 bushels corn to H. M. Talbott. Boat Wheeler & Barron with 300 bushels wheat to J. G. & J. M. Waters.

AG, Mon. 8/7/76, p. 2. **CANAL COMMERCE** – Arrivals – Boats P. J. Smith and Tommy & Nellie to Consolidation Coal Company; R. H. Miller and S. S. Howison to American Coal Co. Departures – Boats Samuel Swain, John Bradburn, M. M. Lewis, B. Williamson, R. H. Miller and S. S. Howison for Cumberland, Md.

Tue. 8/8/75, p. 1. **Canal Trade.**

Twenty-one boats left this port yesterday, carrying 2,386 16 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
B. Resley	Capt. Teeters	113 07
A. M. Grove	Capt. Grove	114 19
W. L. Read	Capt. Bowers	116 16
J. N. Clary	Capt. Bowers	113 19
Star No. 2	Capt. Moore	<u>100 18</u>
	Five boats	559 19

American Coal Company		
Alexandria		
David Stewart	Capt. Penner	115 13
C. R. Hooff	Capt. Hine	117 07
Geo. Sherman	Capt. Russell	114 00
Chas. Clifton	Capt. Weaver	114 15
Samuel Lloyd	Capt. McMullen	<u>116 06</u>
	Five boats	578 01

Borden Mining Company		
Georgetown		
Wm. Borden	Capt. Manning	116 04
Donna Tilghman	Capt. Snyder	116 00
Hunter G.	Capt. Cowden	<u>121 02</u>
	Three boats	353 06

Maryland Coal Company		
Georgetown		
Clara & Prudy	Capt. Myers	111 13
Richard Burke	Capt. Arrington	107 18
Sharpsburg	Capt. Spong	107 05
M. E. Spier	Capt. McDonald	108 11
Washington		
L. B. Agnew	Capt. Cummings	<u>111 14</u>
	Five boats	547 01

Blaen Avon Coal Company		
Williamsport		
David Seibert	Capt. Hamilton	114 18
Alexandria		
Katie & Addie	Capt. Wolf	<u>118 14</u>
	Two boats	233 19

Individual		
Alexandria		
Our Sister	Capt. Barger	115 00

 At Alexandria on Saturday [8/5]:

Arrived – Boats R. J. Duckett, City of Hamburg and S. Swain to New Central Coal Company; Dr. William Wiley to Washington City Gas Light Company; Robin, G. Meredith, J. Tyler, W. Thompson, Carrie C., M. S. O'Donnell and A. L. Miller to Consolidation Coal Company.

Departed – Boats D. A. Lowe, J. Mack, jr., J. R. Ray, A. Greenless, jr., R. J. Duckett and City of Hamburg.

Review of the Coal Trade by Canal.

Last week owing to a break in the Canal near Hancock the shipments of coal by that route were decidedly slim. The following is a statement of the shipments for the week ending August 7, 1875, compared with those for the week ending last Saturday:

	1875	1876
American	4,942 15	3,692 12
Maryland	7,794 02	2,383 09
Borden	3,973 16	3,022 08
Hamp. & Balto.		
Consolidation	5,044 01	3,277 05
New Central	2,544 03	1,337 05
Blaen Avon	806 01	337 00
Gas Coal	660 00	228 15
Total	<u>25,764 12</u>	<u>14,279 06</u>

A decrease for last week of 11,485 12 is thus shown.

Coal Report.

The following is a report of the receipts and shipments of coal at Alexandria for the week ending Saturday:

RECEIPTS	<i>Tons</i>
Amer. Coal Co., J. H. Parrott, jr., Agent	2,566
J. P. Agnew	<u>700</u>
Total	3,266
SHIPMENTS	
American Coal Company	2,566
J. P. Agnew	<u>700</u>
Total	3,266

p. 4. A **boatmen** on the canal struck a mule near the tunnel with his fist the other day and dislocated three finger joints. The mule beat him that time, certain!

During the week ending Saturday 126 boats left this port, carrying 14, 279 05 tons of coal – a very small showing, indeed.

Mr. Samuel Rinehart has been appointed freight agent of the Western Maryland railroad at Hancock.

Canal Receipts.

The accrued revenue at the collector's office here for the week ending Saturday is \$6,483.40. Of this amount there is payable at Cumberland, \$6,004.25; at Georgetown \$447.89; at Williamsport \$31.16.

AG, 8/8/76, p. 2. **CANAL COMMERCE** – Arrivals – Boats A. W. Lantz, Yonkers, C. F. Russell, V. S. Brashear and Wm. Moorehead to Consolidation Coal Company.

Wed. 8/9/76, p. 4. **Canal Trade.**

Thirteen boats left this port yesterday, carrying 1,395 08 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
C. Slack	Capt. Lewis	114 13
A. B. Turner	Capt. Reynolds	114 08
J. T. Davis	Capt. Berg	115 18
Linnet	Capt. Zeigler	112 07
G. W. Barnett	Capt. Little	<u>116 19</u>
	Five boats	574 05
Borden Mining Company		
Georgetown		
Maggie B.	Capt. Cowden	118 03
Invincible	Capt. Cowden	122 19
Four Locks		
Moses Whitson	Capt. Myers	<u>31 18</u>
	Three boats	273 00
American Coal Company		
Alexandria		
John W. Burke	Capt. Renner	119 04
Charles Robb	Capt. Bowers	114 19
A. S. Wintringham	Capt. Eichelberger	<u>112 19</u>
	Three boats	347 02
Maryland Coal Company		
Sprigg Lynn	Capt. Kroon	109 01
	Individual	
G. Blackburn	Capt. Kimble	92 00

Attempted Robbery of the American Coal Company's Office.

An attempt was made on Sunday night to rob the office of the American Coal Company at the foot of Okonoko street, Alexandria. On Sunday night, about 11 o'clock a man dressed like a sailor approached Mr. George Boyer, the watchman there, and engaged him in conversation, representing that he was the steward of a vessel lying in the stream and waiting for a shipmate, who was getting off the vessel with him. In a few minutes Mr. Boyer made his rounds and returning saw a man on the bridge connecting the offices of Capt. Boothe and Mr. Parrott, and the man who had previously

spoken to him was sitting on the steps leading to the latter office. Upon Mr. Boyer's approach they ran off. He immediately gave information to the police, who proceeded to trace the robbers. An examination of the premises showed that Capt. Booth's office had been opened with a false key, and an attempt was made to open Mr. Parrott's office, which failed on account of there being a bolt inside. Nothing had been taken from Capt. Boothe's office. The police captured a man named Frank McDonald, who was committed to the station house; they also tracked a man answering the description of the other party to Four Mile run, where he had taken the first train in the morning to Washington. McDonald was examined by the Mayor on Monday morning and discharged for want of sufficient evidence.

A Moonlight Excursion.

This evening a select party of young men of this city, about twenty-five in number, accompanied with ladies, of course, will go upon an excursion down the canal to the end of the level upon the steamer Alpha. It will be a moonlight night, old uncle Probes permitting, and an evening replete with enjoyment is anticipated.

AG, Wed. 8/9/76, p. 2. **CANAL COMMERCE**
 – Arrived – Boats Minerva Boyer to Consolidation Coal Co.; H. Delafield to American Coal Company.

Thu. 8/10/76, p. 4. **Canal Trade.**

Thirty-one boats left this port yesterday, carrying 3,590 03 tons of coal, as follows:

American Coal Company		
Alexandria		
Thomas Patton	Capt. Eaton	117 13
J. W. Morris	Capt. Bowers	116 18
Weyand Doerner	Capt. Goodwin	115 09
M. D. Corse	Capt. Bear	114 17
Wm. Walsh	Capt. Teach	115 19
A. J. Akin	Capt. Poffenberger	114 18
Thos. H. Faile	Capt. Poffenberger	116 02
J. R. Anderson	Capt. Reynolds	115 15
John Wilson	Capt. McCann	117 13

J. H. Platte	Capt. Hooker	117 11
E. S. Grant	Capt. Weaver	<u>112 12</u>
	Eleven boats	1275 07
Consolidation Coal Company		
Georgetown		
J. S. Spencer	Capt. Rinehart	110 13
I. Crane	Capt. White	110 18
Jimmy M., jr.	Capt. Bush	114 10
Uno	Capt. Peck	112 01
Congress	Capt. Kirby	107 10
Laura	Capt. Brubaker	117 06
Lucinda	Capt. Rinehart	117 14
Johnny & Tommy	Capt. Bell	118 08
Williamsport		
A. Gruber	Capt. Woltz	<u>116 12</u>
	Nine boats	1025 12
Borden Mining Company		
Georgetown		
Fall River	Capt. Farrow	114 17
Henry Freeland	Capt. Cowden	116 14
J. E. Coulehan	Capt. Kimble	117 13
A. C. Greene	Capt. Joy	114 09
Julia Borden	Capt. Cowden	<u>117 03</u>
	Five boats	580 06
Maryland Coal Company		
Georgetown		
Abram Kuhn	Capt. Overcash	112 16
C. J. Myers	Capt. Malone	109 05
Three Brothers	Capt. Matthews	112 04
Washington		
A. K. Syester	Capt. Kroon	<u>111 17</u>
	Four boats	416 02
Blaen Avon Coal Company		
C. B. Embrey	Capt. Buchanan	113 07
Individual		
Ed. Stake	Capt. Kimble	119 09

The excursion down the canal last evening on the Alpha came off in fine style.

The Skedaddler is being painted a brown color by her enterprising captain, John Weisebrod.

Another Excursion.

A party composed almost exclusively of Hebrews of this city will make an excursion down the canal on board the steamer Alpha this evening.

At the next meeting of the board of directors of the canal company here

arrangements will be made to build sheds at the foot of Canal street for the reception and storage of goods received from the Western Maryland route.

The boatmen of the Consolidation are compelled to pay tonnage on their boats from Alexandria to Georgetown and Washington since the mouth of the outlet at Georgetown has been closed.

A second cargo of merchandise sent over the Western Maryland railroad and the canal will be received by Messrs. Humbird & Carleton today. Who'll be next?

ES, Thu. 8/10/76, p. 4. **GEORGETOWN Grain** – Boat J. N. Thomas with 2,950 bushels wheat and 850 bushels corn to J. G. & J. M. Waters.

AG, Thu. 8/10/76, p. 2. **CANAL COMMERCE** – Arrived – Boats W. C. Hunter, W. J. Boothe, A. Main, D. Annon, L. A. Long, G. L. Boothe, Rechabites, W. Gregory, W. J. B. Lloyd and James Dayton to American Coal Co. Departed – Boats H. Delafield, W. C. Hunter, W. J. Boothe and A. Main.

Fri. 8/11/76, p. 4. **Canal Trade.**
 Twenty-eight boats left this port yesterday, carrying 3, 186 13 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
J. A. Graham	Capt. Brubaker	117 07
Lark	Capt. French	114 06
W. F. Ernst	Capt. Bender	116 07
J. R. Ray	Capt. Kerfoot	117 11
W. Thomson	Capt. O'Brian	114 08
Washington		
Mountain City	Capt. Heck	107 18
J. T. Dixon & Co.	Capt. Heck	112 02
Williamsport		
Monongahela	Capt. Shupp	110 07
	Eight boats	911 06
American Coal Company		
Alexandria		
J. H. Stickney	Capt. Bender	115 08

John J. Swift	Capt. Eichelberger	116 02
Dr. G. Ellis Porter	Capt. Chaney	116 00
Theo. L. Betts	Capt. McLucas	116 04
David A. Lowe	Capt. Lynch	116 15
	Five boats	580 09

Maryland Coal Company		
Georgetown		
A. Kratz & Co.	Capt. Brookman	113 09
Jack E. Stanhope	Capt. Hetzer	112 08
Mayfield & Hieston	Capt. Read	113 02
T. J. Mahaffy	Capt. Otto	109 04
Mattie	Capt. Seaman	113 09
Jacob C. Grove	Capt. Marmaduke	111 04
	Six boats	672 16

Borden Mining Company		
Georgetown		
Harry Borden	Capt. Cowden	116 06
Martha	Capt. Long	115 08
Emerald	Capt. Long	115 06
	Three boats	347 00

Blaen Avon Coal Company		
E. M. Stanhope	Capt. Shaffer	113 03
Individual		
A. Greenless, jr.	Capt. Fox	111 08
P. A. Gorman	Capt. Brown	113 05
A. Adams	Capt. Sorrell	116 06
Henry S. Miller	Capt. Artz	111 12
Geo. P. DeWitt	Capt. Montgomery	109 08
	Five boats	561 19

Arrested.

Francis Reinhart and Charles J. Kaiser, captain and steersman of the canal boat John Spencer, were brought before Judge Motter at Hagerstown on Monday on the charge of killing the negro, Joseph Barnes, found in the canal near dam No. 6, on the 23rd of July. The evidence seemed to point to their guilt. The bail demanded was \$10,000 each, in default of which they were committed to jail to await the action of the grand jury.

ES, Fri. 8/11/76, p. 4. **GEORGETOWN The Coal Trade** this week, on account of the scarcity of vessels, has been somewhat retarded. The receipts were 14,300 tons and the shipments 12,650 tons, as follows: Consolidation Coal Company – receipts 6,860; shipments 5,774. Maryland Coal Company – receipts 1,916; shipments 1,916. New Central Company – receipts 2,400; shipments 2,400; and Borden

Mining Company – receipts 3,132; shipments 2,560.

Grain Trade – Boat Hattie & Bessie with 3,400 bushels of wheat and 36 bales of hay, and boat Wheeler & Barron with 2,800 bushels of corn and 1,200 bushels of wheat, all to Hartley & Bro.

AG, Fri. 8/11/76, p. 2. **Lock Gate Disabled** – One of the mitre posts of the lock at the collector’s office of the Alexandria canal was broken yesterday, and thus an obstruction was placed in the way of the passage of boats either up or down. Workmen were immediately put to making the necessary repairs, which will be completed this afternoon. Meanwhile the basin and the levels below the lock are full of boats both loaded and light.

Sat. 8/12/76, p. 4. **Canal Trade.**

Twenty-four boats left this port yesterday, carrying 2,745 14 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
M. C. Clay	Capt. Mertens	117 09
Julia Tyler	Capt. Hebb	115 12
M. S. O'Donnell	Capt. Piper	111 17
Hawk	Capt. Benner	113 00
M. M. Jane	Capt. Arthur	108 02
G. Meredith	Capt. Compton	114 05
Robin	Capt. Compton	115 00
Washington		
Grason & Fannie	Capt. Taylor	110 11
	Eight boats	905 16
Borden Mining Company		
Georgetown		
W. L. Shaw	Capt. Kinsel	114 08
N. Williams	Capt. Zimmerman	114 16
Rudolph Herr	Capt. Spitznogle	112 05
C. L. Brengle	Capt. Doyle	114 01
Charles Hassett	Capt. Mosher	120 02
M. L. Haines	Capt. Zimmerman	117 05
	Six boats	692 17
Maryland Coal Company		
Georgetown		
Mollie & Bettie	Capt. Taylor	114 08
Phillie G.	Capt. McCann	113 01
Ludlow Patton	Capt. Farman	101 12
Cherokee Tribe	Capt. Sisler	114 14
Washington		
T. J. Moore	Capt. Brown	103 04

	Five boats	546 19
American Coal Company		
Alexandria		
Ben Williamson	Capt. Austin	116 03
John Bradburn	Capt. Malone	114 13
	Two boats	230 16
New Central Coal Company		
R. A. Goodwin	Capt. Kaiser	114 13
Blaen Avon Coal Company		
J. A. Spielman	Capt. Miller	116 00
Individual		
H. Herbner	Capt. Buckner	110 00

ES, Sat. 8/12/76, p. 4. **GEORGETOWN Grain Trade** – The arrivals were boat Seneca with 360 bushels of wheat and 300 bushels of corn for H. M. Talbott, 1,300 bushels wheat for T. C. Wheeler and 500 bushels wheat for Hartley & Bro. Boat Caledonia with 2,000 bushels wheat and 100 bushels corn for Hartley & Bro.

AG, Sat. 8/12/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Kirby & Hubert, limestone to E. Francis; I. J. Kreps to J. P. Agnew; Katie & Addie to W. A. Smoots; S. Henry, M. Snow, W. Darrow, G. P. Lloyd and J. Green to American Coal Co.

Departed – Boats J. Dayton, W. J. Boothe, Kirby & Hubert, G. L. Boothe, Wm. Gregory, Rechabites, M. Snow and S. Henry for Cumberland.

Mon. 8/14/76, p. 4. **Canal Trade.**

Twenty-three boats left this port yesterday, carrying 2,552 17 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
H. T. Weld	Capt. Nuse	101 15
Star No. 3	Capt. Pennell	100 07
Osceola & Jake	Capt. Boyd	118 08
P. J. Smith	Capt. Anderson	113 11
J. Snively	Capt. D. Z. Miller	113 10
	Five boats	547 11
Maryland Coal Company		
Georgetown		
John H. Kindle	Capt. Smith	112 00
Etta & Rena	Capt. Porter	112 06
Annie E. McQuade	Capt. Young	113 11
A. L. Miller	Capt. Keech	113 17
M. H. Russell	Capt. Hetzer	110 12

Canal Trade - 1876

	Five boats	562 15
New Central Coal Company		
Georgetown		
F. A. Mertens	Capt. Manning	108 19
Dennis Murphy	Capt. Dick	104 01
Richard Fannon	Capt. Sorrell	110 03
John Rieves	Capt. Dick	106 11
J. Dick	Capt. Dick	102 12
	Five boats	532 06
Borden Mining Company		
Georgetown		
Joel Charles	Capt. Hammond	117 01
New Era	Capt. Cowden	108 07
J. H. Snyder	Capt. Mills	114 02
Little Nan	Capt. Ensminger	117 18
	Four boats	457 08
American Coal Company		
Alexandria		
Robert H. Miller	Capt. Cramer	117 08
S. S. Howison	Capt. Swain	116 03
Dr. M. M. Lewis	Capt. Eichelberger	115 14
	Three boats	349 05
Blaen Avon Coal Company		
Williamsport		
David Seibert	Capt. Hamilton	113 12

The following are the receipts and shipments of coal at Alexandria for the week ending Saturday:

American Coal Company receipts 2,574 tons, shipments 1,703 tons; Hampshire & Baltimore Coal Company shipments 1,205.

During the week ending Saturday 140 boats left this port, carrying 15,868 05 tons of coal.

ES, Mon. 8/14/76, p. 4. **GEORGETOWN Grain Trade** – The arrivals were: Boat E. F. Wheeler with 3,100 bushels wheat for J. G. & J. M. Waters; boat Medley with 750 bushels wheat, 1,800 bushels corn and 50 bushels rye; and boat Mary Ann with 2,100 bushels wheat for Hartley & Brother.

AG, Mon. 8/14/76, p. 2. **CANAL COMMERCE** – Arrived – Boats M. A. Myers, R. Bender, American Flag, M. Kersey, H. C. Flagg, M. Sanford, H. O. Claughton and J. H. Parrott, Jr. to American Coal Co.

Departed – Boats G. P. Lloyd, James Green, Wm. Smith, R. Bender, M. A. Myers and American Flag for Cumberland.

Tue. 8/15/76, p. 4. **Canal Trade.**

Twenty-three boats left this port yesterday, carrying 2,609 12 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
C. P. Manning	Capt. Read	117 04
Yonkers	Capt. E. Mondell	113 11
A. F. Lantz	Capt. Swain	117 04
W. Moorehead	Capt. Read	108 15
Tommy & Nelly	Capt. Little	114 16
Diligent	Capt. Moriarty	119 14
Williamsport		
A. Gruber	Capt. Woltz	117 08
	Seven boats	808 12
American Coal Company		
Alexandria		
Wm. J. Boothe, jr	Capt. Hatch	112 01
Wm. C. Hunter	Capt. Butler	115 13
Andrew Main	Capt. Bowers	112 06
Lizzie A. Long	Capt. Long	115 17
Henry Delafield	Capt. Hetzer	113 16
	Five boats	569 13
Maryland Coal Company		
Georgetown		
Fannie & Estella	Capt. Chaplin	108 15
Francis Gannon	Capt. Taylor	114 18
Dr. Grimes	Capt. Hill	114 03
W. & B. Mills	Capt. Mouse	113 17
	Four boats	451 13
New Central Coal Company		
Georgetown		
W. M. Price	Capt. Griminger	108 13
Dr. J. P. Broderick	Capt. Little	111 19
Friendship	Capt. Hall	109 04
J. R. Purcell	Capt. Armstrong	113 09
	Four boats	443 05
Borden Mining Company		
Georgetown		
R. B. Lynn	Capt. Dick	115 08
Areturus	Capt. Hassett	107 12
	Two boats	223 00
Blaen Avon Coal Company		
Williamsport		
C. B. Embrey	Capt. Buchanan	113 09

Review of the Canal Coal Trade.

The coal trade by canal for the last week was not very brisk. The following is a statement

of the shipments for the weeks ending Aug. 14, 1875, and Aug. 14, 1876:

	1875	1876
American	4,517 06	3,361 00
Maryland	7,584 05	2,884 14
Borden	6, 049 00	2,934 18
Consolidation	5,282 10	4,524 09
New Central	3,454 00	1,189 06
Blaen Avon	1,162 01	689 14
Gas Coal	1,203 00	225 00
Atlantic	112 06	0
Total	29,364 08	15,809 01

A decrease of 13,555 07 tons is thus shown. This falling-off must not be imputed to the existence of a break, since there were plenty of boats here, many of which were offering cut rates.

Frank Reinhart and Charles Kaiser, who were remanded to jail at Hagerstown on Wednesday in default of \$10,000 bail each, had a hearing before Judge Motter on Friday evening; additional witnesses having been secured, and after hearing their testimony and also that of the prisoners themselves the judge ordered them to be taken back to jail, but this morning discharged them from custody. The testimony was such as strongly against any connection of the prisoners with the death of the boy, even were it occasioned by any foul play, and not the result of accident, of which there is much doubt.

ES, Tue. 8/15/76, p. 4. **GEORGETOWN – Dangerous** – About two feet of the iron railing of the bridge over the canal at Congress street has been broken away, making travel over it to some extent unsafe.

Grain Trade – The arrivals were: Boat Ellen Brooks with 3,800 bushels wheat for J. G. & J. M. Waters; and boat H. M. Talbott with 2,200 bushels wheat and 300 bushels corn to H. M. Talbott, and 400 bushels corn to Hartley & Bro.

AG, Tue. 8/15/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Alexander Adams to John P. Agnew; Caledonia and steamer Thomas Moore

to W. A. Smoot; J. P. Moore, A. J. Clark, W. E. Bell, P. G. Uhler, J. L. Read, Ed Bayer, E. L. Moore, J. A. Alexander, D. Stewart, G. Sherman, J. H. Platte, S. Lloyd, C. R. Hooff, J. W. Burke and Thomas Patton to American Coal Co. Departed – Boats H. C. Flagg, Katie & Addie, J. H. Parrott, Jr., H. O. Claughton, J. P. Moore, A. J. Clark, W. E. Bell, P. G. Uhler, J. L. Reid, Ed Bayer and E. L. Moore for Cumberland.

Wed. 8/16/76, p. 4. **Canal Trade.**

Twenty-eight boats left this port yesterday, carrying 3,177 12 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
John Leech	Capt. Walker	120 08
J. B. Varnum	Capt. Pennell	110 07
V. S. Brashears	Capt. Moore	114 01
C. H. Dalton	Capt. Little	115 01
Dr. C. F. Russell	Capt. Seaman	115 17
Williamsport		
Monongahela	Capt. Shupp	104 10
	Six boats	680 04

American Coal Company		
Alexandria		
Daniel Annan	Capt. Eichelberger	115 14
Gardner L. Booth	Capt. Davis	115 01
Rechabites	Capt. Harris	117 07
Wm. Gregory	Capt. James	116 03
James Dayton	Capt. Shaw	113 06
W. J. B. Lloyd	Capt. Kirkpatrick	117 02
	Six boats	694 13

Borden Mining Company		
Georgetown		
J. B. Lynn	Capt. Wiland	111 12
Arthur Lovell	Capt. Gorman	99 08
Capt. J. R. Masters	Capt. Gorman	115 04
Mabel	Capt. Turner	122 17
Onward	Capt. J. Donnelly	115 18
Washington		
F. L. Tilghman	Capt. Cowden	114 01
	Six boats	679 00

Maryland Coal Company		
Georgetown		
Laura S.	Capt. Little	115 00
Thomas Venners	Capt. Ganley	103 12
F. H. Darby	Capt. Tice	111 16
Washington		
T. J. Boyer	Capt. Kroon	114 12
	Four boats	445 09

New Central Coal Company
Georgetown

M. Ruben	Capt. Gardner	112 09
M. A. West	Capt. Conrad	114 04
William R. Shaw	Capt. Coffman	109 12
Loretto	Capt. Ardinger	112 14
	Four boats	<u>448 19</u>
Blaen Avon Coal Company		
Williamsport		
E. M. Stanhope	Capt. J. Murray	116 06
J. B. Winslow	Capt. Snyder	113 01
	Two boats	<u>229 07</u>

Meeting of the Canal Board.

The meeting of the Canal Board was held at the Queen City Hotel yesterday. Present A. P. Gorman, president; D. S. Biser, M. Bannon, P. Hamill, Dr. B. B. Crawford, directors. Col. Berret and H. D. Farnandis not being in attendance.

The report of the president of business for the month of July showed that the coal tonnage was 101,890.70 tons.

Decrease in tonnage as compared with July 1875:

Coal tonnage	July 1875	132,042
	July 1876	<u>101,890</u>
Decrease		30,152
Revenue for the month		\$48,430.62
Expenses		<u>16,923.49</u>
		\$31,506.93

In addition to the usual business the board determined to make some further reductions in the expenses of the company, the continued depression in the business of the company making this absolutely necessary. It is not known to what extent the proposed reduction will affect the officers and employees of the company, but the president states that while heretofore it has been the unanimous desire of the board to continue to pay fair wages and retain the usual compliment of employees, the company is constrained to reduce to such extent as a committee appointed may determine. Whatever reduction is made will probably take effect Sept. 1st.

The next meeting of the board will be held at Annapolis, Sept. 7th.

It will be remembered that at a recent meeting the city council tendered the president

and directors the use of the council chambers wherein to hold their meetings while here.

Yesterday the city clerk received the following communication:

Cumberland, Aug. 13, 1876

T. F. McCardell,

Clerk, City of Cumberland.

Sir: I am directed by the president and directors of the Chesapeake and Ohio Canal Company to acknowledge the receipt of your communication offering the use of the council chamber and am instructed to say that while they appreciate the distinguished honor, they are prevented from accepting the offer, having previous to the receipt of your note made other arrangements.

I have the honor to subscribe myself your obedient servant.

S. Gambrill
 Acting Secretary

The Canal Extension Meeting.

The canal extension meeting, which was announced to begin in the Council Chamber at 3 p.m., did not commence until about half past four. The meeting was organized by calling Hon. P. Hamill to the chair. The entire seating capacity of the Council Chamber was occupied by the assemblage, among whom were some of the most prominent citizens of this and Garrett county. President Gorman with Secretary Gambrill and several of the directors of the canal were present. Of the canal extension committee there were present Messrs. Horace Resley, James Parks, G. W. Kildow and Owen Riordan, of Allegany county; Mr. W. A. Barnard and Hen. Patrick Hamill, of Garrett county; Mr. John E. Wood, secretary of the committee, of Mineral county, W. Va. There were absent the following members of the committee: Mr. M. Maslin, of Hardy county; Mr. W. J. Brown, of Grant county; Mr. A. Mullen, of Garrett county.

Upon taking the chair Mr. Hamill stated the object of the meeting to be to confer with regard to some plan to secure an additional and independent feeder to the canal from the coal

regions. He traced the movement up to the present time, alluded to the embarrassments that affected it, and adverted to the refusal of the government to assist in making the preliminary surveys and otherwise lending help to the enterprise. But backed by the State of Maryland and backed by the sympathy of the canal board, it was now proposed to build a road from here to Westernport or to Savage river. The matter had been fully discussed and barring some little difficulties there was no serious opposition to the movement anywhere.

His hearers were familiar with the falling off of our coal shipments and knew the cause of the same. It was necessary to relieve our coal interests in some way, and the plan of relief was to connect the canal more closely and independently with the coal regions as was the design and labor of the originators of the canal.

But before we can go before the people, he said, the first step to be taken is to ascertain the length, cost and general practicability of the different routes advocated, so that we may be able to answer inquiries with regard to the revenue likely to be obtained from it.

Mr. Horace Resley moved that the present committee be continued, until a time when, after a survey has been made, there can be a town meeting or county convention or some other public gathering to discuss and take steps toward furthering the enterprise. When the survey is made it will be found that the road will not only pay but will pay well.

Mr. S. A. Cox arose and said that there were two suits now being pushed against the Consolidation, the settlement of either of which must have a direct bearing on the railroad project. The one of the American Company vs. the Consolidation Company, would have to be decided some time between now and next April, and the result of that case would be important as bearing on the present enterprise. He could state as a fact that there was now a movement among the coal men in New York to build a road from here to Lonaconing by way of Pompey Smash; that we would hear from that movement before

long. He did not advocate any particular route but hoped the best would be selected.

Mr. Resley replied to Mr. Cox and held that the grades on the road by way of Claryville would be so difficult that such a route would compare unfavorable with the one by way of the Potomac to Westernport; that in five or six years the "big vein" would be exhausted; that the six-foot vein for various reasons was impracticable. The route he advocated could go through the Narrows and connect at that point with the Pennsylvania road, and then go up the valley by way of Cresaptown.

The motion of Mr. Resley was carried.

The president said he did not think there would be any difficulty about the preliminary survey. Adjourned *sine die*.

In answer to the invitation of City Council tendering the canal extension committee the use of the Council Chamber, the City Clerk yesterday received the following communication:

Cumberland, Aug. 15, 1876

T. F. McCardell, Esq., Cumberland, Maryland.

Dear Sir: - I am directed by the chairman of the canal extension committee to thank the Mayor and City Council of Cumberland for their kind invitation to occupy the Council Chamber during our deliberations, and to say that we will gladly accept the same and occupy the designated chamber at 3 p.m. this day.

John E. Wood
Acting Secretary.

ES, Wed. 8/16/76, p. 4. **GEORGETOWN Grain Trade** – The arrivals were: Boat Loudoun with 3,000 bushels wheat and 200 bushels oats.

AG, Wed. 8/16/76, p. 2. **CANAL COMMERCE** – Arrived – Boats R. S. Grant, Charles Clifton, W. Doerner, C. Robb and J. Wilson to American Coal Co.; E. F. Wheeler to W. A. Smoot.
Departed – Boats D. Stewart, J. A. Alexander, G. Sherman, I. J. Kreps, J. H. Platte, C. R. Hooff.

Caledonia, S. Lloyd, A. Adams, J. W. Burke, T. Patton and R. S. Grant.

Thu. 8/17/76, p. 4. **Canal Trade.**

Twenty-three boats left this port yesterday, carrying 2,638 07 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
M. Boyer	Capt. W. Boyer	108 03
Okonoko	Capt. Byroad	116 07
A. J. Center	Capt. Inman	105 17
W. Weber	Capt. G. W. Dixon	121 10
T. Malloy	Capt. Knode	117 04
Williamsport		
Grason & Fannie	Capt. Taylor	<u>110 06</u>
	Six boats	679 07
American Coal Company		
Alexandria		
G. P. Lloyd	Capt. Emberson	115 15
James Green	Capt. Martz	117 14
Samuel Henry	Capt. Turner	111 03
Wm. Darrow	Capt. Wilson	114 17
Michael Snow	Capt. Martz	<u>115 16</u>
	Five boats	575 05
Maryland Coal Company		
Georgetown		
A. Spier	Capt. J. F. Wolf	110 04
Willie Snyder	Capt. Snyder	116 02
T. W. Riley & Son	Capt. Keech	<u>109 03</u>
	Three boats	335 09
Borden Mining Company		
Georgetown		
Henry Boley	Capt. Smith	116 08
B. M. Young	Capt. J. M. Miles	118 18
C. A. Greene	Capt. Snyder	118 07
Sally J. Kelly	Capt. Kelly	121 19
J. W. Rhind	Capt. Wyatt	116 15
Alexander	Capt. Connelly	<u>116 05</u>
	Six boats	708 12
New Central Coal Company		
Georgetown		
J. Hammond	Capt. Brooks	112 10
Sallie & Jennie	Capt. Grosh	<u>110 09</u>
	Two boats	222 19
Blaen Avon Coal Company		
Williamsport		
J. A. Spielman	Capt. Miller	116 15

A Narrow Escape.

Yesterday, when the boat carrying the Kingsley Chapel school down the canal passed through the stop-lock, a man and a boy, the latter

about 12 years of age, attempted to pass over to the berm side by crossing the deck of the boat. The man in his hurry pushed the boy overboard, causing him to fall between the boat and the stone abutment of the lock, a frightfully dangerous position, as the lock is not more than a few inches wider than the boat.

The steersman saw the accident, however, and with rare presence of mind threw the boat into a diagonal position and thus saved the boy from being instantly crushed to death. A gentleman on the berm side reached down at the peril of his own life and rescued the boy, whose name we could not learn, nor that of his preserver. The whole thing was the work of a few seconds. Had there been any delay, the boy must have been crushed as the stern of the boat passed through.

Picnics Yesterday.

There were three picnics yesterday, that of the Kingsley Chapel school, the Trinity school, and that of the Red Men. The Kingsley Chapel school was conveyed on a mule boat to the grounds on the right hand side of the canal, just below the canal bridge, where a pleasant time was had.

The steamer Alpha, making two trips, carried the Trinity school to a grove six miles down the canal.

The picnic of the Red Men at Turner Hall was largely attended and thoroughly enjoyed.

The Alexandria Gazette of Tuesday says: A fight occurred between some laborers at the American Coal wharf, this evening, in the course of which, three negroes named Dave Moffett, James Fauntleroy and David Williams set upon one named Neil Moore and beat him severely about the head with a stick of wood. Officers Horseman and Lyles were informed of the fight and after chasing them to the W. & O. bridge across the canal, succeeded in capturing all three of the men and lodging them in the station house.

In passing along the canal basin yesterday we noticed on one of the boats a mother's rather novel contrivance for allowing an infant child free range of the cabin deck, without exposing it to the danger of drowning. A rope was attached to the ridge pole of the awning and then fastened with a ring to a belt worn by the child. The little one was thus enabled to crawl about and play without any danger.

The receipts of the Chesapeake and Ohio canal for the week ended August 12, 1876, are:
 From Cumberland \$30,669.85; Georgetown \$766.79; Williamsport \$134.57; total \$31,571.23.

A son of Mr. Delaunay, keeper of lock No. 39, was drowned in the canal the other day.

Leak in the Canal.

Yesterday morning a leak occurred in the towpath near Oldtown. It was only about two feet below the water level, so that amount of water was drawn off by it. As soon as information of the fact was received here the company's efficient superintendent, Mr. Mulvaney, hastened at once to the spot and began repairs, which are finished by this time.

President Gorman and party left here yesterday by different trains. While here they made extensive acquaintances and were tendered many civilities by our people. We trust they carry away with them pleasant memories of Cumberland and its citizens.

ES, Thu. 8/17/76, p. 4. **GEORGETOWN Grain Trade** – The arrivals were: boat Hattie & Bessie with 3,400 bushels of wheat for Hartley & Bro.

AG, Thu. 8/17/76, p. 3. **CANAL COMMERCE** – Arrived – Boats A. S. Wintringham, A. J. Akin, Thomas H. Faile, J. R.

Anderson, Wm. Walsh and M. D. Corse to American Coal Co.
 Departed – Boats T. Patton, R. S. Grant, Chas. Clifton, W. Doerner, C. Robb, J. Wilson and E. F. Wheeler for Cumberland.

Fri. 8/18/76, p. 4. **Canal Trade.**

Twenty-five boats left this port yesterday, carrying 2,835 10 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Allan Campbell	Capt. Eddy	116 12
C. W. Brengle	Capt. Turner	112 14
J. A. Millholland	Capt. Repp	113 16
R. I. Morris	Capt. Stride	117 14
Maryland		
W. Irving	Capt. Clendening	112 01
L. J. Fechtig	Capt. Potts	112 08
Blue Bell	Capt. Smith	113 17
	Capt. Riley	115 14
	Eight boats	915 13

Maryland Coal Company		
Georgetown		
Peter Fleckenstein	Capt. Bowers	116 02
John Sammon	Capt. Quigley	113 05
J. T. Scrivener	Capt. Quigley	108 11
Annie	Capt. Little	111 11
R. L. Gross	Capt. Mattingly	110 10
R. M. Sprigg	Capt. Boley	113 18
	Six boats	673 17

New Central Coal Company		
Georgetown		
Iowa	Capt. Keady	110 03
Lizzie Reagan	Capt. Rinehart	108 18
Samuel H. Davis	Capt. Mouse	111 12
C. W. Adams	Capt. Coffman	112 04
	Four boats	442 17

American Coal Company		
Alexandria		
M. A. Myers	Capt. Martin	112 15
Wm. Smith	Capt. Masters	116 18
Richard Bender	Capt. Rose	117 00
	Three boats	346 13

Borden Mining Company		
Georgetown		
Henry Kraus	Capt. Cowden	115 17
F. Ensminger	Capt. Snyder	115 13
	Two boats	231 10

Blaen Avon Coal Company		
Williamsport		
David Seibert	Capt. Hamilton	116 03
Sharpsburg		
Mollie E. Waters	Capt. James	109 06
	Two boats	225 09

The Hampshire & Baltimore Coal Company, who have been using the old warehouse at the corner of Union and Queen streets, Alexandria, as an office, will move as soon as the office they intend to build is finished.

The break in the canal was repaired, yesterday. But superintendent Mulvaney had scarcely returned home when he was again summoned to the same locality to raise a sunken boat.

MCS, Fri. 8/18/76, p. 3. **C. & O. Canal** – A meeting of the Chesapeake and Ohio canal board was held at the Queen City Hotel, Cumberland, on the 15th instant. A. P. Gorman, president; directors D. S. Biser, M. Bannon, P. Hammill and Dr. B. B. Crawford. The report of the president for July showed that the coal tonnage was 101,890 10 tons. The decrease as compared with the corresponding month of last year is 30,152. The report shows the revenue for the month to be \$48,430.62; expenses \$16,923.49. leaving a balance of \$31,506.83.

In addition to the usual business, the board determined to make some further reductions in the expenses of the company, the continued depression in the business of the company making this absolutely necessary. It is not known to what extent this proposed reduction will effect the officers and employees of the company, but the president stated that while, heretofore, it has been the unanimous desire of the board to continue to pay fair wages and to retain the usual complement of employees, the company is constrained to reduce to such extent as a committee appointed may determine. Whatever reduction is made will probably take effect September 1. The next meeting of the board will be held at Annapolis, September 7.

ES, Fri. 8/18/76, p. 4. **GEORGETOWN**
Arrested on a Charge of Murder – Last night Sergeant Trunnell, of the Metropolitan police

force, arrested at the canal Wm. McBride, a white man, on the charge of murdering a man named Jacob Allander, at the Seven Locks, in Montgomery county, Md., several weeks ago. The homicide was the result of an altercation; blows were struck, and McBride claims that he was acting in self-defense. He is held for a requisition from the Maryland authorities.

A Bridge Needed – The necessity of a bridge over the canal at Market space, becomes every day more apparent. By their charter the canal company is required to keep bridges at every street; but in this instance, at least, it seems that Georgetown has no rights which the canal company is bound to respect.

Coal Trade – A dearth of schooners again retards the coal trade, and the figures show a slight decrease from those of last week. The receipts were 12,538 tons and the shipments 11,227 tons, as follows: Consolidation Coal Company – receipts 4,166; shipments 3,201. Maryland Coal Company – receipts 2,640; shipments 2,640. New Central Company – receipts 1,836; shipments 1,690, and Borden Mining Company – receipts 3,696; shipments 3,696.

AG, Fri. 8/18/76, p. 2. **CANAL COMMERCE**
 – Arrived – Boat W. Walsh to American Coal Co.

Departed – Boats A. S. Wintringham, J. R. Anderson, T. H. Faile, A. J. Akin and W. Walsh.

Sat. 8/19/76, p. 4. **Canal Trade.**

Twenty-two boats left this port yesterday, carrying 2,528 15 tons of coal, as follows:

Borden Mining Company		
Georgetown		
Donna Tilghman	Capt. Stoops	116 12
Chas. H. Knott	Capt. Young	119 12
F. J. Laing	Capt. Young	120 02
Washington		
Lizzie & Phillie	Capt. Gannon	117 19
Pattie Dunlop	Capt. Snyder	113 05
S. H. Sherman	Capt. Pitzer	116 03
	Six boats	703 13
Consolidation Coal Company		
Georgetown		
H. J. Kenah	Capt. Broderick	113 02

I. M. Boyer	Capt. Spong	116 00
J. M. Forbes	Capt. Moore	115 11
Williamsport		
A. Gruber	Capt. Woltz	117 13
Washington		
Dove	Capt. Mose	113 14
	Five boats	576 00
American Coal Company		
Alexandria		
H. O. Claughton	Capt. Fisher	118 03
John H. Parrott	Capt. Taylor	116 14
M. Sanford	Capt. Everly	111 17
Henry C. Flagg	Capt. Brown	115 08
American Flag	Capt. McKnight	117 09
	Five boats	579 11
New Central Coal Company		
Georgetown		
E. B. Hartley	Capt. Bonnert	109 01
E. Mulvaney	Capt. Cohill	112 13
A. Zeigler	Capt. Dixon	113 03
Jack Topper	Capt. Snyder	100 09
	Four boats	444 06
Maryland Coal Company		
Georgetown		
T. H. Irwin	Capt. Compton	113 05
M. A. Brady	Capt. Brady	112 00
	Two boats	225 05

The storage shed for the use of the Western Maryland railroad designed to be erected at the head of Canal street will not be put up this fall, but will be in the spring, if business opens brisk.

Muskrats.

The leak in the canal near Oldtown the other day was caused by the burrowing of a muskrat. As these pests are the cause of a large percentage of the breaks on the canal, efforts were made by the officials of the company to have them exterminated by offering a reward of 50 cents for every muskrat killed in the canal. But there was some cheating with this plan and it had to be given up. Parties made a regular business of catching muskrats far and wide; and one month the company paid our \$125 for muskrats killed.

One of the most annoying habits of these rodents is that they collect in the greatest numbers in the big pools, for they do not feel secure in the levels whence all the water can be

drawn off, and they're thus burrowing in the banks of the big water makes their ravages very dangerous, since the water at such points rushes out, when there is a leak, with unusual violence.

ES, Sat. 8/19/76, p. 4. **GEORGETOWN Wm. McBride**, whose arrest on a charge of murder was mentioned in yesterday's *Star*, was last evening surrendered to the Maryland authorities, the requisition for his person having arrived.

Grain Trade – The boat J. N. Thomas arrived yesterday with 1,100 bushels of wheat and 2,000 bushels corn for J. G. & J. M. Waters.

AG, Sat. 8/19/76, p. 2. **CANAL COMMERCE** – Arrived – Boats J. H. Stickney and David A. Lowe to American Coal Co. Departed – Boat M. D. Corse.

Mon. 8/21/76, p. 4. **Canal Trade.** Thirty-eight boats left this port Saturday, carrying 4,279 13 tons of coal, as follows:

American Coal Company		
Alexandria		
A. Jackson Clark	Capt. Wilson	117 00
W. E. Bell	Capt. Brendlinger	116 02
John P. Moore	Capt. Nuse	116 14
Peter G. Uhler	Capt. Pearce	115 19
Matthew Kersey	Capt. Fisher	115 19
Maj. E. L. Moore	Capt. Little	113 00
James A. Alexander	Capt. Penner	115 03
David Stewart	Capt. Penner	115 19
Edward Bayer	Capt. Fisher	116 14
	Nine boats	1044 10
Borden Mining Company		
Georgetown		
John M. Resley	Capt. Beles	113 18
S. H. Taylor	Capt. McDonald	114 04
Thos. H. West	Capt. J. Reid	111 03
Geo. T. Gattrell	Capt. Harper	117 19
Isaac Wilson	Capt. Sisler	116 01
Exchange	Capt. Cowden	105 15
L. N. Lovell	Capt. McCardell	118 03
Wm. Staple	Capt. Cowden	118 11
R. J. West	Capt. J. B. Slattery	115 08
	Nine boats	1031 02
Consolidation Coal Company		
Georgetown		
Morning Star	Capt. Snyder	110 01
H. C. Hicks	Capt. Riley	115 11

Capt. J. Sheridan	Capt. Creamer	114 16
Consolidation	Capt. Shuck	115 12
Lillie & May	Capt. Sandbar	115 06
Williamsport		
Monongahela	Capt. Shupp	<u>108 11</u>
	Six boats	677 17
Maryland Coal Company		
Georgetown		
F. L. Moore	Capt. Brown	
Ludlow Patton	Capt. Farman	96 01
Cumberland	Capt. Henry	108 00
Col. J. D. Tice	Capt. Magruder	105 04
H. B. Simonds	Capt. D. L. Taylor	109 08
James & Willie	Capt. J. Wilson	<u>110 12</u>
	Six boats	628 12
New Central Coal Company		
Georgetown		
Four Sisters	Capt. Dugan	112 17
R. H. Gordon	Capt. Miller	109 05
Geo. Hutton	Capt. Wright	<u>109 06</u>
	Three boats	331 08
Blaen Avon Coal Company		
Williamsport		
E. M. Stanhope	Capt. Shafer	115 17
Katie & Addie	Capt. Wolf	117 01
Alexandria		
Alpha	Capt. McKaig	<u>108 02</u>
	Three boats	342 00
Individual		
C. Segerson	Capt. Wallace	109 04
Knoxville, Md.		
Robert Portner	Capt. E. Cummings	<u>116 00</u>
	Two boats	225 04

Charged with Murder.

The Alexandria *Gazette* of Saturday says: Wm. McBride was arrested on the Chesapeake and Ohio canal near Georgetown, on Thursday, on the charge of murdering Jacob Allander, near the Seven Locks, a few weeks since. He was delivered to the Maryland authorities to be tried in Montgomery county, where the alleged murder occurred. McBride formerly resided in this city. The murder occurred during an altercation, and McBride claims to have acted in self-defense.

Coal Report.

The following is a report of the receipts and shipments of coal at Alexandria for the week ending last Saturday:

Receipts: American Coal Co., John H. Parrott, jr., agent, 4,329 tons.

Shipments: American Coal Company, 4,398 tons; Hampshire & Baltimore Company, 150 tons. Total; 4,548.

Resumption.

The Hampshire & Baltimore Coal Company will resume shipments by canal to Alexandria on the first of September. The boatmen will be paid 95 cents.

The first Cumberland coal that was ever loaded in Washington city for shipment in schooners was placed on the schooner "Pearl of Baltimore," on last Monday from the canal boat "E. L. Flury," Capt. John Boren, at the wharf of Thomas W. Riley & Sons. Her destination was Petersburg, Va.

During the week ending Saturday, 159 boats left this port carrying 18,070 tons of coal.

AG, Mon. 8/21/76, p. 2. **CANAL COMMERCE** – Arrived – Boats J. J. Swift, G. E. Porter, T. L. Betts, B. Williamson, J. Bradburn and Robert H. Miller to American Coal Co. Departed – Boats M. D. Corse, J. W. Morris, J. Hammond, J. H. Stickney and D. A. Lowe.

Tue. 8/22/76, p. 4. **Canal Trade.**

Twenty-six boats left this port Monday, carrying 2,949 08 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
G. N. Knode	Capt. Boyer	112 19
G. L. Shives	Capt. Shives	116 02
D. A. Miller	Capt. Miller	117 02
Geo. A. Pearre	Capt. Sensel	113 05
J. W. Turner	Capt. Rowland	110 18
Wm. M. Hill	Capt. Swain	<u>114 01</u>
	Six boats	684 07
American Coal Company		
Alexandria		
Chas. Clifton	Capt. Weaver	116 06
Chas. R. Hooff	Capt. Hine	114 03
Samuel Lloyd	Capt. McMullen	116 05
Geo. Sherman	Capt. Russell	112 07

Canal Trade - 1876

J. H. Platte	Capt. Hooker	113 06
R. S. Grant	Capt. Weaver	<u>115 06</u>
	Six boats	687 13
Borden Mining Company		
Georgetown		
Harry Borden	Capt. Cowden	117 05
Hunter G.	Capt. Cowden	119 10
Benj. Miller	Capt. Crumbaugh	114 06
Areturus	Capt. Turner	109 14
New Era	Capt. Cowden	<u>104 16</u>
	Five boats	565 11
Maryland Coal Company		
Georgetown		
Lillie & Nannie	Capt. Sterling	113 01
Mollie E. Spier	Capt. McDonald	116 15
Benj. F. Charles	Capt. Snyder	110 13
L. G. Stanhope	Capt. Nave	113 09
Ida & Willie	Capt. Albert	<u>109 11</u>
	Five boats	557 09
Blaen Avon Coal Company		
Williamsport		
L. W. Poffenberger	Capt. Hawley	118 00
J. B. Winslow	Capt. Taylor	<u>112 18</u>
	Two boats	230 18
New Central Coal Company		
Georgetown		
B. F. Price	Capt. A. S. Miller	111 13
	Individual	
A. Greenless	Capt. Fox	111 17

Review of the Coal Trade by Canal Last Week.

The following is a comparative statement of the coal shipped over the canal for the week ending last Saturday and for the corresponding week of last year:

	1875	1876
American	4,271 04	3,810 05
Maryland	9,133 02	2,760 05
Borden	6,063 19	3,463 12
Consolidation	5,138 03	4,336 13
New Central	3,889 08	1,558 18
Blaen Avon	683 18	1,139 06
Atlantic	115 10	0
Gas Coal	1,894 12	113 05
Total	31,193 16	18,182 04

Decrease 13,011 12.

Attention is called to the card in this morning's issue wherein thanks are returned by

Messrs. P. Hein & Co., to those who assisted in extinguishing the fire yesterday.

Canal Receipts.

The accrued revenue from this port for the week ending Saturday was \$8,013.26. Of this there were payable at Cumberland \$7,551.86; at Georgetown \$314.56; at Williamsport \$146.84.

ES, Tue. 8/22/76, p. 4. **GEORGETOWN Grain Trade** – The arrivals were: Boat Seneca with 1,600 bushels of wheat and 100 bushels rye for H. M. Talbott; 100 bushels wheat, 250 bushels corn, 1,900 bushels mill feed and 150 barrels of flour for Hartley & Bro., and 700 bushels of wheat for T. C. Wheeler. Boat Wheeler & Barron with 300 bushels wheat and 700 bushels corn for H. M. Talbott; 1,600 bushels wheat, 600 bushels corn and 18 bales of hay for Hartley & Bro, and 500 bushels corn for T. C. Wheeler. Boat William Ryder with 3,700 bushels wheat for Hartley & Bro.

AG, Tue. 8/22/76, p. 3. **CANAL COMMERCE** – Arrived – Boats S. S. Howison, M. M. Lewis, H. Delafield, W. J. Boothe, Jr., L. A. Long and A. Main to American Coal Co. Departed – Boats J. J. Swift, G. E. Porter, T. L. Betts and B. Williamson.

Wed. 8/23/76, p. 4. **Canal Trade.**

Thirty boats left this port Tuesday, carrying 3,416 11 tons of coal, as follows:

American Coal Company		
Alexandria		
John L. Read	Capt. Hooker	119 08
John W. Burke	Capt. Renner	119 13
Chas. Robb	Capt. Bowers	117 06
Weyand Doerner	Capt. Goodwin	116 12
John Wilson	Capt. McCann	116 10
James R. Anderson	Capt. Reynolds	116 04
Thos. H. Faile	Capt. Poffenberger	<u>115 09</u>
	Seven boats	821 07
Consolidation Coal Company		
Georgetown		
Star No. 1	Capt. Jackson	100 10
Ino	Capt. McCarty	114 01
Ernst & Holland	Capt. Penner	114 15

Canal Trade - 1876

Miner	Capt. Yingling	112 05
A. P. Gorman	Capt. Yingling	115 00
Williamsport		
Grason & Fannie	Capt. Taylor	<u>109 13</u>
	Six boats	666 04
Maryland Coal Company		
Georgetown		
Mollie E. Spier	Capt. McDonald	110 15
Willie & Annie	Capt. Derr	113 12
H. Boyd	Capt. Brown	117 09
Abram Kuhn	Capt. Overcash	114 01
Mayfield & Hieston	Capt. Goodwin	<u>114 02</u>
	Five boats	579 19
New Central Coal Company		
Georgetown		
Mary Mack	Capt. McArthur	112 04
Ohio	Capt. Pierce	112 10
City of Hamburg	Capt. Coffman	111 11
Daniel Henry	Capt. O'Neal	<u>108 11</u>
	Four boats	444 16
Borden Mining Company		
Georgetown		
John G. Lynn	Capt. Martin	113 01
Theo. Dean	Capt. Martin	117 10
Washington, D. C.		
Johnny & Franky	Capt. Speaker	<u>111 15</u>
	Three boats	342 06
Blaen Avon Coal Company		
Williamsport		
J. H. Houck	Capt. Reed	112 04
Clara	Capt. Eddy	111 14
W. E. Turner	Capt. Riley	112 07
Georgetown		
James Spielman	Capt. Miller	<u>113 00</u>
	Four boats	449 05
	Individual	
Georgetown		
Centennial	Capt. Boley	122 14

Sun, Wed. 8/23/76, p. 4. *Georgetown Affairs* – Michael McQuade fell from his horse near the Aqueduct bridge about 6 o'clock yesterday evening and was severely cut about the head.

ES, Wed. 8/23/76, p. 4. **GEORGETOWN Grain Trade** – One thousand bushels of wheat arrived on the boat Medley.

ALEXANDRIA

Resumption – The Hampshire and Baltimore Coal Company will resume shipments by canal to Alexandria on the first of September. The boatmen will be paid 95 cents. – *Gazette, 22nd*.

AG, Wed. 8/23/76, p. 3. **CANAL COMMERCE** – Arrived – Boats W. C. Hunter and G. L. Boothe to American Coal Co. Departed – Boats R. H. Miller, J. Bradburn, S. S. Howison and Dr. M. M. Lewis.

Thu. 8/24/76, p. 4. **Canal Trade.**
Twenty-four boats left this port Wednesday, carrying 2,748 13 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Mohawk	Capt. Baker	113 17
J. M. Reed	Capt. Eichelberger	116 15
Creole	Capt. Jackson	113 14
B. L. Slack	Capt. Turner	122 08
J. R. Cruzen	Capt. Lypold	113 12
A. Gruber	Capt. Woltz	<u>117 18</u>
	Six boats	698 04
American Coal Company		
Alexandria		
A. S. Wintringham	Capt. Eichelberger	112 02
A. J. Akin	Capt. Poffenberger	115 14
Wm. Walsh	Capt. Teach	115 13
J. W. Morris	Capt. Bowers	114 00
J. H. Stickney	Capt. Benner	111 14
M. D. Corse	Capt. Bear	<u>115 07</u>
	Six boats	684 10
Borden Mining Company		
Georgetown		
Alice	Capt. Artz	118 08
Dr. O. M. Schindel	Capt. Warner	116 14
A. C. Green	Capt. Joy	117 00
J. R. Haines	Capt. Irwin	<u>115 00</u>
	Four boats	467 02
Maryland Coal Company		
Georgetown		
Geo. B. Oswald	Capt. Myers	113 14
Moses Whitson	Capt. Myers	111 11
Col. J. C. Lynn	Capt. Reid	<u>113 01</u>
	Three boats	338 06
New Central Coal Company		
Georgetown		
F. F. Davis	Capt. H. Swain	114 12
D. R. Long	Capt. Long	<u>110 17</u>
	Two boats	225 09
Blaen Avon Coal Company		
Williamsport		
David Seibert	Capt. Hamilton	111 01
C. B. Embrey	Capt. Buchanan	<u>112 12</u>
	Two boats	223 13
	Individual	

Williamsport
I. J. Kreps Capt. Smith 111 08

Shooting Affray.

Last night about half past eight o'clock there occurred a shooting affray in Shantytown between two men named George Brant and a man by the name of Wright, an unknown man here, whose full name we could not learn. Brant was lying on a bench on the outside of Joseph Boner's saloon, when Wright came out of the saloon and pushed Brant off the bench, whereat the latter said: "Do you know what you are about?" Wright replied: "You are a son of a b_____." This greatly enraged Brant and he got up to get a stone to defend himself, whereupon Wright came at him with a revolver, firing as he advanced. One of the balls struck Brant just above abdomen, and pushing one of the floating ribs glanced off, inflicting an ugly flesh wound. During the excitement after the shooting of Brant, Wright made his escape, but was captured by the police.

NR, Thu. 8/24/76, p. 4. **Recovered.**

In April last J. B. Douglas, of Washington county, Md., collector of the Chesapeake and Ohio canal, lost a valuable horse. A few days ago, Lieutenant Greer and Officer Morris noticed a horse answering the description of the stolen animal, which was being driven in a buggy by Chief Clerk Jewell, of the Bureau of Engraving and Printing. The horse was recovered and turned over to the property clerk of the District. The Government bought it from a man named Boyle, for the use of the Bureau of Engraving and Printing. Mr. Douglas fully identified his property.

ES, Thu. 8/24/76, p. 4. **GEORGETOWN**

The Aqueduct Bridge is being repaired at the Georgetown end, and as soon as the repairs there are completed the workmen will be transferred to the Virginia side. The steer which escaped during the recent accident in crossing the bridge, and for which \$20 reward was offered, was found last night out Rock Creek by Stephen

Beach so much reduced in flesh that the reward more than covers its value.

Grain Market – Boat Hattie & Bessie with 3,200 bushels of wheat to Hartley & Bro. Boat H. M. Talbott with 2,500 bushels of wheat to H. M. Talbott and 400 bushels of wheat to Hartley & Bro. Boat Medley with 1,000 bushels wheat to H. M. Talbott. Boat Ellen Brooks with 3,800 bushels corn and 100 barrels flour to J. G. & J. M. Waters.

AG, Thu. 8/24/76, p. 3. **CANAL**

COMMERCE – Arrived – Boats J. Dayton, D. Annon, W. J. B. Lloyd, M. Snow, Rechabites and W. Gregory.

Departed – Boats W. J. Boothe, H. Delafield, L. A. Long, Andrew Main, W. C. Hunter and G. L. Boothe.

Fri. 8/25/76, p. 4. **Canal Trade.**

Twenty-six boats left this port yesterday, carrying 2,987 01 tons of coal, as follows:

Borden Mining Company

Georgetown		
Fall River	Capt. Farrow	114 14
Borden & Lovell	Capt. Shives	117 18
Denton Jacques	Capt. Newkirk	116 07
Kate Prather	Capt. Fernsner	121 09
J. B. Lynn	Capt. Wiland	108 13
E. L. Flury	Capt. Borden	122 15
Mollie	Capt. Hammond	104 02
Washington, D. C.		
Henry Freeland	Capt. Cowden	117 13
	Eight boats	923 11

Consolidation Coal Company

Georgetown		
Congress	Capt. Kirby	116 18
Energy	Capt. Morrow	114 14
James Light	Capt. Boyd	113 01
J. K. Whitford	Capt. Moore	114 06
A. E. McDonald	Capt. McDonald	117 07
Anna Bruce	Capt. Draner	113 06
Williamsport		
Monongahela	Capt. Shupp	109 13
	Seven boats	799 05

Maryland Coal Company

Georgetown		
D. A. Carl	Capt. Dennell	110 08
John Park Agnew	Capt. Snyder	106 14
A. H. Bradt	Capt. Hill	108 16
Sharpsburg	Capt. Spong	106 01

Six Brothers	Capt. Zimmerman	<u>112 13</u>
	Five boats	544 12
New Central Coal Company		
Georgetown		
Thomas Sammon	Capt. French	110 15
Hanson Willison	Capt. McCall	103 10
Geo. W. Jones	Capt. Dixon	112 08
Viola H. Weir	Capt. Dixon	<u>110 17</u>
	Four boats	437 10
American Coal Company		
Alexandria		
Thomas Patton	Capt. Eaton	116 01
Blaen Avon Coal Company		
Williamsport		
E. M. Stanhope	Capt. Murray	116 02

Committed.

Yesterday the man Wright, who shot John Brandt on Wednesday night, was brought before Justice Widener, and in default of \$300 bail was sent to jail.

Brandt also failed to get security as a witness and was sent to jail. Last evening he grew worse and commenced vomiting, when a physician was sent for. He is in critical condition.

ES, Fri. 8/25/76, p. 4. **GEORGETOWN Grain Trade** – Boat J. N. Thomas with 2,200 bushels wheat and 1,500 bushels of corn consigned to J. G. & J. M. Waters. Boat Caledonia with 3,400 bushels of wheat to Hartley & Bro. Boat J. S. Welsh with 200 bushels of wheat to H. M. Talbott.

Coal Trade – Report for the week: ending today: Consolidation Coal Company – receipts 5,539 tons; shipments 3,851 tons. Maryland Coal Company – receipts 3,452 tons; shipments 3,308 tons. New Central Coal Company – receipts 2,400 tons; shipments 2,300 tons. Borden Mining Company – receipts 2,760 tons; shipments 2,700 tons.

AG, Fri. 8/25/76, p. 2. **CANAL COMMERCE** – Arrived – Steamer Alpha to Wm. A. Smoot; boats C. Segerson to J. P. Agnew; G. P. Lloyd, W. Darrow, S. Henry, J. Green and M. A. Myers to American Coal Co. Departed – Boats Rechabites and D. Annon.

 p. 3. **Resumption** – The Cumberland *News*, in quoting the statement of a proposed resumption of shipments by the Hampshire and Baltimore Coal Company, as published in the *Gazette* says: “The above statement, which is without foundation in fact, was first published in this city. The Hampshire company say that they may resume shipments next month but have not fixed upon the date nor arranged for the rate of freight.”

Notwithstanding which it is learned, upon good authority, that the shipments will doubtless be resumed on or about the first of September, although *official* information of that fact or of the rate of freight to be paid has not yet been received.

Coal Trade – The shipments of coal from this port and Georgetown are again retarded and, in fact, almost stopped for want of vessels, very few of which are to be had at either port. It is also feared that the Cumberland coal trade will be injured to a considerable extent by the forced sales of immense quantities of coal, incident to the breaking up of the Pennsylvania coal ring.

Sat. 8/26/76, p. 4. **Canal Trade.**

Twenty-four boats left this port Wednesday, carrying 2,754 12 tons of coal, as follows:

Borden Mining Company		
Georgetown		
Sallie E. Hassett	Capt. Mouse	119 15
Warren Delano	Capt. Fernsner	116 06
C. L. Brengle	Capt. Doyle	113 08
Maggie B.	Capt. Cowden	113 16
Invincible	Capt. Cowden	123 00
Wm. Borden	Capt. Manning	117 03
Washington, D. C.		
E. Stake	Capt. Kimble	<u>118 07</u>
	Seven boats	821 15
Consolidation Coal Company		
Georgetown		
W. H. Boyd	Capt. Seaman	111 00
Belle Resley	Capt. Teeters	115 12
S. T. Ekis	Capt. Johnson	116 00
Jacob McGraw	Capt. Mertens	114 17
J. & D. Nuse	Capt. Luckett	114 06
Dr. A. A. Biggs	Capt. Brubaker	115 18

	Six boats	687 13
New Central Coal Company		
Georgetown		
Elizabeth	Capt. Seaman	105 04
Wm. P. Wools	Capt. Little	107 01
Geo. S. Couter	Capt. Newell	111 15
Benj. Bissell	Capt. McChan	114 03
	Four boats	438 03
Maryland Coal Company		
Georgetown		
Thomas Sammon	Capt. Harrison	113 01
Dr. Eliason	Capt. Dolan	113 04
Busy Bee	Capt. Dolan	112 06
	Three boats	338 11
American Coal Company		
Alexandria		
D. A. Lowe	Capt. Lynch	116 09
Ben Williamson	Capt. Austin	115 16
Dr. G. Ellis Porter	Capt. Chaney	116 06
	Three boats	348 11
Blaen Avon Coal Company		
Williamsport		
Katie & Addie	Capt. Wolf	119 19

George Brandt, the man who was shot the other night in South Cumberland and is now held in jail to appear as a witness against his assailant, complained yesterday of suffering considerable uneasiness and pain in his right side. The ball was a small one discharged from a "pepper box" pistol, and would be difficult to find, and probing would be a rather dangerous experiment. It is hard to tell just yet what the result of the shot may be.

It seems a very unrighteous law that compels an innocent man to be confined in the same jail with the man who shot him. It seems more unjust when the man is suffering from a severe wound.

We presume the sheriff and his kind wife will do all they can to mitigate his sufferings and make his condition as comfortable as possible, but he should certainly be allowed to be removed to his friends, if he has any, or to the almshouse, if he has none, where he could have more quiet surroundings more favorable to his recovery.

The Maryland.

The steam packet Maryland, with acting paymaster Mr. Stephen Gambrill and Superintendent Mulvaney on board, arrived in this port last night about nine o'clock, having made the trip from Hancock up in one day. Mr. Gambrill will not remain here longer than is necessary to pay off the employees of the company at this point.

ES, Sat. 8/26/76, p. 4. **ALEXANDRIA**

The Coal Trade – The shipments of coal from this port and Georgetown are again retarded, and in fact, almost stopped for the want of vessels, very few of which are to be had at either port. It is also feared that the Cumberland coal trade will be injured to a considerable extent by the forced sales of immense quantities of coal, incident to the breaking up of the Pennsylvania coal ring. *Gazette.*

AG, Sat. 8/26/76, p. 2. **Canal Boatman Shot** – In a quarrel between boatmen in a saloon in South Cumberland, the other night, George Brant was shot with a revolver in the upper part of the abdomen by Frank Wright, who had a hearing Thursday, and was committed to jail, as was also Brent, who was held as a witness. The wound at first was not considered serious, but Thursday became so painful that a physician probed it, but failed to extract the ball. Fatal results may ensue.

 p. 3. **CANAL COMMERCE** – Arrived – Boats A. Greenless, Jr. to John P. Agnes; W. Smith, R. Bender, M. Sanford and American Flag to American Coal Co. Departed – Boats W. Gregory, J. Dayton, M. Snow, W. J. B. Lloyd, G. P. Lloyd, C. Segerson, W. Darrow, S. Henry and J. Green.

Mon. 8/28/76, p. 4. **Canal Trade.**

Twenty-eight boats left this port Saturday, carrying 2,179 19 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
J. N. Clary	Capt. Bowers	113 18

Joel Charles	Capt. Hammond	114 18
A. M. Grove	Capt. Grove	118 02
Star No. 2	Capt. Moore	93 15
Adam Norrie	Capt. Pennell	114 11
Williamsport		
Grason & Fannie	Capt. Taylor	110 07
Shepherdstown		
Samuel Bacon	Capt. Rowland	<u>119 11</u>
	Seven boats	785 02
Borden Mining Company		
Georgetown		
Julia Borden	Capt. Cowden	114 18
Charles Hassett	Capt. Mosher	118 09
Little Nan	Capt. Snyder	113 03
W. L. Shaw	Capt. Kinsel	113 07
F. L. Tilghman	Capt. Cowden	117 12
Geo. W. Thecker	Capt. Todd	107 19
Washington		
Onward	Capt. Donnelly	116 15
Phillie G.	Capt. McCann	<u>116 13</u>
	Eight boats	918 16
American Coal Company		
Alexandria		
S. S. Howison	Capt. Swain	116 12
Robert H. Miller	Capt. Cramer	118 18
Dr. M. M. Lewis	Capt. Eichelberger	117 03
John J. Swift	Capt. Eichelberger	116 14
John Bradburn	Capt. Malone	116 12
Theo. L. Betts	Capt. McLucas	<u>116 01</u>
	Six boats	702 00
New Central Coal Company		
Georgetown		
John B. Turton	Capt. Brooks	111 08
Dr. F. M. Davis	Capt. Middleton	111 15
Geo. H. Bradt	Capt. Wesson	<u>114 09</u>
	Three boats	337 12
Maryland Coal Company		
Georgetown		
C. J. Myers	Capt. Malone	109 13
Industry	Capt. Crocket	109 08
Ludlow Patton	Capt. Farman	<u>101 19</u>
	Three boats	321 00
Blaen Avon Coal Company		
J. B. Winslow	Capt. Taylor	115 09

The Alexandria Gazette says that the shipments of coal from that port and Georgetown are again retarded, and in fact almost stopped for want of vessels, very few of which are to be had at either port. It is also feared that the Cumberland coal trade will be injured to a considerable extent by the forced sale of

immense quantities of coal, incident to the breaking up of the Pennsylvania coal ring.

Mr. A. M. Brandt left this city last night on the 2 a.m. train for Washington city, where he will take up a residence with his family, who follow him today.

During his stay with us, Mr. Brandt has made many warm friends, who will regret his leaving as one of our best citizens and business men.

Coal Trade at Georgetown.

The following is a report of the coal trade at Georgetown for the week ending Friday:

Consolidation Coal Company – receipts 5,539 tons; shipments 3,851 tons. Maryland Coal Company – receipts 3,452 tons; shipments 3,308 tons. New Central Coal Company – receipts 2,400 tons; shipments 2,300 tons. Borden Mining Company – receipts 2,750 tons; shipments 2,760 tons.

One hundred and fifty-eight boats left this port for the week ending last Saturday, carrying 17,986 03 tons of coal.

The receipts and shipments of coal at Alexandria for the week ending Saturday are as follows:

American Coal Company – receipts 2,808 tons; shipments 1,660 tons.

AG, Mon. 8/28/76, p. 2. **CANAL COMMERCE** – Arrived – Boats H. O. Claughton, H. C. Flagg, J. H. Parrott, J. P. Moore, P. G. Uhler and A. J. Clark. Departed – Boats J. Snively, M. A. Myers, H. Herbner, W. Smith, R. Bender, M. Sanford and steamer Alpha.

Tue. 8/29/76, p. 4. **Canal Trade.**

Twenty-nine boats left this port yesterday, carrying 3,286 04 tons of coal, as follows:

Consolidation Coal Company
 Georgetown

Canal Trade - 1876

A. B. Turner	Capt. Reynolds	116 05
M. Fannon	Capt. Bissett	117 18
W. L. Read	Capt. Bowers	116 04
Jimmy M., jr.	Capt. Bush	116 02
J. T. Davis	Capt. Berger	114 09
Williamsport		
A. Gruber	Capt. Woltz	116 18
Dove	Capt. Mose	<u>118 07</u>
	Seven boats	816 03
American Coal Company		
Alexandria		
W. C. Hunter	Capt. Butler	116 15
Henry Delafield	Capt. Hetzer	113 06
Lizzie A. Long	Capt. Long	117 13
Andrew Main	Capt. Bowers	117 02
W. J. Boothe	Capt. Hatch	111 10
Gardner L. Boothe	Capt. Davis	<u>116 15</u>
	Six boats	693 01
Maryland Coal Company		
Georgetown		
Three Brothers	Capt. Matthews	112 11
Malcolm Sinclair	Capt. O'Neal	112 13
J. B. Slattery	Capt. McCoy	102 19
F. L. Moore	Capt. Brown	103 01
H. G. Wagner	Capt. Atkinson	<u>100 17</u>
	Five boats	532 01
Borden Mining Company		
Georgetown		
Areturus	Capt. Turner	104 04
New Era	Capt. Cowden	108 13
Alexander	Capt. Cowden	115 17
Sally J. Kelly	Capt. Kelly	<u>120 02</u>
	Four boats	448 16
New Central Coal Company		
Georgetown		
Emma	Capt. Paxton	114 00
American Boy	Capt. Robinson	110 17
A. Lincoln	Capt. Unglesbie	<u>110 00</u>
	Three boats	334 17
Blaen Avon Coal Company		
Georgetown		
C. Embrey	Capt. Buchanan	112 18
J. A. Spielman	Capt. Miller	112 18
J. Hieston	Capt. Alexander	<u>116 12</u>
	Three boats	342 08
Individual		
Robert Partner	Capt. Nunberger	118 18

**Review of the Coal Trade by
 Canal Last Week.**

The following is a comparative statement of the coal shipped over the canal for the week ending last Monday and for the corresponding week of last year:

	1875	1876
American	3,110 17	3,360 02
Maryland	9,028 06	2,559 00
Borden	5,115 10	4,161 15
Consolidation	2,526 11	4,320 15
New Central	3,525 19	2,218 08
Blaen Avon	1,159 04	1,255 08
Atlantic	113 07	0
Gas Coal	<u>1,600 09</u>	<u>0</u>
Total	26,179 17	17,875 08

Decrease 8,304 09.

ES, Tue. 8/29/76, p. 4. **GEORGETOWN Grain Market** – Boat Loudoun with 1,550 bushels of wheat and 350 bushels of corn to Hartley & Bro.; also 850 bushels of what and 800 bushels of corn to H. M. Talbott.

AG, Tue. 8/29/76, p. 3. **CANAL COMMERCE** – Arrived – Boats W. E. Bell, E. L. Moore, M. Kersey, E. Bayer, J. A. Alexander, D. Stewart, J. H. Platte and G. Sherman to American Coal Co. Departed – Boats H. O. Claughton, American Flag, J. H. Parrott, Jr., H. C. Flagg, J. P. Moore and P. G. Uhler.

Wed. 8/30/76, p. 4. **Canal Trade.**

Thirty-three boats left this port yesterday, carrying 3,777 01 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
R. Shriver	Capt. Nuse	112 16
Willie & Johnnie	Capt. Morrison	122 19
G. W. Barnett	Capt. Little	113 14
Linnet	Capt. Zeigler	112 08
Laura	Capt. Brubaker	114 13
H. T. Weld	Capt. Nuse	98 18
Johnny & Tommy	Capt. Bell	<u>115 05</u>
	Seven boats	790 13
Maryland Coal Company		
Georgetown		
Bernadette	Capt. Jordan	112 05
Queen City	Capt. Edenhart	115 15
Thomas Venners	Capt. Ganley	109 12
G. Berkebile	Capt. Wegman	113 11
D. L. Taylor	Capt. Turner	<u>116 14</u>
	Five boats	567 17
American Coal Company		
Alexandria		
Daniel Annan	Capt. Eichelberger	116 02

Canal Trade - 1876

James Dayton	Capt. Shaw	113 19
Rechabites	Capt. Harris	115 13
Wm. McGregor	Capt. James	<u>116 04</u>
	Four boats	461 18
New Central Coal Company		
Georgetown		
F. A. Mertens	Capt. Manning	112 03
J. E. Coulehan	Capt. Kimble	111 17
Geo. Blackburn	Capt. Keesucker	114 00
Wm. Young	Capt. Reives	117 11
Richard Fannon	Capt. Sorrell	114 05
J. R. Couter	Capt. Williams	114 04
Dr. J. P. Broderick	Capt. Little	113 00
J. R. Purcell	Capt. Armstrong	<u>113 05</u>
	Eight boats	910 05
Borden Mining Company		
Georgetown		
Pattie Dunlop	Capt. Snyder	115 04
Mabel	Capt. Turner	126 14
Susan Charles	Capt. Snyder	116 10
Donna Tilghman	Capt. Stoops	118 06
Emerald	Capt. Long	113 04
Martha	Capt. Long	119 04
Capt. J. R. Masters	Capt. Gorman	117 01
Arthur Lovell	Capt. Gorman	<u>104 15</u>
	Eight boats	930 18
Blaen Avon Coal Company		
Williamsport		
David Seibert	Capt. Hamilton	115 10

Getting Under Way.

Messrs. P. Hein & Co. have now about completed clearing up their premises from the burned and half burned timber resulting from the recent fire. They have already built a large wooden stable for their teams, and in a short time will begin the erection of a wooden factory to replace the one burned down.

The steam packet Maryland was out on the docks yesterday having some general repairing done.

ES, Wed. 8/30/76, p. 4. **GEORGETOWN Grain Trade** – Boat Caledonia with 3,000 bushels of wheat to Hartley & Bro. Also, by canal, 780 bushels of wheat to J. G. & J. M. Waters.

AG, Wed. 8/30/76, p. 3. **CANAL COMMERCE** – Arrived – Boats I. J. Kreps to

J. P. Agnew; J. L. Read, R. S. Grant, C. Clifton, S. Lloyd, C. R. Hooff, J. W. Burke, C. Robb, J. Wilson and W. Doerner to American Coal Co. Departed – Boats A. J. Clark, W. E. Bell, Major E. L. Moore, M. Kersey, A. Greenless, Jr., E. Bayer, J. A. Alexander and D. Stewart.

Thu. 8/31/76, p. 1. **Big Fish.**

Mr. E. F. Rizer, formerly of this city, at present clerking for Sprigg & Co., at the canal tunnel, was out fishing on Tuesday last with Mr. Gus Barrett, of this city, and succeeded in hauling out forty-odd bass, the largest one being six pounds, and the smallest one less than one pound. Who can do better? Next.

p. 4. **Canal Trade.**

Thirty-two boats left this port yesterday, carrying 3,656 17 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
W. Thompson	Capt. O'Brian	116 15
W. C. Ernst	Capt. Bender	117 06
I. Crane	Capt. White	115 02
J. A. Graham	Capt. Brubaker	115 12
M. S. O'Donnell	Capt. Piper	118 09
Julia Tyler	Capt. Hebb	111 17
Star No. 3	Capt. Pennell	102 00
Williamsport		
Monongahela	Capt. Shupp	<u>111 14</u>
	Eight boats	908 15
New Central Coal Company		
Georgetown		
M. A. West	Capt. Conrad	115 15
Friendship	Capt. Hall	109 12
William R. Shaw	Capt. Coffman	112 03
S. H. Davis	Capt. Mouse	112 18
M. Ruben	Capt. Gardner	113 18
R. A. Goodwin	Capt. Kaiser	115 07
Loretto	Capt. Ardinger	114 07
Dennis Murphy	Capt. Dick	<u>108 08</u>
	Eight boats	902 08
Borden Mining Company		
Georgetown		
Alonzo Berry	Capt. Ardinger	117 15
Henry Kraus	Capt. Cowden	114 00
Jos. H. Farrow	Capt. Ardinger	120 03
F. J. Laing	Capt. Young	120 11
C. H. Knott	Capt. Young	118 00
Washington		
Thos. H. West	Capt. Reid	113 03
Hunter G.	Capt. Cowden	116 16

	Seven boats	820 08
American Coal Company		
Alexandria		
W. J. B. Lloyd	Capt. Kirkpatrick	115 16
James Green	Capt. Martz	115 07
G. P. Lloyd	Capt. Emberson	112 17
Wm. Darrow	Capt. Wilson	112 19
Michael Snow	Capt. Martz	116 14
	Five boats	573 13
Maryland Coal Company		
Georgetown		
T. J. Mahaffy	Capt. Otto	110 18
P. J. Sowers	Capt. Rockwell	114 00
James E. Hughes	Capt. O'Neal	111 13
	Three boats	336 11
Blaen Avon Coal Company		
Williamsport		
E. M. Stanhope	Capt. Shaffer	115 02

The Hampshire & Baltimore company will resume coal shipments by canal on Friday, September 1, though they will not ship any considerable quantity before Monday next. — *News.*

Mortality of Canal Stock.

A gentleman well posted on canal affairs tells us that there are now only about 1,800 horses and mules employed in towing boats on the canal, or an average of about 3½ to a boat. In prosperous times the average is about 5½, or the number of stock about 3,000. Last year the mortality among mules was very great, and fully 400 are said to have died. The deaths so far this year have been about 200 and will probably amount to 300 before the season is over. Boatmen are working with as little stock as possible, and this decrease of force makes the work especially hard on small teams.

ES, Thu. 8/31/76, p. 4. **GEORGETOWN Grain Market** — Boat H. M. Talbott with 2,500 bushels of wheat and 1,000 bushels of corn consigned to H. M. Talbott. Boat Seneca with 1,400 bushels of wheat and 600 bushels of corn to H. M. Talbott and 400 bushels of wheat to T. C. Wheeler. Boat J. S. Welch with 700 bushels of wheat to T. C. Wheeler and 200 bushels of wheat to H. M. Talbott.

AG, Thu. 8/31/76, p. 3. **CANAL COMMERCE** — Arrived — Boats Benj. Miller to Appleman's brickyards; G. Hughes hoop poles for Philadelphia; J. R. Anderson, T. H. Faile, A. J. Akin, M. D. Corse, J. H. Stickney and W. Welsh to American Coal Co. Departed — Boats I. J. Kreps, G. Sherman, J. H. Platte, C. Clifton, R. S. Grant, S. Lloyd, J. L. Read, C. R. Hooff, J. W. Burke, C. Robb, J. Wilson and W. Doerner for Cumberland.

Fri. 9/1/76, p. 4. **Canal Trade.**

Thirty-one boats left this port yesterday, carrying 3,493 15 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
W. Moorehead	Capt. Read	108 14
M. M. Jane	Capt. Arthur	113 10
M. C. Clay	Capt. Murphy	116 12
Hawk	Capt. Benner	117 04
Robin	Capt. Compton	118 00
G. Meredith	Capt. Compton	117 16
Lark	Capt. French	113 14
Williamsport		
Grason & Fannie	Capt. Taylor	111 09
	Eight boats	916 19
Borden Mining Company		
Georgetown		
Henry S. Miller	Capt. Artz	109 14
B. M. Young	Capt. Miles	115 00
Geo. T. Gatrell	Capt. Harper	120 15
N. Williams	Capt. Zimmerman	112 14
John W. Rhind	Capt. Wyatt	113 15
J. H. Snyder	Capt. Mills	116 05
Washington		
Alex. Kratz & Co.	Capt. Brookman	118 01
Two Locks		
Ida & Sally	Capt. Miles	75 19
	Eight boats	882 03
New Central Coal Company		
Georgetown		
Wm. M. Price	Capt. Griminger	114 14
Williamsport	Capt. Stickle	110 10
Four Sisters	Capt. Dugan	114 11
Lizzie Reagan	Capt. Rinehart	116 13
E. B. Hartley	Capt. Bonnett	109 01
John Rieves	Capt. Dick	111 03
	Six boats	676 12
Maryland Coal Company		
Georgetown		
Thomas O'Connell	Capt. Mills	108 11
S. S. Lynn	Capt. Kroon	110 11

Canal Trade - 1876

Carrie & Maggie	Capt. Lindsey	109 03
Wm. H. Lowe	Capt. Renner	114 04
Geo. S. Young	Capt. Renner	<u>111 09</u>
	Five boats	553 18

American Coal Company

Alexandria		
Samuel Henry	Capt. Turner	113 17
M. A. Myers	Capt. Martin	115 19
Wm. Smith	Capt. Master	<u>115 17</u>
	Three boats	345 13

Blaen Avon Coal Company

Katie & Addie	Capt. Wolf	118 10
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Slight Detention.

There was a slight detention of boats yesterday, caused by the repairing of a lock-gate at Oldtown. The work was done well and promptly under the directions of Superintendent Mulvaney.

ES, Fri. 9/1/76, p. 4. **GEORGETOWN**

Grain Market – Boat Hattie & Bessie with 3,100 bushels of wheat and 100 barrels of flour to Hartley & Bro. Boat Wheeler & Barron with 2,200 bushels of wheat and 500 bushels of corn to Hartley & Bro., and 700 bushels of wheat and 400 bushels of corn to H. M. Talbott. Boat J. N. Thomas with 2,150 bushels of wheat and 1,200 bushels of corn to J. G. & J. M. Waters. By canal – 430 bushels of wheat to T. C. Wheeler.

Coal Trade – (Report for week ending today): Consolidation Coal Co. – receipts 6,213 tons, shipments 6,671 tons; Maryland Coal Co. – receipts 2,960 tons, shipments 2,960 tons; New Central Coal Co. – receipts 3,800 tons, shipments 3,645 tons; Borden Mining Co. – receipts 3,335 tons, shipments 3,935 tons.

AG, Fri. 9/1/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Caledonia to Lee & Bro. and J. H. Stickney.

Departed – Boats J. R. Anderson, T. H. Faile, A. J. Akin, W. Welsh, B. Miller, Geo. Hughes and M. D. Corse.

Sat. 9/2/76, p. 4. **Canal Trade.**

Twenty- eight boats left this port yesterday, carrying 3,224 18 tons of coal, as follows:

Consolidation Coal Company

Georgetown		
J. R. Ray	Capt. Kerfoot	119 15
Dr. Russell	Capt. Seaman	115 05
Yonkers	Capt. Mondell	109 05
Tommy & Nellie	Capt. Little	115 14
P. J. Smith	Capt. Anderson	110 00
Diligent	Capt. Moriarty	120 19
C. Slack	Capt. Lewis	113 04
A. F. Lantz	Capt. Swain	117 13
C. P. Manning	Capt. Reid	<u>115 05</u>
	Nine boats	1037 00

Borden Mining Company

Georgetown		
John T. James	Capt. Weller	115 13
Harry Borden	Capt. Cowden	114 09
J. T. Scrivener	Capt. Quigley	106 09
John Sammon	Capt. Quigley	115 11
R. B. Lynn	Capt. Dick	118 18
Isaac Wilson	Capt. Sisler	117 11
Washington		
Mollie & Bettie	Capt. O'Neal	<u>114 01</u>
	Seven boats	803 10

American Coal Company

Alexandria		
Wm. E. Bell	Capt. Brendlinger	118 02
John P. Moore	Capt. Nuse	116 17
J. H. Parrott, jr.	Capt. Taylor	115 16
American Flag	Capt. McKnight	116 02
M. Sanford	Capt. Everly	115 16
Henry C. Flagg	Capt. Brown	116 11
Peter G. Uhler	Capt. Pearce	<u>116 01</u>
	Seven boats	815 05

New Central Coal Company

Georgetown		
J. Hammond	Capt. Brooks	114 16
E. Mulvaney	Capt. Cohill	<u>115 00</u>
	Two boats	229 16

Blaen Avon Coal Company

Williamsport		
J. B. Winslow	Capt. Taylor	112 18
J. A. Spielman	Capt. Miller	<u>113 02</u>
	Two boats	226 00

Maryland Coal Company

Berlin		
Our Sister		113 07

ES, Sat. 9/2/76, p. 4. **GEORGETOWN**

The Canal – The wall at Lock No. 7, which is the lower lock on the Cabin John level, gave way

last evening, and will prevent the arrival and departure of boats for a day or two.

Grain Trade – There were no arrivals by canal today on account of the breach above mentioned.

ALEXANDRIA

Coal Resumption – The Hampshire and Baltimore Coal Company resumed today the shipment of coal to this city from Cumberland by canal. Some necessary repairs are being made to the yard before the coal arrives.

AG, Sat. 9/2/76, p. 3. **CANAL COMMERCE** – Arrived – Boats Congress to West’s brickyard; T. Patton, A. S. Wintringham, J. W. Morris, J. J. Swift, B. Williamson, M. M. Lewis, J. Bradburn and D. A. Lowe to American Coal Co.; W. E. Turner, J. H. Houck, Clara and L. W. Poffenberger to W. A. Smoot. Departed – Boat Caledonia.

Coal Shipments – The only operations in coal this week were by the American Coal Co., which received 3,708 tons and shipped 3,776 tons. The Hampshire & Baltimore Co. expects boats next week and will then resume their shipments from this port, as previously announced.

Mon. 9/4/76, p. 4. **Canal Trade.**

Twenty-eight boats left this port Saturday, carrying 3,193 04 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
J. B. Varnum	Capt. Pennell	112 16
Osceola & Jake	Capt. Seaman	118 18
Shiple & Bush	Capt. Seaman	118 17
J. Snively	Capt. Miller	112 17
V. S. Brashears	Capt. Moore	115 07
M. Boyer	Capt. Boyer	108 13
C. W. Brengle	Capt. Turner	109 16
J. Leech	Capt. Walker	118 04
Williamsport		
A. Gruber	Capt. Van Woltz	115 03
	Nine boats	1030 11
Borden Mining Company		
Georgetown		
Rudolph Herr	Capt. Spitznogle	111 12
Dr. O. M. Schindel	Capt. Warner	117 11
Alice	Capt. Cowden	112 17
Exchange	Capt. Cowden	107 15

L. N. Lovell	Capt. McCardell	114 11
Washington		
Annie E. McQuade	Capt. Clark	116 09
	Six boats	680 06
American Coal Company		
Alexandria		
Richard Bender	Capt. Rose	116 11
A. Jackson Clark	Capt. Wilson	116 00
Matthew Kersey	Capt. Fisher	117 00
Maj. E. L. Moore	Capt. Little	115 12
Edward Bayer	Capt. Fisher	115 09
H. O. Claughton	Capt. Fisher	117 03
	Six boats	697 15
New Central Coal Company		
Georgetown		
George Hutton	Capt. Wright	113 16
R. H. Gordon	Capt. Miller	113 19
	Two boats	227 15
Hampshire & Baltimore		
Georgetown		
Nuttie & Billie	Capt. Zeigler	112 12
Nora & Willie	Capt. Sorrell	114 09
	Two boats	227 01
Blaen Avon Coal Company		
Williamsport		
C. B. Embrey	Capt. Buchanan	112 05
Maryland Coal Company		
A. L. Miller	Capt. Keech	103 08
Individual		
A. Greenless	Capt. Fox	114 00

Narrow Escape.

On Friday evening the driver of a team of two mules attached to the lumber wagon of Messrs. Weld & Sheridan made a narrow escape from a railroad accident at the Williams street crossing. It seems he was about to cross when there came an engine along on the opposite side of a caboose and struck the mules as they were coming from behind the car, knocking them back, and with the exertion of Mr. Henry Broiles, the driver, they were saved from being run over.

The water was drawn off the Alexandria canal on Saturday for the purpose of making some repairs to the aqueduct. All boats going to Alexandria will go by way of Rock creek.

The following is the amount of coal received and shipped at Alexandria last week:

American Coal Company receipts 3,708 tons; shipments 3,776 tons.

Mr. W. G. Howard, agent of the Hampshire & Baltimore Coal Company at Alexandria, has commenced the erection of a new brick office on the company's premises at Alexandria. Upon its completion, the building used at present will be abandoned.

NR, Mon. 9/4/76, p. 1. **FATAL RAILROAD ACCIDENT – A Wreck at Sandy Hook.**

An accident, which by a marvel resulted in the death of only one person, happened early yesterday morning on the Baltimore and Ohio railroad, a few miles east of Harper's Ferry. The Western night express from Cincinnati and the West, due in this city at 7 a.m., collided with a portion of a freight train which had been thrown off the track at a curve between Sandy Hook and Weaverstown station. Nearly the whole passenger train was thrown into the canal adjoining the track at this point, the engineer being killed and several others slightly injured.'

THE FREIGHT TRAIN,

which was westward bound, was running on regular time, and when it reached the abrupt curve at the place above mentioned several of the cars were thrown from the track and ran so far over as to partially cross the adjoining rails for eastward-bound trains. The morning express was then due at that point, it being about 5 o'clock, and hardly had the freight train come to a sudden stop before the eastward-bound passenger train was heard

ROARING AROUND THE CURVE.

In a moment the engine struck the obstructing freight cars, and the passenger train was thrown over the embankment into the Chesapeake and Ohio canal. The passenger train was composed of seven cars. Directly behind the engine were an express, a mail and baggage car, and after these were two passenger cars and a sleeping coach.

The engine and all the cars, except the sleeper, were tumbled over into the canal. When

the express rounded the curve and came in sight of the freight train the engineer, Joshua Shipley, and the fireman, Steve Reynolds, saw that there was not time enough to stop the train, and prepared to save their own lives by

LEAPING FROM THE ENGINE.

Reynolds cleared the locomotive and escaped unhurt, but Shipley evidently did not jump until there was not an instant to spare, and then jumped toward the canal. When the collision took place, the postal car was partially telescoped over the engine. Shipley fell under the former car, and was carried down the embankment into the water, where his body was found under the debris of the postal coach. No injury was found upon the body, and it is supposed that he was drowned.

The only other person who received any serious injury was a postal clerk named Waite, who was in the mail-car, and who was cut severely about the head and received serious internal injuries. Several of the numerous passengers were slightly bruised and cut, but none received anything but trifling injuries. At the point where the accident occurred on one side of the track the mountain rises quite abruptly, and on the other an embankment fifteen feet high separates the road from the water-way. The engine, when thrown from the track, was turned completely over and partially buried in the bottom of the canal, only a small portion being visible above the surface of the water. The cars

ROLLED DOWN THE EMBANKMENT and turned, wheels upward. The confusion in the passenger cars was great, and some incidents, more amusing than serious, are related by the passengers as occurring during the general tipped-over state of affairs when they found themselves lying along the top and side of the car in water. Those who were not too badly stunned immediately went to the aid of the railroad employees in clearing up the *debris* and looking for the injured ones. It was then that Waite was found, half crushed, inside of the postal car, and shortly afterwards the body of

Engineer Shipley was recovered from under the same car. A wrecking train arrived at the point early in the morning, and the work of clearing up the *debris* began immediately.

The freight cars struck by the engine were badly demolished, and all of the cars of the passenger train, excepting the sleeper, were injured, and the postal car was a complete wreck. The passengers arrived in this city at two o'clock in the afternoon, not much injured, but showing the signs of a terrible scare. Shipley's body was sent to his home in Baltimore, attended by the fireman, who resides in that city.

The greatest matter of wonder about the accident is that it did not result in the death of more than one man, and that so little other injury to the life and limbs of the passengers was done. The accident cannot be attributed to carelessness of the railroad employees, as the first accident to the freight train was unforeseen and unaccountable, and there was not time enough after that to stop the express train. The express was six minutes late at Harper's Ferry and making good time at the curve when the collision occurred. It was an unfortunate accident, that might have occurred on any other well-regulated road.

ES, Mon. 9/4/76, p. 4. **GEORGETOWN Grain Trade** – Boat Ellen Brooks with 2,300 bushels wheat and 1,500 bushels corn to J. G. & J. M. Waters and 128 bbls. flour to Hartley & Bro.

Tue. 9/5/76, p. 4. **Canal Trade.**

Thirty-one boats left this port yesterday, carrying 3,536 17 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
J. A. Millholland	Capt. Repp	117 14
C. H. Dalton	Capt. Little	115 05
Wm. Weber	Capt. Dixon	117 16
Five Brothers	Capt. Little	120 01
Maryland	Capt. Clendening	113 09
Allan Campbell	Capt. Eddy	116 10
R. I. Morris	Capt. Stride	119 03
Okonoko	Capt. Byroads	121 00
Williamsport		

Monongahela	Capt. Shupp	<u>108 01</u>
	Nine boats	1048 19
Borden Mining Company		
Georgetown		
R. J. West	Capt. Slattery	117 16
M. L. Haines	Capt. Zimmerman	117 08
J. R. Haines	Capt. Irwin	115 08
New Era	Capt. Cowden	102 05
Areturus	Capt. Turner	104 02
J. M. Resley	Capt. Beles	112 13
Washington		
Ed. Stake	Capt. Kimble	<u>119 00</u>
	Seven boats	788 12
American Coal Company		
Alexandria		
Chas. R. Hooff	Capt. Hine	116 01
John L. Read	Capt. Brendlinger	116 04
David Stewart	Capt. Penner	111 02
Samuel Lloyd	Capt. McMullen	115 14
John W. Burke	Capt. Renner	117 09
Geo. Sherman	Capt. Russell	114 03
J. H. Platte	Capt. Hooker	<u>115 12</u>
	Seven boats	806 05
Maryland Coal Company		
Georgetown		
Ludlow Patton	Capt. Farman	97 08
T. W. Riley & Son	Capt. Keech	<u>110 15</u>
	Two boats	208 03
New Central Coal Company		
Georgetown		
Iowa	Capt. Keady	114 02
Sallie & Jennie	Capt. Grosh	<u>114 16</u>
	Two boats	228 18
Hampshire & Baltimore		
Georgetown		
A. B. Bain	Capt. Osborne	110 09
Morning Sun	Capt. Jarricks	<u>115 10</u>
	Two boats	225 19
Blaen Avon Coal Company		
Williamsport		
E. M. Stanhope	Capt. Shaffer	114 15
	Individual	
I. J. Kreps	Capt. Smith	115 06

Canal Receipts.

The canal receipts at this port for the week ending last Saturday were \$9,312.91. Of this amount there was payable at Cumberland, \$8,802.75; at Georgetown, \$376.43; other points, \$133.73.

The First Steamboat in the World.

Shepherdstown, formerly known as Mecklenburg, in Jefferson county, Virginia, was established by law in 1762. It is a very quaint, aristocratic old town and has many interesting facts associated with its past history.

It is not generally known, but the fact is nevertheless a matter well authenticated, that the first application of steam to the propulsion of boats was made on the Potomac at Shepherdstown in the year 1778. Mr. James Ramsey was the inventor and builder of the craft. It made excellent speed and could run well against a brisk current. There are still some of the remnants of the machinery used in this boat in the possession of Capt. Hames of that place.

**Review of the Coal Trade by
 Canal Last Week.**

The following is a comparative statement of the coal shipped over the canal for the week ending Sept. 2, 1876, and for the corresponding week of last year:

	1875	1876
American	3,915 02	3,700 02
Maryland	4,665 19	2,093 15
Borden	3,635 19	4,556 01
Hampshire & Balt.	772 05	340 08
Consolidation	4,344 08	5,614 02
New Central	2,499 17	3,514 11
Blaen Avon	120 00	1,029 15
Gas Coal	1,017 15	0
George's creek	693 19	0
Total	21,669 15	20,858 14

Decrease, 841 01.

ES, Tue. 9/5/76, p. 4. **GEORGETOWN Drowned** – About nine o'clock last night a colored man named Spencer Bowman fell from the canal boat M. Reuben, at the "Old Distillery," and was drowned before assistance could be rendered him. Bowman was a young man about 19 years of age, and lived on Frederick street, between 2nd and 3rd. The coroner has been notified.

Wed. 9/6/76, p. 4. **Canal Trade.**

Twenty-nine boats left this port yesterday, carrying 3,312 15 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
J. M. Forbes	Capt. Moore	114 13
L. R. Fechtig	Capt. Smith	112 08
W. Irving	Capt. Potts	115 05
T. Malloy	Capt. Knode	117 16
I. M. Boyer	Capt. Spong	111 00
Morning Star	Capt. Singer	112 15
Capt. J. Sheridan	Capt. Creamer	115 06
H. J. Kenah	Capt. Broderick	115 13
Williamsport		
J. T. Dixon & Co.	Capt. Heck	116 08
Mountain City	Capt. Heck	110 18
	Ten boats	1142 02
Borden Mining Company		
Georgetown		
Sally H. Taylor	Capt. McDonald	113 19
T. B. Lynn	Capt. Wiland	112 01
Wm. Staples	Capt. Cowden	118 16
Kate Prather	Capt. Fernsner	121 07
Denton Jacques	Capt. Newkirk	115 14
Benj. Miller	Capt. Crumbaugh	112 09
	Six boats	694 09
American Coal Company		
Alexandria		
J. R. Anderson	Capt. Reynolds	115 19
Weyand Doerner	Capt. Goodwin	116 02
John Wilson	Capt. McCann	116 14
Charles Robb	Capt. Bowers	116 02
T. H. Faile	Capt. Poffenberger	115 12
A. J. Akin	Capt. Poffenberger	115 15
	Six boats	696 04
New Central Coal Company		
Georgetown		
Mary Mack	Capt. McArthur	113 14
Daniel Henry	Capt. O'Neal	113 17
B. F. Price	Capt. Miller	111 16
	Three boats	339 07
Maryland Coal Company		
Georgetown		
Kate Brooks	Capt. McCormick	110 17
Seven Brothers	Capt. Benner	110 08
	Two boats	221 05
Hampshire & Baltimore		
Georgetown		
J. J. Moore	Capt. Merryman	109 18
Little Eddy	Capt. Ward	109 10
	Two boats	219 08

Low Water.

The water in the canal owing to the drought that has existed for some time past is now lower than for several years. It is so low on the upper levels that the company's immense pump, with a capacity of pumping 25 cubic feet of water a second, located at Patterson's creek, is kept very busy supplying the canal.

Drowned in the Canal.

On Monday night Spencer Bowman, a resident of Georgetown, fell from the canal boat M. Ruben into the canal near the old distillery above Georgetown, and was drowned. The body was recovered.

The First Boat.

Messrs. Editors: You are in error in regard to the first boat passed into the Chesapeake and Ohio canal at Cumberland. I recollect the occasion. Considerable excitement prevailed at the time as to whether the honor would be awarded to John H. Clark, of Cumberland, or John Young. Clark's boat was ready two or three days before Mr. Young's, and consequently the first boat to pass through the lock. It was called "Cumberland," built by J. H. Clark. Mr. Clark had boarded it over, and many persons got on board and as the boat passed into the lock great cheers were given by the people. Mr. Clark has the honor also of loading the first schooner with coal from Allegany county. This occurred in 1835 or 1836.

Lawyer James Smith of Cumberland sold coal to be shipped to New York. Mr. Clark boated that coal from Cumberland to dam No. 6, on the Potomac river; thence by the Chesapeake and Ohio canal to Georgetown and reloaded it into schooners on the east side of Rock creek for New York.

Yours, D. Blocher.

ES, Wed. 9/6/76, p. 4. **GEORGETOWN – Grain Trade** – Boat Medley with 1,600 bushel of wheat, 100 bushels rye, 250 bushels oats, 16 bales hay to Hartley & Bro.; boat Hattie & Bessie with 3,500 bushels wheat to Hartley &

Bro.; boat Loudoun with 2,500 bushels wheat, 125 bushels corn, 15 bales hay to Hartley & Bro.; 1,000 bushels wheat, 300 bushels corn, 150 bushels oats to H. M. Talbott; boat Irene Knott with 200 bushels wheat, and boat Golden Rule with 100 bushels wheat to J. G. & J. M. Waters.

AG, Wed. 9/6/76, p. 3. **The Canal** – The necessary repairs to the Alexandria canal aqueduct proving more extensive and requiring more time than was at first expected, will not be completed so as to allow the passage of loaded boats before tomorrow evening or Friday morning. The line of the Chesapeake and Ohio canal has been cleared of the obstructions, caused by the late accident at Weverton, and is now in navigable order.

Thu. 9/7/76, p. 4. **Canal Trade.**

Twenty-seven boats left this port yesterday, carrying 3,053 14 tons of coal, as follows:

Consolidation Coal Company			
Georgetown			
Wm. M. Hill	Capt. Swain		112 02
H. C. Hicks	Capt. Riley		115 10
Geo. A. Pearre	Capt. Sensel		115 17
Consolidation	Capt. Shank		115 03
Lillie & May	Capt. Sandbar		113 10
Ernst & Holland	Capt. Penner		115 00
L. L. Shrives	Capt. Shrives		112 12
J. W. Turner	Capt. Rowland		110 10
D. A. Miller	Capt. Weller		116 11
Williamsport			
Grason & Fannie	Capt. Taylor		106 11
	Ten boats		1133 06
Borden Mining Company			
Georgetown			
Fall River	Capt. Farrow		112 00
Centennial	Capt. Boley		117 17
Borden & Lovell	Capt. Shriver		114 18
S. H. Sherman	Capt. Pitzer		115 17
C. L. Brengle	Capt. Doyle		113 11
W. Delano, jr.	Capt. Fernsner		115 07
	Six boats		689 10
Maryland Coal Company			
Georgetown			
J. A. Ensminger	Capt. Sterling		110 19
William T. Hassett	Capt. Shaw		113 08
F. L. Moore	Capt. Brown		100 03
	Three boats		324 10

New Central Coal Company		
Georgetown		
A. Zeigler	Capt. Dixon	112 08
Ohio	Capt. Pierce	<u>111 08</u>
	Two boats	223 16
American Coal Company		
Alexandria		
Wm. Walsh	Capt. Teach	116 01
M. D. Corse	Capt. Bear	<u>115 05</u>
	Two boats	231 06
Hampshire & Baltimore		
Georgetown		
Johnny	Capt. Kean	113 17
Samuel Swain	Capt. Patterson	115 11
	Blaen Avon	
Williamsport		
J. A. Spielman	Capt. Miller	111 18
	Individual	
H. Herbner	Capt. Bucker	110 00

An Oversight.

By an accidental oversight the following interesting local news was omitted from our paper yesterday. It is a matter of regret to us and probably a disappointment to our readers. It is not often such accidents happen with us.

An Elopement. On Tuesday morning about 3 a.m. two well-known prisoners, named John Bassee, alias Curran, and Montgomery Brown, confined in the county jail, escaped therefrom. Bassee had been found guilty at the last term of court of an assault with intent to kill upon Paymaster Fawcett and Superintendent Mulvaney, of the canal company, the particulars of which are thoroughly familiar to our readers. Bassee's case was taken to the Court of Appeals by his attorneys, Messrs. W. M. Price and W. J. Reed. Montgomery Brown, a man from Lonaconing, was found guilty of highway robbery at the recent term of Circuit Court and his case also has been taken to the Court of Appeals on a bill of exceptions to the ruling of the lower court by his attorneys, Messrs. Hughey, Brace and Richmond.

Bassee seems to have played the role of a "high toned" gentleman among the rest of the prisoners and was not satisfied until placed in a large airy cell at the southwest end of the second corridor. This cell he occupied by himself for

some time, preferring solitude. With the rest of the prisoners he would have little to do.

When Montgomery Brown came there as a boarder, he at first took a strong dislike to Bassee, but this was finally changed to a very ardent friendship between them. On Monday night, owing to certain changes that were made among the prisoners, Brown shared Bassee's cell with him that night. The lock to the door of that cell does not work well, there being some defect in the spring. Sometimes the bolt, when pushed up, will be held in its proper place, and sometimes it won't. When the bolt does not "catch," there is no difficulty in pulling it out again. Bassee and his companion used an old broom handle sharpened at the end to manipulate the lock, and they seem to have had no difficulty in getting out into the corridor. At the lowest end of the corridor the sill of a window is about three inches below the ceiling above. When the ceiling was recently taken up, this vacant space, three inches in depth and of the length of the sill, was left unclosed. Their escape was now easy. With a sharp razor, they pared off the corner of the sill, increasing the space to about six inches in diameter. Then by means of several boxes piled together, they climbed through the narrow aperture into the attic above, and thence their escape was effected by a small door recently cut between the Sheriff's residence and the prisoners' building. Then they passed down the stairway to the front door, unlocked it and they were free.

During the night, about 3 a.m., the Sheriff's wife heard a noise and thought at first it was her son and a young man living with them moving about. At last she heard the steps going down towards the front door. and awoke the Sheriff who arose, went down the stairs and found the door open. He then came up again, and looking out of one of the eastern windows saw a man in his shirt sleeves standing at the head of the alley that leads down to Green street, but did not fancy the party to be an escaped prisoner. He then opened the wicket at the head of the corridors and everything within seemed to

be all right, and the prisoners asleep. No further examination was made, and the escape of the prisoners and the manner of their exit were not ascertained until breakfast hour Tuesday morning.

The Sheriff has offered a reward of \$100 each for the arrest of the escaped prisoners.

ES, Thu. 9/7/76, p. 4. **GEORGETOWN Grain Market** – By canal, 2,200 bushels wheat to J. G. & J. M. Waters, Boat Seneca with 350 bushels wheat to T. C. Wheeler.

Fri. 9/8/76, p. 4. **Canal Trade.**

Thirty-one boats left this port yesterday, carrying 3,504 02 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
D. M. Read	Capt. Eichelberger	112 16
Congress	Capt. Kirby	115 10
Anna Bruce	Capt. Draner	110 00
A. E. McDonald	Capt. McDonald	116 18
Ino	Capt. McCarty	115 12
	Capt. Yingling	113 02
Miner		
A. P. Gorman	Capt. Yingling	113 18
G. W. Knode	Capt. Boyer	111 02
A. J. Center	Capt. Ingram	108 09
Creole	Capt. Jackson	114 11
Williamsport		
A. Gruber	Capt. Woltz	112 12
	Eleven boats	1240 10
Borden Mining Company		
Georgetown		
Henry Boley	Capt. Smith	115 12
Cherokee Tribe	Capt. Sisler	116 02
Capt. J. R. Masters	Capt. Gorman	113 04
Wm. Borden	Capt. Manning	117 16
Arthur Lovell	Capt. Gorman	102 13
C. A. Greene	Capt. Snyder	116 01
Julia Borden	Capt. Cowden	114 19
F. Ensminger	Capt. Snyder	113 10
	Eight boats	909 17
New Central Coal Company		
Georgetown		
W. P. Wools	Capt. Little	111 08
D. R. Long	Capt. Long	116 00
Elizabeth	Capt. Seaman	111 06
Jack Topper	Capt. Snyder	110 13
	Four boats	449 07
Hampshire & Baltimore		
Georgetown		

Lillie Lemen	Capt. Dunn	116 04
E. M. Bynon	Capt. Gower	111 05
	Two boats	227 09
Blaen Avon Coal Company		
Williamsport		
J. B. Winslow	Capt. Taylor	112 03
C. B. Embrey	Capt. Buchanan	112 12
	Two boats	224 15
American Coal Company		
Alexandria		
Chas. Clifton	Capt. Weaver	113 02
Maryland Coal Company		
Georgetown		
L. H. Kuhn	Capt. Cunningham	112 12
T. J. Boyer	Capt. Kroon	115 17
Mattie	Capt. Seaman	111 13
	Three boats	339 02

A pleasant company of young ladies and gentlemen took a ride last evening up the Potomac in the "Emma."

The Potomac river is now a chain of ponds filled with stagnant water.

ES, Fri. 9/8/76, p. 4. **GEORGETOWN Grain Trade** – Boat William Ryder with 3,200 bushels of wheat to Hartley & Bro. and 350 bushels wheat to J. G. & J. M. Waters. Boat J. N. Thomas with 3,200 bushels of wheat to J. G. & J. M. Waters. Boat Dellinger with 1,000 bushels of wheat and 500 bushels corn to T. C. Wheeler; also, 500 bushels of wheat to H. M. Talbott.

Coal Trade – Consolidated Coal Company – Receipts 5,155 tons; shipments 7,043 tons. Maryland Coal Company – Receipts 1,649 tons; shipments 1,549 tons. Borden Mining Company – Receipts 3,680 tons; shipments 3,740 tons.

ALEXANDRIA

Resumption – The canal boats Nuttie & Billie and Nora & Billie arrived via Rock Creek, last night, to the Hampshire and Baltimore Coal Company, the first arrivals since the resumption of shipments. It is understood that as soon as the Alexandria canal is open, which will probably be tonight or tomorrow morning, this company will commence receiving regularly – *Sentinel*, 7th.

AG, Fri. 9/8/76, p. 3. **The Canal** – The repairs to the Alexandria Canal Aqueduct were completed at six o'clock last evening and water turned on. The canal was pretty well filled this morning, but up to noon no boats had arrived although some were expected hourly. The whole line of the two canals is now in good repair.

Sat. 9/9/76, p. 4. **Canal Trade.**

Twenty-nine boats left this port yesterday, carrying 3,314 01 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Energy	Capt. Morrow	113 15
B. Resley	Capt. Teeters	116 02
Jos. Light	Capt. Boyd	113 06
S. T. Ekis	Capt. Johnson	110 00
A. M. Grove	Capt. Grove	118 11
J. R. Cruzen	Capt. Lypold	113 16
Mohawk	Capt. Baler	113 08
Jacob McGraw	Capt. Mertens	113 00
Williamsport		
Monongahela	Capt. Shupp	108 18
Dove	Capt. Mose	115 16
	Ten boats	1136 12
Borden Mining Company		
Georgetown		
Johnny & Franky	Capt. Speaker	116 08
John G. Lynn	Capt. Martin	113 09
F. L. Tilghman	Capt. Cowden	116 14
Sallie E. Hassett	Capt. Mouse	114 08
Charles Hassett	Capt. Mosher	118 01
	Five boats	579 00
American Coal Company		
Alexandria		
Ben Williamson	Capt. Austin	115 06
J. H. Stickney	Capt. Benner	112 00
Thomas Patton	Capt. Eaton	116 16
A. S. Wintringham	Capt. Eichelberger	113 09
J. W. Morris	Capt. Bowers	112 03
J. J. Swift	Capt. Brown	116 14
	Six boats	686 08
Hampshire & Baltimore		
Georgetown		
Carrie V.	Capt. Reid	126 10
T. T. Mills	Capt. Fisher	114 08
Alex. Adams	Capt. Sorrell	113 04
	Three boats	354 02
Maryland Coal Company		
Georgetown		
Baltimore	Capt. Starlipper	115 05
Thomas Hassett	Capt. Callahan	105 08

	Two boats	220 13
New Central Coal Company		
Georgetown		
Chas. W. Adams	Capt. Coffman	111 19
Geo. S. Couter	Capt. Newell	113 02
	Two boats	225 01
Blaen Avon Coal Company		
Williamsport		
E. M. Stanhope	Capt. Shaffer	112 05

The canal boats Nuttie & Billy and Nora & Willie arrived via Rock Creek at Alexandria on Wednesday [9/6] night, to the Hampshire & Baltimore coal company, the first arrivals since the resumption of shipments.

The Alexandria canal is now open, and boats to Alexandria are running regularly through.

ES, Sat. 9/9/76, p. 4. **ALEXANDRIA**

The Canal – The repairs to the Alexandria Canal Aqueduct was completed at six o'clock last evening and water turned on. The canal was pretty well filled this morning but up to noon no boats had arrived, although some were expected hourly. The whole line of the two canals is now in good repair.

AG, Sat. 9/9/76, p. 2. **CANAL COMMERCE** – Arrived – Boats A. B. Bain to the Hampshire & Baltimore Cola Co.; Kirby & Hubert, limestone to E. Francis; American Flag and E. L. Moore to American Coal Co.

Departed – Boats M. E. Waters, W. E. Turner, American Flag and J. H. Houck.

Mon. 9/11/76, p. 4. **Canal Trade.**

Twenty-nine boats left this port Saturday, carrying 3,292 14 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Star No. 2	Capt. Moore	98 08
W. L. Read	Capt. Bowers	114 12
J. N. Clary	Capt. Bowers	112 13
B. L. Slack	Capt. Turner	116 14
J. & D. Nuse	Capt. Roof	114 00
Adam Norrie	Capt. Pennell	114 00
Jimmy M. jr.	Capt. Bush	114 00

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Star No. 1	Capt. Jackson	101 00
J. K. Whitford	Capt. Moore	112 14
A. B. Turner	Capt. Reynolds	114 14
	Ten boats	<u>1112 12</u>
Borden Mining Company		
Georgetown		
Henry Freeland	Capt. Cowden	114 16
Maggie B.	Capt. Cowden	115 12
Invincible	Capt. Cowden	117 18
Theo. Dean	Capt. Martin	117 02
G. M. Stonebraker	Capt. Cummings	114 03
Lizzie & Phillie	Capt. Gannon	113 18
Dr. Wiley	Capt. Stewart	<u>117 18</u>
	Seven boats	811 07
American Coal Company		
Alexandria		
D. A. Lowe	Capt. Lynch	115 03
John Bradburn	Capt. Malone	114 13
Dr. M. M. Lewis	Capt. Eichelberger	114 04
Theo. L. Betts	Capt. McLucas	116 08
R. S. Grant	Capt. Weaver	<u>112 05</u>
	Five boats	572 13
Maryland Coal Company		
Georgetown		
J. W. Daily	Capt. French	111 02
H. G. Wagner	Capt. Atkinson	102 12
Clara & Prudy	Capt. Myers	<u>115 01</u>
	Three boats	328 15
Hampshire & Baltimore		
Georgetown		
P. L. Lemen	Capt. King	119 19
J. W. Carder	Capt. Darkey	<u>115 17</u>
	Two boats	235 16
New Central Coal Company		
Georgetown		
Robert Portner	Capt. Numberger	118 17
Blaen Avon Coal Company		
Williamsport		
David Seibert	Capt. Hamilton	112 14

Drowned in the Canal.

The Rockville *Sentinel* of Friday says: A bright little son of Mr. Thomas Sullivan fell from a boat, in which he was riding, in company with a young man named Allen, into the canal near Great Falls, on Thursday last, and was drowned. A loaded canal boat struck the boat in which the child was riding, knocking him overboard and passing over him.

There were received by the American company at Alexandria last week 5,310 tons of coal, and 4,615 were shipped. The Hampshire &

Baltimore company received 340 tons and shipped none.

AG, Mon. 9/11/76, p. 3. **CANAL COMMERCE** – Arrived – Boats Morning Sun and Johnny to Hamp. and Balt. Coal Co.; I. J. Kreps to John P. Agnew; J. H. Platte, A. J. Clark, M. Kersey, H. O. Claughton, E. Bayer, J. A. Alexander and D. Stewart to American Coal Co. Departed – Boats E. L. Moore, Kirby & Hubert, Clara, J. H. Platte, A. B. Bain and L. W. Poffenberger.

Tue. 9/12/76, p. 4. **Canal Trade.**

Twenty-seven boats left this port yesterday, carrying 3,011 16tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
W. C. Ernst	Capt. Bender	116 05
J. T. Davis	Capt. Berger	115 00
W. H. Boyd	Capt. Seaman	111 18
W. Thomson	Capt. O'Brian	111 13
Linnet	Capt. Zeigler	112 09
M. Fannon	Capt. Bissett	115 15
Dr. A. A. Biggs	Capt. Brubaker	112 00
Joel Charles	Capt. Hammond	114 16
G. W. Barnett	Capt. Little	111 08
Williamsport		
Grason & Fannie	Capt. Taylor	<u>107 14</u>
	Ten boats	1128 05
American Coal Company		
Alexandria		
Wm. C. Hunter	Capt. Butler	117 19
L. A. Long	Capt. Long	115 00
Dr. G. E. Porter	Capt. Chaney	116 12
H. Delafield	Capt. Hetzer	112 13
Robert H. Miller	Capt. Cramer	115 00
Wm. J. Boothe	Capt. Hatch	111 14
S. S. Howison	Capt. Swain	<u>115 13</u>
	Seven boats	805 00
Borden Mining Company		
Georgetown		
A. C. Greene	Capt. Joy	114 17
Onward	Capt. Donnelly	118 04
Areturus	Capt. Turner	104 11
New Era	Capt. Cowden	<u>103 12</u>
	Four boats	441 01
Maryland Coal Company		
Georgetown		
Henry Loveridge	Capt. Colbert	115 13
B. R. Summers	Capt. Sorrell	111 00

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Thomas Venners	Capt. Ganley	<u>101 04</u>
	Three boats	327 17
Blaen Avon Coal Company		
Williamsport		
J. A. Spielman	Capt. Miller	113 03
C. B. Embrey	Capt. Buchanan	<u>112 07</u>
	Two boats	225 10
Hampshire & Baltimore		
Georgetown		
Ida & Harry	Capt. Ekis	113 10

Canal Receipts.

The canal receipts for the week ending Saturday were as follows: Accrued revenue \$8,989.32; payable in Cumberland \$8,556.79; in Georgetown \$318.57; other points \$113.96. Coal shipped 20,018 13 tons.

ES, Tue. 9/12/76, p. 4. **GEORGETOWN – Grain Trade** – Boat Caledonia with 1,490 bushels of wheat, 1,600 bushels of corn, and 100 bushels of oats. Boat Hattie & Bessie with 1,700 bushels of corn and 1,600 bushels of wheat. Boat Loudoun with 1,400 bushels of corn, 2,200 bushels of wheat. All consigned to Hartley & Bro.

AG, Tue. 9/12/76, p. 3. **CANAL COMMERCE** – Arrived – Boats Katie & Addie to Wm. A. Smoot; J. L. Read, G. Sherman, C. R. Hooff, J. W. Burke, S. Lloyd, C. Robb, W. Doerner and J. R. Anderson to American Coal Co. Departed – Boats Morning Sun, H. O. Claughton, M. Kersey, A. J. Clark, E. Bayer, J. A. Alexander, D. Stewart, J. L. Read, G. Sherman, C. R. Hooff, I. J. Kreps, J. W. Burke, S. Lloyd and C. Robb.

Wed. 9/13/76, p. 4. **Canal Trade.**
Thirty-five boats left this port yesterday, carrying 3,935 19 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
C. P. Manning	Capt. Read	114 02
I. Crane	Capt. White	116 06
Julia Tyler	Capt. Hebb	113 15
H. T. Weld	Capt. Nuse	97 01
Star No. 2	Capt. Pennell	102 08
W. Moorehead	Capt. Read	109 17

Laura	Capt. Brubaker	113 03
J. A. Graham	Capt. Brubaker	115 13
M. S. O'Donnell	Capt. Piper	117 11
Willie & Johnnie	Capt. Morrison	116 06
Williamsport		
A. Gruber	Capt. Van Woltz	<u>113 08</u>
	Eleven boats	1229 10
American Coal Company		
Alexandria		
W. J. B. Lloyd	Capt. Kirkpatrick	116 07
Wm. Gregory	Capt. James	116 03
James Dayton	Capt. Shaw	111 12
Daniel Annan	Capt. Eichelberger	116 02
Rechabites	Capt. Harris	116 16
G. L. Boothe	Capt. Davis	114 14
Andrew Main	Capt. Bowers	<u>112 07</u>
	Seven boats	804 01
Borden Mining Company		
Georgetown		
J. H. Snyder	Capt. Mills	117 06
Harry Borden	Capt. Cowden	118 01
Hunter G.	Capt. Cowden	116 07
Pattie Dunlop	Capt. Snyder	117 02
Phillie G.	Capt. McCann	118 15
Mayfield & Hieston	Capt. Read	<u>121 06</u>
	Six boats	708 17
Hampshire & Baltimore		
Georgetown		
Dr. R. J. Duckett	Capt. Price	116 00
P. A. Gorman	Capt. McCabe	115 15
Lucy Lee Mouse	Capt. Mouse	<u>115 03</u>
	Three boats	346 18
Maryland Coal Company		
Georgetown		
J. E. Stanhope	Capt. Hetzer	108 12
Richard Burke	Capt. Arrington	<u>106 14</u>
	Two boats	215 06
New Central Coal Company		
Georgetown		
G. H. Bradt	Capt. Weston	114 05
City of Hamburg	Capt. Coffman	<u>111 16</u>
	Two boats	226 01
Individual		
Washington		
Ben Bissell	Capt. McChan	112 06
R. T. Semmes	Capt. Westbrook	112 16
A. Greenless	Capt. Fox	115 03
C. Segerson	Capt. Wallace	<u>115 01</u>
	Four boats	455 03
	Lumber	
Star No. 3	Capt. Pennell	2 03

ES, Mon. 9/13/76, p. 4. **GEORGETOWN – Grain Trade** – Boat E. F. Wheeler with 2,300

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bushels wheat, and 1,000 bushels corn, consigned to J. G. & J. M. Waters; boat Irene Knott with 480 bushels wheat to same firm; boat Wheeler & Barron, with 1,300 bushels corn and 1,280 bushels wheat to Hartley & Bro.; also, 700 bushels corn and 300 bushels wheat to H. M. Talbott.

AG, Wed. 9/13/76, p. 3. **CANAL**

COMMERCE – Arrived – Boats J. Wilson, T. H. Faile, A. J. Akin, W. Walsh, M. D. Corse, A. S. Wintringham, J. J. Swift and B. Williamson to American Coal Co.; S. Swain, Little Eddy and A. Adams to Hampshire and Baltimore Coal Co. Departed – Boats J. R. Anderson, W. Doerner, John Wilson, Katie & Addie, T. H. Faile, A. J. Akin and W. Walsh.

Thu. 9/14/76, p. 4. **Canal Trade.**

Twenty-eight boats left this port yesterday, carrying 3,166 07 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
M. C. Clay	Capt. Murphy	115 04
Tommy & Nelly	Capt. Little	111 18
P. J. Smith	Capt. Anderson	106 00
Yonkers	Capt. Mondell	109 01
Blue Bell	Capt. Riley	115 01
M. Boyer	Capt. Boyer	108 13
Hawk	Capt. Benner	119 14
G. Meredith	Capt. Compton	115 03
Robin	Capt. Compton	110 14
Williamsport		
Monongahela	Capt. Shupp	107 07
	Ten boats	1109 15
American Coal Company		
Alexandria		
G. P. Lloyd	Capt. Emberson	112 08
Wm. Darrow	Capt. Wilson	115 02
James Green	Capt. Martz	116 03
Samuel Henry	Capt. Turner	112 18
Michael Snow	Capt. Martz	116 14
Wm. Smith	Capt. Masters	115 09
M. A. Myers	Capt. Martin	112 06
	Seven boats	801 00
Borden Mining Company		
Georgetown		
W. L. Shaw	Capt. Kinsel	114 14
Rudolph Herr	Capt. Spitznogle	113 08
Mabel	Capt. Turner	120 05

	Three boats	348 07
Hampshire & Baltimore		
Georgetown		
Elmer & Kate	Capt. Little	119 07
Mrs. C. E. Charles	Capt. Little	118 13
	Two boats	238 00
Maryland Coal Company		
Georgetown		
M. A. Brady	Capt. Brady	110 13
J. C. Grove	Capt. Marmaduke	111 06
Ludlow Patton	Capt. Turner	99 16
	Three boats	321 15
New Central Coal Company		
Georgetown		
E. M. Stanhope	Capt. Shaffer	114 02
J. B. Winslow	Capt. Taylor	114 07
	Two boats	228 09

ES, Thu. 9/14/76, p. 4. **GEORGETOWN**

Grain Trade – Boat Ellen Brooks with 3,600 bu. wheat consigned to J. G. & J. M. Waters; boat H. M. Talbott with 3,000 bushels of wheat and 500 bushels of corn to H. M. Talbott.

AG, Thu. 9/14/76, p. 3. **CANAL**

COMMERCE – Arrived – Boats J. J. Moore to Hamp. & Balt. Coal Co.; Creole to Walker's brickyard; J. W. Morris, T. Patton, J. H. Stickney and M. M. Lewis to American Coal Co. Departed – Boats A. S. Wintringham, M. D. Corse, S. Swain, J. J. Swift, B. Williamson, Little Eddy, J. W. Morris and Creole.

Fri. 9/15/76, p. 4. **Canal Trade.**

Thirty-five boats left this port yesterday, carrying 4,010 06 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
C. Slack	Capt. Lewis	115 10
Dr. Russell	Capt. Seaman	116 04
M. M. Jane	Capt. Arthur	110 15
J. R. Ray	Capt. Kerfoot	116 15
J. Snively	Capt. Miller	114 11
Maryland	Capt. Clendening	112 03
C. W. Brengle	Capt. Turner	114 02
J. B. Varnum	Capt. Pennell	110 18
A. F. Lantz	Capt. Swain	112 10
Okonoko	Capt. Byroads	118 18
W. Weber	Capt. Dixon	114 13
John Leech	Capt. Walker	119 03
	Twelve boats	1376 02
American Coal Company		

Alexandria		
Wm. E. Bell	Capt. Brendlinger	115 18
Peter G. Uhler	Capt. Pearce	115 16
John H. Parrott, jr.	Capt. Taylor	116 01
M. Sanford	Capt. Everly	113 04
Richard Bender	Capt. Rose	116 14
John P. Moore	Capt. Nuse	116 12
Henry C. Flagg	Capt. Brown	115 18
	Seven boats	810 03
Borden Mining Company		
Georgetown		
B. M. Young	Capt. Miles	117 09
Donna Tilghman	Capt. Stoops	114 04
Ida & Sallie	Capt. Stoops	112 18
Theo. Embrey	Capt. Turner	114 03
G. W. Thecker	Capt. Turner	110 15
Little Nan	Capt. Ensminger	114 07
Susan Charles	Capt. Snyder	118 11
	Seven boats	801 17
Maryland Coal Company		
Georgetown		
John H. Kindle	Capt. Smith	115 02
R. L. Gross	Capt. Mattingly	119 01
Etta & Rene	Capt. Porter	114 15
	Three boats	331 03
Hampshire & Baltimore		
Georgetown		
V. L. Sprigg	Capt. Porter	115 02
M. S. Fernsner	Capt. Fernsner	119 01
G. P. DeWitt	Capt. Montgomery	114 15
	Three boats	348 18
New Central Coal Company		
Georgetown		
Dr. F. M. Davis	Capt. Middleton	114 07
Emma	Capt. Paxton	114 07
	Two boats	228 14
Blaen Avon Coal Company		
Williamsport		
David Seibert	Capt. Hamilton	113 09

Estray.

On Tuesday a mare mule owned by Mr. George Rossworm, went estray. The finder will be liberally rewarded.

Description: A light bay mare mule, with long tail and short mane, about 8 or 9 years old.

GEO. ROSSWORM.

ES, Fri. 9/15/76, p. 4. **GEORGETOWN**

Grain Trade – Boat Hattie & Bessie with 3,300 bushels of wheat to Hartley & Bro.

Coal Trade – Consolidated Coal Company: Receipts 6,883 tons; shipments 6,427 tons.

Maryland Coal Company: Receipts 1,816 tons; shipments 1,496 tons. New Central Coal Company: Receipts 1,600 tons; shipments 1,600 tons. Borden Mining Company: Receipts 3,789 tons; shipments 3,789 tons.

ALEXANDRIA

Robbery – The steam canal boat Thomas Moore, lying at Smoot's wharf, was boarded last night by a thief and robbed of a quantity of clothing belonging to Mr. Jas. Christie, who runs the boat. The robbery is supposed to have been committed by a notorious character from Washington named William Birch, who was seen prowling around the boat last night.

AG, Fri. 9/15/76, p. 3. **CANAL COMMERCE**

– Arrived – Guano scow to W. A. Smoot; boats J. W. Carder and Lillie Lemen to Hampshire & Baltimore Coal Co.; Henry Herbner, gas coal to City Gas Works; C. Clifton, J. Bradburn and T. L. Betts to American Coal Co.

Departed – Boats T. Patton, M. M. Lewis, Alex. Adams and J. J. Moore.

Sat. 9/16/76, P. 4. **Canal Trade.**

Thirty-one boats left this port yesterday, carrying 3,559 08 tons of coal, as follows:

Consolidation Coal Company		
Diligent	Georgetown	114 10
A. Campbell	Georgetown	115 11
V. S. Brashears	Georgetown	112 12
R. Shriver	Georgetown	117 03
C. H. Dalton	Georgetown	112 05
Five Brothers	Georgetown	121 05
J. Millholland	Georgetown	116 02
R. I. Morris	Georgetown	115 18
Shiple & Bush	Georgetown	117 16
Osceola & Jake	Georgetown	116 01
Johnny & Tommy	Georgetown	116 09
	Eleven boats	1275 13

Borden Mining Company		
Sally J. Kelly	Georgetown	117 12
Isaac Wilson	Georgetown	115 04
Geo. T. Gatrell	Georgetown	115 01
Nathan Williams	Georgetown	110 13
Grason & Fannie	Williamsport	112 10
E. L. Flury	Washington	114 06
Ed. Stake	Washington	116 13
Thomas Sammon	Round Top	113 07

Canal Trade - 1876

	Eight boats	915 06
American Coal Company		
Maj. E. L. Moore	Alexandria	115 04
A. J. Clark	Alexandria	111 12
David Stewart	Alexandria	113 01
J. L. Read	Alexandria	120 06
J. H. Platte	Alexandria	115 11
Geo. Sherman	Alexandria	112 15
	Six boats	688 09
Maryland Coal Company		
Fanny & Estella	Georgetown	108 16
Dr. Grimes	Georgetown	112 00
A. H. Bradt	Georgetown	111 06
	Three boats	332 02
Hampshire & Baltimore		
F. Bowers	Alexandria	115 18
J. A. Spielman	Williamsport	113 08
	Two boats	229 06
Individual		
E. J. Arrington		111 12

ES, Sat. 9/16/76, p. 4. **GEORGETOWN – Grain Trade** – Boat Caledonia with 3,000 bushels of wheat to Hartley & Bro.

AG, Sat. 9/16/76, p. 2. **CANAL COMMERCE** – Arrived – Boats E. M. Bynon to Hampshire & Baltimore Coal Co.; R. S. Grant and D. A. Lowe to American Coal Co.
 Departed – Boats C. Clifton, J. Bradburn, J. W. Carder, T. L. Betts and Lillie Lemen.

Mon. 9/18/76, p. 4. **Canal Trade.**
 Thirty-one boats left this port Saturday, carrying 3,435 05 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
L. L. Shives	Capt. Shives	113 01
Geo. A. Pearre	Capt. Sensel	113 14
Thos. Malloy	Capt. Knode	113 14
Capt. Sheridan	Capt. Creamer	119 18
Morning Star	Capt. Snyder	113 12
Lark	Capt. French	107 06
W. Irving	Capt. Potts	113 18
I. M. Boyer	Capt. Spong	110 17
J. M. Forbes	Capt. Moore	113 02
D. A. Miller	Capt. Weller	121 16
Williamsport		
A. Gruber	Capt. Van Woltz	117 19
	Eleven boats	1258 17
American Coal Company		
Alexandria		

Matthew Kersey	Capt. Fisher	115 15
American Flag	Capt. McKnight	116 09
H. O. Claughton	Capt. Fisher	115 12
Samuel Lloyd	Capt. McMullen	116 07
Chas. R. Hooff	Capt. Hine	115 17
Edward Bayer	Capt. Fisher	113 07
John A. Burke	Capt. Renner	116 00
	Seven boats	809 07
Borden Mining Company		
Georgetown		
T. B. Lynn	Capt. Wiland	112 13
Arthur Lovell	Capt. Gorman	108 10
Capt. J. R. Masters	Capt. Gorman	120 11
Washington		
H. S. Miller	Capt. Artz	109 07
	Four boats	451 01
Hampshire & Baltimore		
Georgetown		
George & James	Capt. Brashears	112 06
Nuttie & Billie	Capt. Zeigler	115 06
	Two boats	227 12
Blaen Avon Coal Company		
Williamsport		
C. B. Embrey	Capt. Buchanan	112 13
Alexandria		
W. E. Turner	Capt. Riley	111 19
	Two boats	224 02
New Central Coal Company		
Georgetown		
F. Mertens	Capt. Manning	114 03
Maryland Coal Company		
Georgetown		
Willie Snyder	Capt. Snyder	112 04
	Individual	
Washington		
Garrett & Mans		116 19
Hancock		
Laura S.	Capt. Little	121 00
Skedaddler		84 14
	Three boats	322 13

Coal Report.

The following is a report of the receipts and shipments of coal at Alexandria for the week ending Saturday:

Receipts	
Amer. Coal Co., J. H. Parrott, jr., Agt.	4,102
J. P. Agnew	300
Hamp. & Balt. Co., W. G. Howard, Agt.	1,033
Total	5,434
Shipments	
American Coal Co.	4,810
Hampshire & Baltimore Co.	530

J. P. Agnew	300
Total	5,640

The steamer "Pride of Erin," which was built several years ago, but had no "go" in her, was sold on Saturday at public sale, and brought only \$976. The purchaser was Mr. Thomas Paul, of Frostburg.

During the week ending Saturday 186 boats left this port, carrying 21,101 11 tons of coal.

AG, Mon. 9/18/76, p. 3. **CANAL COMMERCE** – Arrived – Steamer Turnbull to W. A. Smoot; boats A. Main, S. S. Howison, Wm. J. Boothe, H. Delafield, Lizzie Long and W. C. Hunter to American Coal Co.; Carrie Vanderver and A. J. Wills to Hamp. & Balt. Coal Co.; Robert Portner and C. Segerson to J. P. Agnew; Kirby & Kirby limestone to E. Francis. Departed – Boats R. S. Grant, D. A. Lowe, E. M. Bynon, Henry Herbner, A. Main and Kerby & Kerby.

Tue. 9/19/76, p. 1. **THE ANGRY WATERS**

About 9 o'clock on Sunday night the rain ceased to fall at this point, and the creek was then higher than the river, though the former was then five feet above the ordinary water mark. Those little acquainted with the phenomena observable in these streams during the extensive rain-falls thought the worst danger was over and but little to be feared. Those more familiar with the habits of these streams knew that the greatest danger was yet to come, when the water sheds had poured into them the torrents that fell during the late evening and early night. Accordingly, about 10 o'clock the water in both river and creek began rising with startling rapidity, and by 4 a.m. yesterday morning, were fully seventeen feet above low water mark. When the river began its upward course its first effect was to put a break upon the flood in the creek. The creek overflowed into Mechanic street at a point opposite the old Shipley House, and poured down that street in a torrent, filling all cellars on

the west side of the street from there down to its junction with Baltimore street, where its course was turned, pouring along the north side gutter of that street back into the creek. The river began its rapid rise about 10 o'clock, and by 1 o'clock had overflowed Young's boat yard and thereabouts.

If a line were drawn from the west end of the Potomac wharf to where Water street unites with Green, it will fairly represent the territory inundated by the river on the Maryland side. The streets that are embraced in this area were all more or less deluged with water, the residences on South Paca suffering most. That of Mr. William Cowden near the Blue Bridge was covered with several feet of water on the first floor. Though the water entered the first floors of a number of residences in this section, the inmates were apprised in time and succeeded in conveying the furniture and carpets in lower portions of their houses to the upper stories, and where no second stories existed they were removed to secure places elsewhere. Leaving out the damage done to gardens, which was not very great, we hear of no large losses in this neighborhood except in the case of Mr. John F. Cowden & Sons, who lost several hundred bushels of grain from an overflowed granary on Flat street, and except a stock of ice overflowed in the ice-house of Mr. J. S. Johnson on Green street. On the west side the river inundated the larger portion of the bottom on which Sinclarsville is located. The butcher stables of Messrs. Dennis O'Neill and John Morrissey were in this area; also, the brick yard of Mr. Levi Wickard, and several private residences. A gentleman, who owns property over there, informs us that the loss in the bottom will not exceed \$25.

It was only by the most laborious efforts that the large number of boats lying near the Potomac Wharf were saved. The canal receives a number of small streams on this level, and these being swollen and pouring their contents into it, its volume was greatly augmented, so much so that about 10 o'clock yesterday

morning the water began overflowing the towpath in the deep cut between Dougherty's wide water and the Evitt's creek aqueduct, 3½ miles from here, and in a short time wore its way through until a break 60 feet in length by a depth that extends 15 feet below the bottom of the bed was made. It will take probably three or four days and perhaps longer to have it repaired. Above the breaks are also a number of towpath slides, and at the canal bridge 2½ miles below here is also a small break about four feet wide but very shallow.

INCIDENTS.

On Sunday night three boats, the William Hill, Monongahela and the Creole were lying directly under the Consolidation wharf. When the water rose, they rose with it and of course took the wharf with them, so that yesterday morning it was hump-backed like a camel. Upon the subsidence of the waters the wharf sank back to its place.

Taylor's bottom on the Virginia side of the Potomac, about four miles from here, was swept over by the tide, which carried away 500 shocks of corn, besides doing other damage.

The wooden trunk that is laid along the Oldtown road having become choked up with mud and debris, the water that usually gets an outlet in that direction poured down over Vine street and the adjoining territory. The corporate authorities should have this righted up.

The boat houses on the flat at the junction of the river and creek were swept away; and their contents, including the valuable pleasure boats, belonging to Messrs. Charley Brace, J. F. Harrison, Dr. Fechtig and others, were engulfed. There were numbers of other pleasure boats fastened with insufficient moorings on the river and creek banks that were gobbled up.

The canal boat George Hughes, with Capt. John Callon, cleared port this morning, about an hour before the break occurred. The boat had reached a point about half a mile or so above it when the break occurred. The captain noticed the rush of waters and the rapidity with which he was borne forward by the on-rushing

stream, but he paid no attention to it, and urged his drivers to whip up the mules.

In the meanwhile, his wife, who with several small children were on board, became thoroughly alarmed and screamed at the top of her voice for help. At length two boatmen coming up the berm side noticed her distress and hurried to the rescue. They seized a rope which she threw to them and saved the boat and the lives of the occupants just as the mules had reached the edge of the break, by fastening to a secure place on the bank. A minute longer and the boat would have been broken to pieces and the occupants drowned. The more charitable explanation of the mad captain's conduct, and it is the correct one, is that he was crazy drunk.

At an early hour yesterday morning, sportsmen took advantage of the muddy water to use their dip nets, and numbers of fish were caught during the day.

The prisoner's department of the jail building, which has been unroofed to receive another story, "caught it" in the storm.

The horse of a colored man in this city named Burley was lost from Berg's island on Sunday night, being swept away by the waters.

An employee of the canal company, when news of the break reached here yesterday, mounted a nag and started for the scene. Upon reaching the waste weir he found the river pouring into the canal over the stone work depressing the towpath at that point. He was very careful in fording at this point that his horse should not blunder off the stone wall into the river. He was so exceedingly cautious that he erred in the other direction and got into the canal. The horse became confused and began swimming in the direction of the river. At this the gentleman threw himself from the saddle and swam to the berm side of the canal. Meanwhile the nag, after making various circuits in and out of the river, finally brought up on the Maryland side a few rods below where the accident occurred.

p. 4. **A Big Loser.**

The Consolidation company will be a heavy loser by the freshet of Sunday night. In addition to the large outlay that will be required to rebuild the bridge at Piedmont, rebuild a number of small bridges and much trestle work between Ocean and Westernport, and to repair several miles of washed-out tract, there will be the additional loss caused by the suspension of shipments of coal.

ES, Tue. 9/19/76, p. 4. **The Freshet in the River** – A telegram received here from Harper’s Ferry last evening says that the river there had risen eighteen feet above low water mark, and was still rising. The water here has risen but little during the night, although at high tide this morning it reached in some places nearly to Water street. The current is very swift and brings down great quantities of drift wood and timber, besides pumpkins, cabbages and other garden produce. The telegram above noted, and the fact that the river is steadily, though slowly rising, has made the lumber merchants take precautionary measures to save their stock on the wharves. Advices received at the Canal Company’s offices here state that a break of sixty feet has occurred in the canal about three miles below Cumberland, and that the tow path is in many places submerged. The mention made in yesterday’s *Star* of the scows of Gilbert Vanderwerken being carried away was incorrect. One, however, was drifted across the river to G Street wharf, where it was secured unharmed.

Grain Trade – The arrivals were: Boat Loudoun with 1,500 bushels of corn, 1,400 bushels wheat and 500 bushels rye for Hartley & Bro., and 500 bushels wheat for H. M. Talbott; boat Seneca with 400 bushels wheat, 690 bushels corn, 500 bushels mill feed and 123 barrels flour, and boat Bell with 2,100 bushels wheat, all for Hartley & Bro.; boat H. M. Dellinger with 600 bushels corn for Hartley & Bro. and 500 bushels wheat for H. M. Talbott; boat Thomas Thrasher with 1,400 bushels wheat and 200 bushels rye, and boat E. V. White with 150 bales hay to H. M. Talbott.

AG, Tue. 9/19/76, p. 3. **CANAL COMMERCE** – Arrived – Boats G. L. Boothe, Rechabites, W. Gregory, W. J. B. Lloyd, M. Snow, W. Darrow and G. P. Lloyd to American Coal Co.; Greenless to J. P. Agnew; P. L. Lemen to Hamp. & Balt. Coal Co.

Departed – Boats R. H. Miller, S. S. Howison, W. J. Boothe, Lizzie Long, R. Portner, H. Delafield, C. Vanderver, W. C. Hunter, G. L. Boothe, A. J. Wills, Rechabites, Kirby & Kirby, Wm. Gregory, W. J. B. Lloyd and Ida & Harry.

Wed. 9/20/76, p. 4. **The Break.**

The careful examinations of yesterday sustain what was said in this paper yesterday with regard to the break in the canal near here. It is 60 feet long by a depth of 10 or 15 feet below the bottom of the prism. Yesterday a force of hands was put to work upon it, and the county was scoured for horses and carts. It will take a week to repair it.

In the report of real estate transfers for the past week, our typo made the amount for which the canal boat Johnny & Tommie was sold to J. T. Dixon, read \$16.10 instead of \$1610.

AG, Wed. 9/20/76, p. 3. **CANAL COMMERCE** – Arrived – Boats M. O’Connor and L. L. Mouse to Hampshire and Baltimore Coal Co.

Departed – Steamer Turnbull and boat Wm. Darrow.

Canal Disasters – A postal card dated the 19th from Cumberland to a gentleman in this city, reports a break in the canal about three miles below that place, about one hundred feet of the tow path being washed away twenty feet below the bottom of the canal. Other accounts represent that a great many bars are formed in the bed of the canal and that it will take about twelve or fifteen days to repair damages. The Cumberland and Piedmont Railroad will probably be in condition in time to meet the requirements of the coal trade.

Thu. 9/21/76, p. 4. **Work on the Break.**

Yesterday there was a force of 45 carts and about 175 laborers and drivers engaged at work in repairing the break in the canal below here. The lower part of the filling is formed of clay that is packed in very solidly. When a higher point is reached common gravel can be used, of which there is an abundance on the berm side. The clay, however, has to be hauled some distance. It is thought that repairs will be completed by the last of the week.

The gate at the stop lock has been closed, so that the level here has about its usual quantum of water this side of it. The small quantity of water that escapes at the site of the break is carried off by means of a wooden trunk, under and over which the filling is thrown in.

Great difficulty was experienced by Superintendent Mulvaney at first in securing the necessary number of carts.

ES, Thu. 9/21/76, p. 4. **GEORGETOWN Grain Trade** – The boat Hattie & Bessie arrived yesterday with 3,300 bushels of wheat to Hartley & Bro.

AG, Thu. 9/21/76, p. 3. **The Damage to the C. & O. Canal** – The *Cumberland News* says: Superintendent Mulvaney has a force at work on the break in the canal a few miles below this city, and says the coal companies can commence loading boats today and by the time they have all the boats that are on this side of the break loaded they will be able to pass. The canal officials here have not heard of any other serious damage that has been done although there are reported a few washes, not amounting to much.

CANAL COMMERCE – Arrived – Boats D. Annon and J. Dayton.
Departed – Boats D. Annon and J. Dayton.

Fri. 9/22/76, p. 4. **The Canal.**

The only break in the canal is that just below Cumberland, which will be repaired

tomorrow, and the level will be filled. Mr. L. G. Stanhope, general superintendent, arrived here last night, and today will assume the superintendence of the repairs, and see that the new bank is in perfect order before the water is turned on.

Paymaster Fawcett was here yesterday and made arrangements for the payment of the laborers at the break as soon as the work is completed. Mr. Gambrill, chief clerk of the board, will pay the hands for their work.

ES, Fri. 9/22/76, p. 4. **GEORGETOWN The Break in the Canal** – News has been received in the canal company's office to the effect that the break in the canal near Cumberland will be fully repaired by Sunday. **The Coal Trade** this week has, from the scarcity of both vessels and canal boats, been very dull. The receipts and shipments, however, are as follows: Consolidation Coal Company – Receipts 4,724 tons; shipments 5,194 tons. New Central Company – Receipts 1,800 tons; shipments 1,800 tons. Borden Mining Company – Receipts 1,792 tons; shipments 1,792 tons. **Grain Trade** – The arrivals were – Boat H. M. Talbott with 3,000 bushels wheat to H. M. Talbott, and 450 bushels wheat and 100 bushels corn to Hartley & Bro.; boat T. E. Thrasher with 1,000 bushels wheat to H. M. Talbott; boat Wheeler & Barron with 2,000 bushels wheat and 500 bushels rye to Hartley & Bro. and 1,300 bushels wheat to H. M. Talbott; boat Ellen Brooks with 2,700 bushels wheat to J. G. & J. M. Waters.

AG, Fri. 9/22/76, p. 2. **CANAL COMMERCE** – Arrived – Boats D. Annon and J. Dayton to American Coal Co.
Departed – Boats L. L. Moore, G. P. Lloyd, D. Annon, A. Greenless and J. Dayton.

Sat. 9/23/76, p. 4. **The mill-race**, during the late freshet, washed a bar across the canal, which will require dredging before boating can be made active. Something should be done by the

company to direct the water from its present terminus, that the basin may be kept clear of the accumulations constantly flowing in from the race.

Empty boats will be able to come up the canal on Monday.

AG, Sat. 9/22/76, p. 3. **The Break in the Canal.**
 – News has been received here from Cumberland to the effect that the late break in the C. & O. Canal near that place, will be repaired today, and the level will be filled tomorrow.

Mon. 9/25/76, p. 4. **Coal Report.**

The following is a report of the receipts and shipments of coal at Alexandria for the week ending Saturday:

	Receipts	
Amer. Coal Co., J. H. Parrott, jr., Agt.	2,715	
Hamp. & Balt. Co., W. G. Howard, Agt.	600	
Total	3,315	
	Shipments	
American Coal Co.	2,960	
Hampshire & Baltimore Co.	455	
Total	3,415	

At Alexandria on Saturday [9/23]:
 Arrived – Boats J. Green, M. A. Myers, Samuel Henry, W. Smith, Ellis Porter, R. Bender, M. Sanford and J. H. Parrott, jr. to American Coal Company.
 Departed – Boats M. A. Myers, Samuel Henry and W. Smith.

An easy and cheap preventive of an overflow of the river into the canal at the Waste Weir, as recently occurred, would be to place at the Weir dam a large gate that would work automatically, being forced open by the ordinary overflow at the weir and being closed by the inward pressure when the river rises.

The break so far has cost \$1,700. It is thought that the Canal company will have the bank of the canal rip-rapped along where the

recent break occurred, and that will involve a cost of \$3,000 or \$4,000 more.

The break will be completed today, and the water will be let on which will be a slow work, as the levels down to Dam No. 6, will have to be filled. It will be Thursday or Friday before loaded boats can leave this port.

ES, Mon. 9/25/76, p. 4. **GEORGETOWN Another Rise in the River** – A telegram from Harper’s Ferry reports that heavy rains have visited that section of the country, and that the river at that point is rising steadily. The river here is also rising, and at one o’clock this morning the water reached above the level of the wharves. On the ebbing of the tide it fell, however, about two feet. No serious damage is apprehended. The current in the river is quite swift.

Grain Trade – The boat J. N. Thomas arrived Saturday with 3,400 bushels of wheat to J. G. & J. M. Waters

AG, Mon. 9/25/76, p. 3. **The Canal Break** – The work on the break in the canal near Cumberland has not been entirely repaired, but some little water has been let in to float scows loaded with material to the site of the break, which will be repaired by Wednesday. The Alexandria Canal authorities taking advantage of the stoppage to navigation, have drawn off the water from the Aqueduct and are making some slight repairs to and strengthening that structure.

Tue. 9/26/76, p. 4. **Loaded** boats will not be able to pass over the entire distance between here and Dam No. 6 before Thursday or Friday, though unloaded boats can pass over before that.

Mr. Allen Campbell, President of the Consolidation Coal Company, is now in town, the guest of Mr. James A. Millholland.

Thos. Footer has removed his dying and scouring establishment to South Centre street,

near Baltimore street, where he is prepared to do any work in his line in a satisfactory manner.

NR, Tue. 9/26/76, p. 4. **Arrest of a Highway Robber.** – About the 1st of the month Peter Boyd, residing at No. 1910 N street northwest, complained at police headquarters that he had been knocked down in the White Lot, and robbed of a gold hunting-case watch and a small amount of money. Detectives Coomes and Miller traced the robbery to a mulatto named Joe Lacy. Lacy is of a roving turn of mind and is one of the crew of a clipper on the Chesapeake and Ohio canal. He left the city very soon after the robbery and was traced as far as Cumberland. Yesterday he returned, and was welcomed to Georgetown by the detectives named, assisted by Officer Sullivan. He was taken to police headquarters, where he spent the night.

AG, Tue. 9/26/76, p. 3. **The Canal Break** – The *Cumberland News* of yesterday says: “The repairs to the canal were completed on Saturday, and the work of refilling the prism, which had been nearly emptied for fifty miles, was begun yesterday. It is expected that empty boats, fifty or sixty of which are lying on the one-mile level, can pass up this evening, and traffic resumed on Tuesday evening. There are now sixty loaded boats here awaiting a chance to clear for tide-water and a few more will be loaded today and tomorrow.”

The *Alleghanian* says: “The break so far has cost \$1,700. It is thought that the Canal Company will have the bank of the canal rip-rapped along where the recent break occurred, and that will involve a cost of \$3,000 or \$4,000 more.”

As the length of the canal to be filled is so great it is likely that the work will be slow, and that loaded boats will not be able to pass before Thursday or Friday.

Wed. 9/27/76, p. 4. **Brisk Work.**

When the canal is once more in navigable condition, and shipments of coal again begin, we may expect for the remainder of the season that

the trade in this region will brighten up much for two reasons: first the natural increase of shipments; we have reason to expect in the fall and secondly, the diminution of the supply of coal at the seaboard by reason of the enforced inactivity of the last two weeks. This increased briskness of the coal trade for the remainder of the season may help, coupled with the resumption of operations at the rolling mill, to brighten up business here a little, for which everybody will feel duly grateful to the heavenly powers.

Filling the Levels.

The work of filling the levels on this division of the canal was continued yesterday. Last night boats were allowed to come up, so that they can arrive here and receive loads from the large stock of coal at the wharves. Today, however, in order that the work of filling the levels may not be interrupted, no boats will be allowed to pass either way. But by tomorrow it is confidently expected that the levels will be sufficiently filled to allow the passage over them of both loaded and unloaded boats.

A Big Job.

Many are unacquainted with the magnitude of the task involved in filling the canal with water from here to Dam No. 6, a distance of about 50 miles. The amount of water is immense, and for obvious reasons it has to be done comparatively slowly and with uniformity over all the levels. For instance, if the western levels were filled to their capacity, while the waters in adjoining levels was very shallow, the result would be a cleaning out of all the lock gates on the division.

ES, Wed. 9/27/76, p. 4. **GEORGETOWN Grain Trade** – The arrivals were: Boat Hattie & Bessie with 3,300 bushels wheat and boat Caledonia with 1,900 bushels wheat and 1,000 bushels corn to Hartley & Bro.

Canal Trade - 1876

AG, Wed. 9/27/76, p. 3. **The Canal** – The *Cumberland News* of yesterday says: “There is nothing new to report in the condition of the canal. Water is being let into it through the lock and feeder at this city as rapidly as possible, and it is thought that the levels will be filled by tomorrow night.

“Empty boats might pass over the canal tomorrow, but it is not probable that they will be allowed to come to this port until the loaded ones have cleared, as there is not room for them at the wharves or basins.”

The water was let on the Alexandria canal this morning, and it will be ready for the passage of boats by tonight.

Thu. 9/28/76, p. 4. **Canal Trade.**

Eighty-five boats left this port yesterday, carrying 9,634 14 tons of coal, as follows:

Consolidation Coal Company

Georgetown		
G. W Knode	Capt. Boyer	112 13
J. & D. Nuse	Capt. Roof	114 01
Lillie & May	Capt. Sandbar	115 12
Dove	Capt. Mose	115 14
Anna Bruce	Capt. Draner	114 15
Ernst & Holland	Capt. Penner	116 10
A. P. Gorman	Capt. Yingling	116 16
Miner	Capt. Yingling	115 02
D. M. Read	Capt. Eichelberger	115 03
Wm. M. Hill	Capt. Swain	114 01
L. R. Fechtig	Capt. Smith	112 00
A. M. Grove	Capt. Grove	112 06
H. C. Hicks	Capt. Riley	115 11
Samuel Bacon	Capt. Reynolds	115 11
A. B. Turner	Capt. Reynolds	114 04
Energy	Capt. Morrow	115 17
J. N. Clary	Capt. Bowers	115 04
Jacob McGraw	Capt. Mertens	113 15
W. L. Read	Capt. Bowers	111 05
Belle Resley	Capt. Teeters	110 03
A. Gruber	Capt. Woltz	117 19
Consolidation	Capt. Shank	114 09
A. E. McDonald	Capt. McDonald	116 17
J. W. Turner	Capt. Rowland	113 15
Creole	Capt. Ingram	114 15
S. T. Ekis	Capt. Johnson	111 11
A. J. Center	Capt. Ingram	108 17
Jimmy M., jr.	Capt. Bush	112 17
Lucinda	Capt. Rinehart	118 03
Queen City	Capt. Edenhart	115 10
J. Spencer	Capt. Rinehart	115 06

B. C. Barroll, jr.	Capt. Jackson	122 00
Star No. 2	Capt. Moore	96 17
H. J. Kenah	Capt. Broderick	116 01
Williamsport		
Monongahela	Capt. Shupp	104 14

Thirty-five boats 3982 14
American Coal Company

Alexandria		
Weyand Doerner	Capt. Goodwin	115 10
J. W. Morris	Capt. Bowers	115 10
J. J. Swift	Capt. Brown	111 04
Ben Williamson	Capt. Austin	115 08
J. Wilson	Capt. McCann	115 07
Chas. Robb	Capt. Bowers	116 19
A. J. Akin	Capt. Poffenberger	114 10
Thomas H. Faile	Capt. Hamsberg	115 03
J. R. Anderson	Capt. Reynolds	117 13
J. A. Alexander	Capt. Penner	111 17
	Ten boats	1149 01

Borden Mining Company

Georgetown		
Exchange	Capt. Cowden	107 00
J. Sammon	Capt. Quigley	119 05
J. T. Scrivener	Capt. Quigley	110 12
L. N. Lovell	Capt. McCardell	120 08
Henry Kraus	Capt. Cowden	114 05
Julia Borden	Capt. Cowden	114 02
New Era	Capt. Cowden	109 19
Dr. O. M. Schindel	Capt. Warner	115 08
Areturus	Capt. Turner	103 15
Alice	Capt. Artz	116 06
T. B. Lynn	Capt. Wiland	112 13
Wm. Staples	Capt. Cowden	116 00
Martha	Capt. Long	115 17
Emerald	Capt. Long	116 07
F. J. Laing	Capt. Young	115 08
Bessie Gruber	Capt. Artz	116 15
Centennial	Capt. Boley	120 03

Seventeen boats 1939 03

New Central Coal Company

Georgetown		
D. Murphy	Capt. Dick	108 16
John Reeves	Capt. Dick	107 14
A. Lincoln	Capt. Unglesbie	107 09
E. Mulvaney	Capt. Cohill	110 03
J. E. Coulehan	Capt. Kimble	112 17
J. B. Turton	Capt. Brooks	107 14
J. Hammond	Capt. Brooks	113 12
Friendship	Capt. Hall	108 19
Four Sisters	Capt. Kean	111 09
American Boy	Capt. Robinson	111 13
T. Lannon	Capt. French	107 05
R. Fannon	Capt. Sorrell	107 04
M. A. West	Capt. Conrad	114 01
William R. Shaw	Capt. Coffman	109 19
S. H. Davis	Capt. Mouse	112 04

Canal Trade - 1876

Dr. J. P. Broderick	Capt. Little	110 08
J. R. Purcell	Capt. Armstrong	<u>114 16</u>
	Seventeen boats	1876 03
Hampshire & Baltimore		
Georgetown		
Johnny	Capt. Kean	121 10
Nora & Willie	Capt. Sorrell	114 18
Morning Sun	Capt. Jarricks	113 01
A. B. Bain	Capt. Osborne	116 10
T. H. West	Capt. Reid	<u>112 05</u>
	Five boats	578 01
Blaen Avon Coal Company		
Williamsport		
J. B. Winslow	Capt. Rodenhouser	109 09

Loaded boats were sent down to the foot of the level yesterday evening. The canal will be entirely open for navigation today.

There were 85 boats left yesterday with 9,634 14 tons of coal. This is the first shipment since the break.

ES, Thu. 9/28/76, p. 4. **GEORGETOWN Grain Trade** – A cargo of 3,600 bushels [wheat] arrived on boat E. F. Wheeler to J. G. & J. M. Waters. Boat Thrasher with 350 bushels wheat to Hartley & Bro.

AG, Thu. 9/28/76, p. 3. **CANAL COMMERCE** – Arrived – Boat Hubert & Kirby to E. Francis. Departed – Steamer T. Moore and boats M. O’Conner, P. G. Uhler, W. E. Bell, D. Stewart, H. C. Flagg, J. P. Moore, E. L. Moore, A. J. Clark, C. Segerson, R. T. Semmes and F. R. M. Bowers.

Fri. 9/29/76, p. 4. **Canal Trade.**
 Sixteen boats left this port yesterday, carrying 1,801 17 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Adam Norrie	Capt. Pennell	112 13
Ino	Capt. McCarty	116 16
J. R. Cruzen	Capt. Lypold	114 02
Uno	Capt. Peck	<u>109 18</u>
	Four boats	453 09

American Coal Company		
Alexandria		
Thomas Patton	Capt. Eaton	115 01
Wm. Walsh	Capt. Teach	114 11
M. D. Corse	Capt. Bear	<u>115 04</u>
	Three boats	344 16
New Central Coal Company		
Georgetown		
Lizzie Reagan	Capt. Rinehart	110 00
J. R. Couter	Capt. Williams	109 14
M. Ruben	Capt. Gardner	113 05
V. H. Weir	Capt. McKalvey	<u>109 13</u>
	Four boats	442 12
Hampshire & Baltimore		
Georgetown		
J. W. Rhind	Capt. Wyatt	117 00
Samuel Swain	Capt. Patterson	<u>118 03</u>
	Two boats	235 03
Individual		
Georgetown		
P. Sinclair	Capt. Dixon	105 00
G. W. Grove	Capt. Rudgeon	108 00
Ida J. Kreps	Capt. Smith	<u>112 17</u>
	Three boats	325 17

A white woman, the wife of a canal boat captain, fell overboard at the wharf of the American coal company in Alexandria the other day, but was speedily rescued.

Last night at 1 a.m. boats were locked through at Three Locks. Expect a rush of boats here today.

The canal is now entirely open for navigation from Cumberland to tidewater. We may expect a great swarm of empty boats today, for there were only about 75 boats detained.

ES, Fri. 9/29/76, p. 4. **GEORGTOWN The Coal Trade** this week has been seriously retarded by the delay caused to canal boats by the break near Cumberland, and vessels also are scarce. The break having been repaired, an increase of figures is looked for next week. The receipts and shipments were as follows:
 Consolidation Coal Company – receipts 3,278 tons; shipments 3,999 tons. Maryland Coal Company – receipts 1,955 tons; shipments 1,955 tons. New Central Coal Company – receipts 345

tons; shipments 710 tons, and Borden Mining Company – receipts 1,650 tons; shipments 1,650 tons. Eighty-five boats left Cumberland yesterday bound for this port.

Grain Trade – The arrivals were: Boat Loudoun with 2,700 bushels of wheat for H. M. Talbott, and 700 bushels wheat for Hartley & Bro.

AG, Fri. 9/29/76, p. 2. **CANAL COMMERCE** – Departed – Boats C. E. Charles, Elmer & Kate, Hubert & Kirby, W. E. Turner, J. L. Read and J. H. Platte.

Sat. 9/30/76, p. 1. **Canal Trade.**

Twenty-four boats left this port yesterday, carrying 2,721 05 tons of coal, as follows:

New Central Coal Company		
Georgetown		
Bernadette	Capt. Jordan	116 04
G. Berkebile	Capt. Wegman	118 00
V. H. Weir	Capt. McKalvey	109 13
Wm. Young	Capt. Reives	117 04
E. B. Hartley	Capt. Knott	104 07
Hanson Willison	Capt. Keech	107 09
A. Kuhn	Capt. Overcash	115 00
L. G. Stanhope	Capt. Nave	113 18
	Eight boats	901 15
Consolidation Coal Company		
Georgetown		
T. W. Riley	Capt. Keech	114 03
W. Thompson	Capt. O'Brien	112 12
Linnet	Capt. Zeigler	112 19
Joel Charles	Capt. Hammond	111 15
	Four boats	451 09
Borden Mining Company		
Georgetown		
Henry Freeland	Capt. Cowden	114 09
J. R. Haines	Capt. Irwin	112 13
C. H. Knott	Capt. Young	116 03
R. J. West	Capt. Slattery	114 02
Wm. Borden	Capt. Manning	116 03
	Five boats	573 10
American Coal Company		
Alexandria		
A. S. Wintringham	Capt. Eichelberger	112 00
J. H. Stickney	Capt. Benner	112 03
Dr. M. M. Lewis	Capt. Eichelberger	115 05
	Three boats	339 09
Blaen Avon Coal Company		
Williamsport		
E. M. Stanhope	Capt. Murray	112 08

George Hughes	Capt. Callan	115 15
	Two boats	228 03
	Individual	
Georgetown		
Little Nan	Capt. Hanson	112 00
G. B. Oswald	Capt. Hanson	114 19
	Two boats	225 19

The canal company's dredging machine has been busy since the high water removing bars in the river and canal and cleaning out the channels generally.

Low Rates.

It is hard to tell now exactly what the different companies are paying boatmen. All sorts of rates are quoted, from 75 cents to a dollar. The boatmen having earned barely enough to support themselves during the season will be compelled to sell stock this winter to enable them to get money to keep themselves and families until next spring.

Arriving.

At three o'clock yesterday afternoon upward-travel boats were passed through the three locks, nine miles east of the city, and about six o'clock they commenced arriving in port in great numbers. It was found that it took a longer time to fill the levels of the division from here to Dam No. 6 than was expected.

Enlisted.

We were informed by a very reliable authority that about three hundred young men, formerly boatmen on the Chesapeake and Ohio Canal and among the very best men on it, had given up boating, having enlisted in the army at Georgetown and Alexandria.

It has been asked why the big pump of the canal company at Patterson's creek was not employed to keep the levels filled below the break, (which it has the capacity to do,) thus preventing so long an interruption to navigation. The answer is very simple and satisfactory. There were a number of large sand bars washed

in the canal between Patterson's creek and Dam No. 6, and the water had to be let off to allow them to be removed.

The decrease of shipments of coal from our region has now reached over 400,000 tons.

AG, Sat. 9/30/76, p. 3. **CANAL COMMERCE**
 – Arrived – Boats M. Kersey, H. O. Claughton and Ed Bayer to American Coal Co.
 Departed – Boats S. Lloyd, American Flag, M. Kersey and Grace.

Mon. 10/2/76, p. 4. **Canal Trade.**

Forty-one boats left this port Saturday, carrying 4,605 17 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
J. K. Whitford	Capt. Moore	112 13
Wm. Moorehead	Capt. Read	106 17
Joseph Light	Capt. Boyd	115 02
W. C. Ernst	Capt. Bender	113 04
J. T. Dixon & Co.	Capt. Heck	115 04
J. A. Graham	Capt. Brubaker	115 05
M. S. O'Donnell	Capt. Piper	112 11
Star No. 1	Capt. Jackson	102 00
C. P. Manning	Capt. Read	113 19
Dr. A. A. Biggs	Capt. Brubaker	109 02
Laura	Capt. Brubaker	112 09
Williamsport		
Grason & Fannie	Capt. Taylor	109 10
	Twelve boats	1337 16
New Central Coal Company		
Georgetown		
Loretta	Capt. Ardinger	107 10
R. A. Goodwin	Capt. Kaiser	115 08
Wm. M. Price	Capt. Griminger	113 05
D. Henry	Capt. O'Neal	114 15
W. P. Wools	Capt. Little	111 19
D. A. Carl	Capt. Dennell	107 06
H. B. Simonds	Capt. Taylor	110 07
	Seven boats	780 10
American Coal Company		
Alexandria		
L. A. Long	Capt. Long	115 09
Charles Clifton	Capt. Weaver	112 19
Andrew Main	Capt. Bowers	112 00
R. S. Grant	Capt. Weaver	112 13
Wm. J. Boothe, jr.	Capt. Hatch	110 18
Theo. L. Betts	Capt. McLucas	115 09
	Six boats	679 08
Borden Mining Company		

Georgetown		
W. Delano, jr.	Capt. Fernsner	116 02
Denton Jacques	Capt. Newkirk	115 06
Hunter G.	Capt. Cowden	118 00
Fall River	Capt. Farrow	112 17
Kate Prather	Capt. Fernsner	121 07
F. L. Tilghman	Capt. Cowden	115 00
	Six boats	698 12
Blaen Avon Coal Company		
Williamsport		
Wm. Mertens	Capt. Merryman	112 10
J. A. Spielman	Capt. Poffenberger	108 02
D. Seibert	Capt. Hamilton	116 00
Georgetown		
Four Sisters	Capt. McIntire	112 15
	Four boats	449 07
Hampshire & Baltimore		
Georgetown		
Little Eddy	Capt. Ward	112 01
M. Fannon	Capt. Bissett	111 10
J. J. Moore	Capt. Merryman	115 13
	Three boats	339 04
Individual		
Georgetown		
M. C. Merryman	Capt. Merryman	107 00
F. H. Darby	Capt. Tice	106 00
P. Fleckenstein	Capt. Bowers	108 00
	Three boats	321 00

One hundred and sixty-eight boats left this port for the week ending Saturday, carrying 18,995 13 tons of coal.

ES, Mon. 10/2/76, p. 4. **GEORGETOWN Grain Trade** – The arrivals were: Boat Wm. Riley with 3,700 bushels of wheat to Hartley & Bro.; boat J. N. Thomas with 2,300 bushels wheat, and 1,200 bushels corn; boat Mollie with 1,100 bushels wheat and 1,000 bushels corn.

AG, Mon. 10/2/76, p. 2. **CANAL COMMERCE** – Arrived – Boats G. & L. Brashears to Hampshire and Baltimore Coal Co. Departed – Boats H. O. Claughton, R. J. Duckett, P. A. Gorman, G. P. DeWitt, C. R. Hooff, M. S. Fernsner, Ed Bayer, J. W. Burke, V. L. Sprigg and Nuttie & Billie.

Tue. 10/3/76, p. 1. **Canal Trade.**
 Forty-five boats left this port yesterday, carrying 5,082 12 tons of coal, as follows:

Canal Trade - 1876

Consolidation Coal Company		
Georgetown		
G. W. Barnett	Capt. Little	110 09
Julia Tyler	Capt. Hebb	114 00
Willie & Johnnie M.	Capt. Morrison	114 14
M. Boyer	Capt. Boyer	108 05
I. Crane	Capt. White	121 01
H. T. Weld	Capt. Nuse	95 05
Robin	Capt. Compton	115 19
G. Meredith	Capt. Compton	115 14
Star No. 3	Capt. Pennell	102 03
Williamsport		
A. Gruber	Capt. Van Woltz	113 14
	Ten boats	1111 04

American Coal Company		
Alexandria		
W. J. B. Lloyd	Capt. Miller	116 02
David A. Lowe	Capt. Lynch	116 08
Robert H. Miller	Capt. Cramer	115 14
S. S. Howison	Capt. Swain	115 16
H. Delafield	Capt. Hetzer	111 10
W. C. Hunter	Capt. Butler	116 12
G. L. Boothe	Capt. Davis	116 08
	Seven boats	808 11

New Central Coal Company		
Georgetown		
Elizabeth	Capt. Seaman	112 00
D. R. Long	Capt. Long	115 18
Ohio	Capt. Pierce	112 08
G. S. Couter	Capt. Newell	112 00
Iowa	Capt. Keady	112 14
Sallie & Jennie	Capt. Grosh	116 02
Geo. Hutton	Capt. Wright	113 08
A. Zeigler	Capt. Atwell	115 10
B. F. Price	Capt. Miller	110 00
	Nine boats	1019 15

Borden Mining Company		
Georgetown		
Invincible	Capt. Cowden	123 18
Maggie B.	Capt. Cowden	117 10
Capt. J. R. Masters	Capt. Gorman	117 14
S. H. Sherman	Capt. Pitzer	114 10
Onward	Capt. Donnelly	113 12
Pattie Dunlop	Capt. Snyder	114 16
	Six boats	702 00

Blaen Avon Coal Company		
Alexandria		
Mary Mertens	Capt. Faulkwell	111 01
Williamsport		
C. B. Embrey	Capt. Buchanan	114 08
	Two boats	225 09

Hampshire & Baltimore		
Georgetown		
Benj. Miller	Capt. Crumbaugh	118 18
Lillie Lemen	Capt. Dunn	116 00

E. M. Bynon	Capt. Gower	114 10
	Three boats	349 08

Maryland Coal Company		
Georgetown		
F. L. Moore	Capt. Brown	118 01
H. G. Wagner	Capt. Walker	83 14
	Two boats	201 15

Individual		
Georgetown		
R. T. Semmes	Capt. Westbrook	110 11
J. C. Stonebraker	Capt. Numberger	109 00
R. Portner	Capt. Numberger	112 00
A. Greenless	Capt. Fox	113 19
G. Blackburn	Capt. Keesucker	110 00
C. Segerson	Capt. Wallace	109 00
	Six boats	664 10

ES, Tue. 10/3/76, p. 4. **GEORGETOWN Horse Stolen** – A horse owned by Michael McQuade, who is a resident of Seven Locks, Md., was stolen last Friday night. The animal has not been recovered.

Grain Trade – 3,300 bushels of wheat, which arrived yesterday, consigned to Hartley & Bor., on the boat Hattie & Bessie.

AG, Tue. 10/3/76, p. 2. **CANAL COMMERCE** – Arrived – Boat J. A. Alexander to American Coal Co. Departed – Boat G. & J. Brashears.

Wed. 10/4/76, p. 4. **Canal Trade.** Thirty-seven boats left this port yesterday, carrying 4,216 02 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Mohawk	Capt. Baler	113 01
B. L. Slack	Capt. Turner	117 19
P. J. Smith	Capt. Anderson	112 00
Hawk	Capt. Benner	114 17
M. C. Clay	Capt. Murphy	114 13
W. H. Boyd	Capt. Seaman	111 19
Dr. C. F. Russell	Capt. Seaman	114 18
J. B. Varnum	Capt. Pennell	110 01
Yonkers	Capt. Hensey	114 15
Tommy & Nelly	Capt. Little	114 01
W. Weber	Capt. Dixon	116 13
A. F. Lantz	Capt. Swain	116 00
	Twelve boats	1370 17

New Central Coal Company		
Georgetown		

Canal Trade - 1876

Emma	Capt. Paxton	115 19
Dr. F. M. Davis	Capt. Middleton	115 14
Geo. H. Bradt	Capt. Weston	114 06
Mary Mack	Capt. McArthur	107 12
C. W. Adams	Capt. Coffman	112 02
City of Hamburg	Capt. Coffman	107 18
Jack Topper	Capt. Snyder	<u>110 11</u>
	Seven boats	784 02
Borden Mining Company		
Georgetown		
J. H. Farrow	Capt. Arding	117 02
Alonzo Berry	Capt. Arding	116 13
Borden & Lovell	Capt. Shives	117 07
Sallie E. Hassett	Capt. Mouse	<u>115 12</u>
	Four boats	465 14
Maryland Coal Company		
Washington		
T. J. Boyer	Capt. Kroon	115 19
S. S. Lynn	Capt. Kroon	110 04
Thomas Venners	Capt. Fleming	103 19
Ludlow Patton	Capt. Farman	<u>99 15</u>
	Four boats	429 17
American Coal Company		
Alexandria		
Wm. Gregory	Capt. James	116 09
Daniel Annan	Capt. Eichelberger	115 15
James Dayton	Capt. Shaw	<u>111 02</u>
	Three boats	343 06
Hampshire & Baltimore		
Georgetown		
E. M. Bynon	Capt. Gower	114 10
A. J. Mills	Capt. Fisher	<u>120 00</u>
	Two boats	234 10
Blaen Avon Coal Company		
Georgetown		
Clara	Capt. Eddy	115 02
B. R. Summers	Capt. Sorrell	<u>119 14</u>
	Two boats	234 16
Individual		
Georgetown		
Carrie V.	Capt. Reid	125 00
Annie	Capt. Little	112 00
Dr. Wiley	Capt. Stewart	<u>115 00</u>
	Three boats	352 00

ES, Wed. 10/4/76, p. 4. **GEORGETOWN Grain Trade** – The arrivals were: Boat Seneca with 875 bushels of wheat, 200 bushels of corn and 128 barrels of flour to Hartley & Bro., 500 bushels of wheat and 200 bushels of corn to H. M. Talbott, and 630 bushels of wheat to T. C. Wheeler.

AG, Wed. 10/4/76, p. 2. **CANAL COMMERCE** – Arrived – Boats C. Robb, J. Wilson, W. Doerner, B. Williamson, A. J. Akin, J. J. Swift and T. H. Faile to American Coal Co.; Johnny to Hampshire and Baltimore Coal Co. Departed – Boats J. A. Alexander, C. Robb, J. Wilson, W. Doerner and Johnny.

Thu. 10/5/76, p. 4. **Canal Trade.**

Thirty-nine boats left this port yesterday, carrying 4,555 04 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Blue Bell	Capt. Riley	114 12
Maryland	Capt. Clendening	113 04
Okonoko	Capt. Byroads	118 10
V. S. Brashears	Capt. Moore	117 01
C. Slack	Capt. Lewis	121 15
R. I. Morris	Capt. Stride	120 01
Five Brothers	Capt. Little	119 18
C. H. Dalton	Capt. Little	117 01
Williamsport		
Monongahela	Capt. Shupp	<u>105 17</u>
	Nine boats	1048 19
American Coal Company		
Alexandria		
M. A. Myers	Capt. Martin	113 06
Michael Snow	Capt. Martz	115 04
Wm. Darrow	Capt. Wilson	112 12
Dr. G. Ellis Porter	Capt. Chaney	115 16
James Green	Capt. Martz	116 11
G. P. Lloyd	Capt. Emberson	112 13
Samuel Henry	Capt. Turner	113 00
W. Smith	Capt. Masters	<u>115 04</u>
	Eight boats	914 14
Borden Mining Company		
Georgetown		
Charles Hassett	Capt. Master	116 15
C. L. Brengle	Capt. Doyle	116 19
Harry Borden	Capt. Cowden	116 10
Arthur Lovell	Capt. Gorman	105 18
Johnny & Franky	Capt. Speaker	117 00
W. L. Shaw	Capt. Kinsel	115 03
Ed. Stake	Capt. Kimble	<u>120 10</u>
	Seven boats	808 15
New Central Coal Company		
Georgetown		
P. L. Lemen	Capt. King	113 16
Carrie & Maggie	Capt. Lindsey	111 01
Ida & Willie	Capt. Albert	114 05
F. F. Davis	Capt. Swain	117 04
D. L. Taylor	Capt. Turner	118 13
F. A. Mertens	Capt. Manning	110 00

Canal Trade - 1876

Mattie	Capt. Seaman	<u>117 15</u>
	Seven boats	802 14
Blaen Avon Coal Company		
Georgetown		
J. H. Houck	Capt. Reed	115 15
L. W. Poffenberger	Capt. Harney	116 03
Fleming & Motter	Capt. Broderick	116 00
Williamsport		
J. B. Winslow	Capt. Taylor	108 13
Knoxville		
Caledonia	Capt. Crowe	<u>84 05</u>
	Five boats	540 16
Maryland Coal Company		
Georgetown		
Phillie G.	Capt. McCann	115 06
	Individual	
Georgetown		
Industry	Capt. Crocket	112 00
Ida & Harry	Capt. Ekis	<u>112 00</u>
	Two boats	224 00

The first boat from Cumberland, since the last break, arrived at Alexandria at 11:30 a.m. on Tuesday morning, consigned to the American Coal Company.

ES, Thu. 10/5/76, p. 4. **GEORGETOWN – Grain Trade** – The arrivals were: Boat Wheeler & Barron, with 3,000 bushels of wheat to Hartley & Bro.; 400 bushels wheat to H. M. Talbott, and 600 bushels of corn to T. C. Wheeler. Boat H. M. Talbott with 210 bushels of wheat to Hartley & Bro., and 2,000 bushels wheat and 200 bushels rye to H. M. Talbott. Boat James S. Welch with 700 bushels of wheat and 200 bushels corn to T. C. Wheeler; and 300 bushels wheat to H. M. Talbott. Boat Ellen Brooke with 172 barrels of flour to Hartley & Bro.; and 3,200 bushels of wheat to J. G. & J. M. Waters. Boat E. V. White with 300 bushels wheat to H. M. Talbott. Boat E. F. Wheeler with 2,615 bushels wheat and 500 bushels corn, and boat Mollie C. Waters with 2,000 bushels wheat, all to J. G. & J. M. Waters.

AG, Thu. 10/5/76, p. 3. **CANAL COMMERCE** – Arrived – Boats J. R. Anderson and J. W. Morris to American Coal Co.; Katie & Addie to W. A. Smoot; T. H. West, Morning

Sun, A. Adams, S. Swain and A. B. Bain to Hampshire and Baltimore Coal Co. Departed – Boats A. J. Akin, J. R. Anderson, T. H. Faile, J. J. Swift and J. W. Morris.

Fri. 10/6/76, p. 1. **Canal Trade.**

Thirty-nine boats left this port yesterday, carrying 4,433 08 04 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Osceola & Jake	Capt. Seaman	116 13
J. A. Millholland	Capt. Repp	114 08
J. R. Ray	Capt. Kerfoot	112 14
Morning Star	Capt. Singer	111 13
M. M. Jane	Capt. Arthur	112 18
J. Snively	Capt. Miller	114 07
John Leech	Capt. Walker	117 08
A. Campbell	Capt. Kelly	110 16
I. M. Boyer	Capt. Spong	114 03
L. L. Shives	Capt. Shives	111 17
Geo. A. Pearre	Capt. Sensel	112 19
Williamsport		
Grason & Fannie	Capt. Taylor	<u>106 09</u>
	Twelve boats	1383 13
New Central Coal Company		
Georgetown		
Henry Boyd	Capt. Brown	116 17
J. H. Slattery	Capt. McCoy	107 04
Col. J. C. Lynn	Capt. Reid	113 12
C. A. Greene	Capt. Snyder	114 03
Laura B. Agnew	Capt. Turner	115 04
Willie & Annie	Capt. Derr	116 14
Sharpsburg	Capt. Spong	107 00
R. M. Sprigg	Capt. Boley	<u>110 14</u>
	Eight boats	981 10
American Coal Company		
Alexandria		
Peter H. Uhler	Capt. Pearce	115 03
Richard Bender	Capt. Rose	116 12
M. Sanford	Capt. Everly	111 07
J. J. Moore	Capt. Nuse	116 04
J. H. Parrott, jr.	Capt. Taylor	115 15
American Flag	Capt. McKnight	116 09
Henry C. Flagg	Capt. Brown	<u>114 19</u>
	Seven boats	806 11
Borden Mining Company		
Georgetown		
Mabel	Capt. Turner	119 00
Rudolph Herr	Capt. Spitznogle	112 10
J. H. Snyder	Capt. Mills	116 07
M. L. Haines	Capt. Zimmerman	118 05
New Era	Capt. Cowden	106 10
J. M. Resley	Capt. Beles	<u>112 10</u>
	Six boats	685 03

Canal Trade - 1876

Maryland Coal Company		
Washington		
A. K. Syester	Capt. Kroon	108 19
Cumberland	Capt. Henry	<u>112 05</u>
	Two boats	221 04
Blaen Avon Coal Company		
Georgetown		
M. E. Tice	Capt. Gerhart	116 03
Williamsport		
E. M. Stanhope	Capt. Murray	<u>116 17</u>
	Two boats	233 00
Individual		
Georgetown		
Mayfield & Hieston	Capt. Read	113 00
H. Herbner	Capt. Buckner	<u>110 00</u>
	Two boats	223 00

AG, Fri. 10/6/76, p. 2. **CANAL COMMERCE**
 – Arrived – Boats I. J. Kreps to John P. Agnew;
 W. Walsh, M. D. Corse, T. Patton, A. S.
 Wintringham and J. H. Stickney to American
 Coal Co.
 Departed – Boat Katie & Addie.

Sat. 10/7/76, p. 4. **Canal Trade.**
 Forty-five boats left this port yesterday,
 carrying 5,126 03 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Johnny & Tommy	Capt. Bell	114 16
Star No. 2	Capt. Moore	99 14
W. Irving	Capt. Potts	115 07
J. M. Forbes	Capt. Moore	113 13
C. W. Brengle	Capt. Turner	117 01
D. A. Miller	Capt. Weller	116 03
Diligent	Capt. Moriarty	119 00
Capt. J. Sheridan	Capt. Creamer	116 05
Thomas Malloy	Capt. Knode	116 03
Williamsport		
A. Gruber	Capt. Woltz	115 16
Washington		
J. T. Dixon & Co.	Capt. Heck	113 03
Mountain City	Capt. Heck	<u>111 11</u>
	Twelve boats	1368 12
Borden Mining Company		
Georgetown		
Susan Charles	Capt. Snyder	117 00
B. M. Young	Capt. Miles	117 01
Little Nan	Capt. Ensminger	112 10
F. Ensminger	Capt. Snyder	119 09
Ida & Sally	Capt. Stoops	113 16
Donna Tilghman	Capt. Stoops	116 01
A. C. Greene	Capt. Joy	116 12

T. B. Lynn	Capt. Wiland	<u>108 09</u>
	Eight boats	920 18
New Central Coal Company		
Georgetown		
Dr. R. J. Duckett	Capt. Price	109 05
L. H. Kuhn	Capt. Cunningham	114 16
John W. Carder	Capt. Darkey	114 00
P. A. Gorman	Capt. McCabe	116 17
Lizzie & Phillie	Capt. Gannon	113 16
W. T. Hassett	Capt. French	113 08
C. J. Myers	Capt. Malone	112 12
F. H. Irwin	Capt. Gannon	<u>112 11</u>
	Eight boats	907 05
American Coal Company		
Alexandria		
John L. Read	Capt. Brendlinger	116 09
David Stewart	Capt. Penner	113 05
W. E. Bell	Capt. Brendlinger	116 08
Maj. E. L. Moore	Capt. Little	115 06
Rechabites	Capt. Harris	115 16
Edward Bayer	Capt. Fisher	113 08
A. Jackson Clark	Capt. Wilson	<u>116 03</u>
	Seven boats	806 15
Maryland Coal Company		
Georgetown		
Alex. Kratz & Co.	Capt. Brookman	115 01
Mollie & Betty	Capt. O'Neal	114 07
Washington		
J. W. Daily	Capt. French	<u>115 09</u>
	Three boats	344 17
Blaen Avon Coal Company		
Georgetown		
W. E. Turner	Capt. Riley	112 05
Washington		
Richard Burke	Capt. Arrington	110 08
Williamsport		
J. A. Spielman	Capt. Poffenberger	<u>113 15</u>
	Three boats	336 08
Individual		
Georgetown		
Nuttie & Billie	Capt. Zeigler	112 00
G. P. DeWitt	Capt. Montgomery	111 08
F. Bowers	Capt. Bowhey	109 00
A. L. Miller	Capt. Keech	<u>109 00</u>
	Four boats	441 08

The New Steamer.

The new steamer "Hancock," built by Messrs. B. Mitchell & Sons, arrived here on last Thursday morning, and yesterday made a trial trip on the Potomac, at the solicitation of persons interested in steam navigation on the canal. She is a very pretty boat, runs at the rate of ten miles an hour on the Potomac when not laden throws

up very little water from the stern, and works with great ease, her propeller being 54 inches in diameter and working horizontally when raised or lowered. She is of 20 horsepower, with cylinder 11 inches in diameter and 12 inch stroke. This vessel made 61 miles in 13½ hours on her trip up from Georgetown [sic Hancock]. The Hancock expects to take a load out today.

Mr. A. M. Brandt, who but recently removed from here to Washington, was in town yesterday. At the latter place he is now doing an extensive and constantly increasing business in the sale of Cumberland coal.

NR, Sat. 10/7/76, p. 1. **Chesapeake and Ohio Canal Company.** – Heavy shipments of coal and consequent receipt of tolls during the present season are reported by the Chesapeake and Ohio Canal Company, and yet, we understand, there has not been any payment made to the bondholders. Up to the corresponding period of last year nine per cent had been paid them, followed by six per cent, more before the close of 1875. Why this difference? The bonds of the company are largely held in this city and vicinity, so that the withholding is keenly felt by many persons hereabouts.

AG, Sat. 10/7/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Geo. Hughes to W. A. Smoots; A. Greenless to J. P. Agnew; J. K. Whitford and Centennial to brick yards on canal; M. M. Lewis and L. A. Long to American Coal Co.
 Departed – Boats I. J. Kreps, W. Walsh, M. D. Corse, Centennial, J. K. Whitford, Thomas Patton, A. S. Wintringham and J. H. Stickney.

Mon. 10/9/76, p. 1. **Canal Trade.**
 Thirty-four boats left this port yesterday, carrying 3,850 06 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Alpha	Capt. Reed	107 12
Miner	Capt. Yingling	114 05
Ernst & Holland	Capt. Penner	117 14

R. Shriver	Capt. Nuse	115 17
A. P. Gorman	Capt. Yingling	113 00
Dove	Capt. Mose	114 05
J. W. Turner	Capt. Rowland	112 15
D. M. Read	Capt. Eichelberger	113 15
A. E. McDonald	Capt. McDonald	114 03
Shipley & Bush	Capt. Seaman	118 04
	Ten boats	1141 10
New Central Coal Company		
Georgetown		
Four Sisters	Capt. Dugan	116 05
Dr. J. P. Broderick	Capt. Little	109 00
Andrew Spier	Capt. Wolf	109 00
William R. Shaw	Capt. Coffman	113 06
Ben Bissell	Capt. McChan	112 10
M. Sinclair	Capt. O'Neal	108 19
S. H. Davis	Capt. Mouse	108 12
	Seven boats	777 12
Borden Mining Company		
Georgetown		
John T. James	Capt. Weller	112 10
Sally J. Kelly	Capt. Kelly	120 10
Areturus	Capt. Turner	105 16
Isaac Wilson	Capt. Sisler	119 02
Geo. T. Gatrell	Capt. Harper	121 13
R. B. Lynn	Capt. Dick	116 09
	Six boats	696 00
American Coal Company		
Alexandria		
Geo. Sherman	Capt. Russell	114 19
J. A. Alexander	Capt. Penner	112 00
Matthew Kersey	Capt. Fisher	118 17
H. O. Claughton	Capt. Fisher	115 17
Samuel Lloyd	Capt. McMullen	116 08
	Five boats	578 01
Maryland Coal Company		
Georgetown		
Cherokee Tribe	Capt. Sisler	108 07
Washington		
M. H. Russell	Capt. Hetzer	109 01
	Two boats	217 08
Blaen Avon Coal Company		
Williamsport		
E. B. Embrey	Capt. Buchanan	113 03
D. Seibert	Capt. Hamilton	112 16
	Two boats	225 19
Individual		
Georgetown		
Thos. O'Connell	Capt. Mills	109 00
Hancock	Capt. B. Mitchell	104 16
	Two boats	213 16

 p. 4. **Coal Report.**

The following is a report of the receipts and shipments of coal at Alexandria for the week ending Saturday:

Receipts	Tons
Amer. Coal Co., J. H. Parrott, jr., Agt.	2,415
Hamp. & Balt. Co., W. G. Howard, Agt.	<u>600</u>
Total	3,015
Shipments	
American Coal Co.	1,340
Hampshire & Baltimore Co.	<u>400</u>
Total	1,740

Vessels Scarce at Alexandria and Georgetown.

By advice from Alexandria and Georgetown we learn that vessels are very scarce there, and that the owners are demanding a considerable increase in the price of freight over that charged during the previous part of the season.

Early Closing.

The season on the canal this year from all that we can gather from various sources will have an early closing, and it is expected that very little will be done by the companies until that time.

Canal Jotting.

Two hundred and thirty-eight boats left this port for the week ending Saturday. The number for the corresponding week of 1875 was 245. Last week's was the largest number of boats this year, save the week ending July 22, 1876, when 263 was the number leaving port.

Rough on Boatmen.

We know of one company, that is generally one of the leading shippers by canal, whose boatmen this season have only made an average so far of 9 round trips. We know of another company whose boatmen have so far averaged only between 4 and 5 round trips.

New Central Falling Off.

The New Central Company, which has been a heavy shipper during the season, has now

come down to three boats, and will be among the first companies to quit for the season.

ES, Mon. 10/9/76, p. 4. **GEORGETOWN Grain Trade** – 1,200 bushels of wheat to arrive in the boat W. A. Moore.

AG, Mon. 10/9/76, p. 2. **CANAL COMMERCE** – Arrived – Boats R. T. Semmes and Mary Mack to J. P. Agnew; B. R. Summers to Wm. A. Smoot; C. Clifton, A. Main, T. L. Betts, R. S. Grant, W. J. Boothe, Jr. and W. J. B. Lloyd to American Coal Co. Departed – Boats M. M. Lewis, J. Bradburn, L. A. Long, Geo. Hughes and A. Greenless.

ES, Tue. 10/10/76, p. 4. **GEORGETOWN Grain Trade** – 1,500 bushels of wheat were offered on 'change this morning, and sold at \$1.30 per bushel.

AG, Tue. 10/10/76, p. 3. **CANAL COMMERCE** – Arrived – Boats D. A. Lowe, R. H. Miller, S. S. Howison and H. Delafield to American Coal Co. Departed – Boats A. Main, Chas. Clifton, T. L. Betts, R. T. Semmes, T. H. West, R. S. Grant, A. Adams and W. J. Boothe, Jr.

Wed. 10/11/76, p. 4. **Canal Trade.**
 Thirty-four boats left this port yesterday, carrying 3,886 07 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
L. R. Fechtig	Capt. Smith	114 07
Energy	Capt. Morrow	114 18
Queen City	Capt. Edenhart	118 17
A. B. Turner	Capt. Reynolds	116 13
H. C. Hicks	Capt. Riley	116 17
Anna Bruce	Capt. Draner	115 07
S. T. Ekis	Capt. Johnson	113 07
Consolidation	Capt. Shank	114 02
Lillie & May	Capt. Sandbar	106 19
J. K. Whitford	Capt. Moore	111 08
W. Thompson	Capt. O'Brien	116 08
Grason & Fannie	Capt. Taylor	<u>112 00</u>
	Twelve boats	1371 03

American Coal Company
 Alexandria

Canal Trade - 1876

Ben Williamson	Capt. Austin	116 11
John J. Swift	Capt. Crown	115 18
Thos H. Faile	Capt. Hamsberg	115 04
J. W. Morris	Capt. Bowers	116 05
Wm. Walsh	Capt. Teach	116 15
Thomas Patton	Capt. Eaton	116 02
M. D. Corse	Capt. Bear	<u>116 13</u>
	Seven boats	813 08
Borden Mining Company		
Georgetown		
Hunter G.	Capt. Cowden	116 13
Henry Freeland	Capt. Cowden	113 19
J. R. Haines	Capt. Irwin	113 13
E. L. Flury	Capt. Borden	119 04
Thomas Sammon	Capt. Harrison	<u>116 05</u>
	Five boats	579 14
New Central Coal Company		
Georgetown		
John Rieves	Capt. Dick	109 00
J. R. Purcell	Capt. Armstrong	115 01
Dennis Murphy	Capt. Dick	<u>109 06</u>
	Three boats	329 07
Blaen Avon Coal Company		
Georgetown		
Martin O'Conner	Capt. Arrington	117 17
Katie & Addie	Capt. Wolf	116 14
Williamsport		
E. J. Arrington	Capt. Mrs. Arrington	<u>117 02</u>
	Three boats	351 13
Maryland Coal Company		
Georgetown		
L. Patton	Capt. Farman	102 18
Washington		
Baltimore	Capt. Starliper	<u>114 04</u>
	Two boats	217 02
	Individual	
Georgetown		
M. A. Brady	Capt. Brady	116 00
I. J. Kreps	Capt. Smith	<u>108 00</u>
	Two boats	224 00

**Review of the Coal Trade by
Canal Last Week.**

The following is a comparative statement of the coal shipped over the canal by the different companies last week, compared with the week in 1875, ending on Oct. 9.

	1875	1876
American	4,581 13	4,374 06
Maryland	10,896 08	1,530 05
Borden	3,864 10	4,278 09
Hampshire & Balt.	2,053 08	469 08
Consolidation	4,301 08	7,505 11

New Central	3,152 16	5,648 16
Gas Coal	332 00	1,570 00
Blaen Avon	<u>220 14</u>	<u>1,483 06</u>
Total	27,787 00	27,170 11

Decrease 616 09.

AG, Wed. 10/11/76, p. 2. **CANAL COMMERCE** – Arrived – Boats F. F. Davis to New Central Coal Co.; W. C. Hunter, G. L. Boothe, D. Annon, W. Gregory, J. Dayton, M. Snow, Wm. Darrow, G. P. Lloyd and J. Green to American Coal Co.
Departed – Boats W. J. Boothe, Mary Mack, D. A. Lowe, R. H. Miller, Morning Sun and S. S. Howison.

Thu. 10/12/76, p. 1. **Canal Trade.**
Thirty boats left this port yesterday, carrying 3,404 15 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Joel Charles	Capt. Hammond	115 03
M. S. O'Donnell	Capt. Piper	113 09
W. Moorehead	Capt. Read	109 08
W. C. Ernst	Capt. Bender	123 00
H. J. Kenah	Capt. Broderick	113 16
J. A. Graham	Capt. Brubaker	117 17
Creole	Capt. Ingram	116 16
Lark	Capt. Ingram	116 13
Linnet	Capt. Zeigler	113 16
Laura	Capt. Brubaker	110 08
C. P. Manning	Capt. Keck	118 09
Williamsport		
A. Gruber	Capt. Woltz	<u>116 01</u>
	Twelve boats	1384 16
Borden Mining Company		
Georgetown		
Alexander	Capt. Cowden	116 02
Fall River	Capt. Farrow	112 11
Julia Borden	Capt. Cowden	119 01
Wm. Staples	Capt. Cowden	119 00
New Era	Capt. Cowden	<u>105 18</u>
	Five boats	572 12
American Coal Company		
Alexandria		
John Bradburn	Capt. Malone	116 02
A. S. Wintringham	Capt. Eichelberger	112 16
J. H. Stickney	Capt. Benner	<u>111 15</u>
	Three boats	340 13
Blaen Avon Coal Company		
Williamsport		
J. A. Spielman	Capt. Poffenberger	113 08

Georgetown		
L. L. Mouse	Capt. Mouse	113 12
Garrett & Mans	Capt. Fitzgerald	<u>120 12</u>
	Three boats	347 12
Maryland Coal Company		
Georgetown		
H. G. Wagner	Capt. Walker	103 12
Washington		
F. L. Moore	Capt. Brown	103 01
James & Willie	Capt. Wilson	<u>111 03</u>
	Three boats	317 16
New Central Coal Company		
Georgetown		
Ed. Mulvaney	Capt. Cohill	113 02
Elizabeth	Capt. Seaman	<u>112 04</u>
	Two boats	225 06
	Individual	
Georgetown		
W. P. Wools	Capt. Little	108 00
Friendship	Capt. Hall	<u>108 00</u>
	Two boats	216 00

Co-operative Movement.

Mr. J. Henry Martin, a boatman from Washington county, who has been in the employ of the Borden company for many years past, is now getting up a co-operative association among boatmen. It is proposed that the organization will own its own boats and establish its own store at some point along the canal where all the supplies needed by boatmen can be purchased. The members of the organization will thus be able to get their supplies at wholesale rates and also share in the general dividend of the store. It is also proposed to bid for the shipment of coal in bulk. We shall give further information of the movement by and by.

Western Maryland Ware House.

Yesterday the canal company began the erection of a wooden ware house for the use of the Western Maryland company, at the lock on Canal street. It will be 50 feet long by 16 feet wide and will be a substantial structure. With such increased facilities as this the trade of the Western Maryland by canal ought to be increased very much. The work will be completed in ten or twelve days.

Still Further Reductions.

The New Central and Consolidation Coal Companies have reduced the freight to boatmen to 90 cents a ton.

New Central.

The New Central company has suspended shipments by canal until next Monday.

ES, Thu. 10/12/76, p. 4. **GEORGETOWN Grain Trade** – The arrivals were: Boat Wheeler & Barron with 3,400 bushels wheat and 500 bushels corn to Hartley & Bro.

AG, Thu. 10/12/76, p. 2. **CANAL COMMERCE** – Arrived – Boats M. Sanford, E. L. Moore, M. A. Myers, W. Smith and J. P. Moore the American Coal Co.; W. Mertens to Blaen Avon Coal Co.
 Departed – Boats H. Delafield, W. C. Hunter, L. G. Boothe, F. F. Davis, D. Annon, J. Dayton, M. Snow, G. P. Lloyd, W. Darrow, W. H. Denlinger, James Green, M. Sanford, E. L. Moore, Wm. Smith and M. A. Myers.

Fri. 10/13/76, p. 4. **Canal Trade.**

Twenty-five boats left this port yesterday, carrying 2,856 14 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
I. Crane	Capt. White	116 06
J. R. Cruzen	Capt. Lypold	113 16
J. T. Davis	Capt. Berger	113 01
G. W. Barnett	Capt. Little	117 08
Julia Tyler	Capt. Hebb	118 13
M. Boyer	Capt. Boyer	116 03
Adam Norrie	Capt. Creder	112 08
J. C. Grove	Capt. Marmaduke	121 11
Star No. 1	Capt. Jackson	<u>98 00</u>
	Nine boats	1027 06
Borden Mining Company		
Georgetown		
Wm. Borden	Capt. Manning	117 11
C. H. Knott	Capt. Young	118 11
F. J. Laing	Capt. Young	120 11
Onward	Capt. Donnelly	116 11
Exchange	Capt. Cowden	110 07
F. L. Tilghman	Capt. Cowden	114 15
Centennial	Capt. Boley	<u>118 01</u>
	Seven boats	816 07

Maryland Coal Company			
Georgetown			
Francis Gannon	Capt. Evans	113	07
M. E. Spier	Capt. McDonald	112	10
T. Venners	Capt. Fleming	100	14
	Three boats	<u>326</u>	11
Blaen Avon Coal Company			
Williamsport			
C. B. Embrey	Capt. Buchanan	113	06
Georgetown			
Geo. Hughes	Capt. Callan	116	19
	Two boats	<u>230</u>	05
American Coal Company			
Alexandria			
M. M. Lewis	Capt. Eichelberger	116	14
L. A. Long	Capt. Long	115	11
	Two boats	<u>232</u>	05
	Individual		
Georgetown			
Dave Henry	Capt. O'Neal	112	00
M. Sinclair	Capt. O'Neal	112	00
	Two boats	<u>224</u>	00

ES, Fri. 10/13/76, p. 4. **GEORGETOWN Grain Trade** – The arrivals were: Boat Seneca with 200 bushels of wheat to H. M. Talbott, and 375 bbls. flour and 1,200 bushels of offal to Hartley & Bro., and boat Loudoun with 3,500 bushels of wheat and 125 bushels rye to the later firm.

Coal Trade – Notwithstanding the fact that the rate of freights from this port has risen, a scarcity of schooner prevails and the canal is filled with boats waiting to be unloaded. The coal trade is of course retarded by this dearth, and the figures show but a comparatively small amount of business done. The receipts and shipments are as follows: Consolidation Coal Company – Receipts 6,287 tons; shipments 5,477 tons. New Central Coal Company – Receipts 3,469 tons; shipments 3,358 tons. Borden Mining Company – Receipts 3,300 tons; shipments 3,300 tons.

AG, Fri. 10/13/76, p. 3. **CANAL COMMERCE** – Arrived – Boats H. C. Flagg, G. E. Porter, S. Henry, R. Bender, American Flag, J. H. Parrott, Jr., W. E. Bell, Rechabites, Ed. Bayer and David Stewart to American Coal Co.; Hubert & Kirby limestone to E. Francis; Four Sisters, Mary Mertens and Clara to Blaen

Avon Coal Co.; A. J. Mills, Little Eddy and B. Miller to Hamp. & Balt. Coal Co.; Ellen Goary to Appleman's brickyard. Departed – Boats M. A. Myers, Wm. Smith, S. Swain, J. P. Moore, Hubert & Kirby, H. C. Flagg, A. B. Bain, G. E. Porter, S. Henry, Wm. Mertens and B. R. Summers for Cumberland, Md.

Sat. 10/14/76, p. 4. **Canal Trade.**

Twenty-two boats left this port yesterday, carrying 2,517 15 tons of coal, as follows:

Consolidation Coal Company			
Georgetown			
R. Gordon	Capt. Miller	112	10
Willie & Jennie M.	Capt. Morrison	117	10
Ino	Capt. McCarty	117	02
T. Embrey	Capt. Shupp	113	05
Dr. A. A. Biggs	Capt. Brubaker	111	12
Jos. Light	Capt. Boyd	114	19
	Six boats	<u>686</u>	18

Borden Mining Company			
Georgetown			
G. Berkebile	Capt. Wegman	119	08
Kate Prather	Capt. Fernsner	119	08
Areturus	Capt. Turner	106	05
Sallie E. Hassett	Capt. Mouse	116	11
Denton Jacques	Capt. Newkirk	116	12
W. Delano, jr.	Capt. Fernsner	117	00
	Six boats	<u>697</u>	04

Maryland Coal Company			
Georgetown			
Lillie & Nannie	Capt. Sterling	110	19
Washington			
A. K. Syester	Capt. Kroon	119	18
Sprigg S. Lynn	Capt. Kroon	110	14
	Three boats	<u>332</u>	11

Blaen Avon Coal Company			
Georgetown			
W. H. Coin	Capt. McCoy	112	19
G. F. Smith	Capt. Bender	120	00
Williamsport			
D. Seibert	Capt. Hamilton	116	08
	Three boats	<u>349</u>	02

American Coal Company			
Alexandria			
Andrew Main	Capt. Bowers	112	13
New Central Coal Company			

Georgetown			
E. B. Hartley	Capt. Knott	111	08
	Individual		

Georgetown			
Little Nan	Capt. Grove	115	00

A. Greenless, jr.	Capt. Fox	<u>114 09</u>
	Two boats	229 09

Canal navigation will close in about six weeks. The mule chorus now is: "My suffering days will soon be over."

Boatmen Co-operative.

We heard several boatmen congratulating themselves yesterday on the brilliant prospects held out for them by the talk of co-operative movement. With this it is thought that freights will reach about zero, while beans and hard tack will have to be substituted for flap-jacks, the mules meanwhile taking naturally to saw-dust and straw.

A Valuable Improvement.

Messrs. John Cowden & Sons are now erecting near their canal supply store at Lynn's wharf a substantial and serviceable brick warehouse 42x17 feet.

The New Era, the steamer owned by Mr. William Cowden, seems to have probably solved the problem of successful canal navigation. He makes a round trip in 6 days, carrying an eastern freight of about 107 tons of coal clear of fuel, and consumes a little less than 5 tons round trip.

AG, Sat. 10/14/76, p. 2. **CANAL COMMERCE** – Arrived – Boats M. E. Tice and J. H. Houck to Blaen Avon Coal Co.; R. Burke to W. A. Smoot; J. A. Alexander to American Coal Co.; J. W. Rhind, E. M. Byron, J. J. Moore and L. Lemen to Hamp. & Balt. Coal Co. Departed – Boats M. Francis, Four Sisters, Nora & Willie, Clara, M. Mertens and American Flag.

Mon. 10/16/76, p. 1. **Canal Trade.**
 Eighteen boats left this port yesterday, carrying 2,061 18 tons of coal, as follows:

Borden Mining Company		
Pattie Dunlop	Georgetown	113 07
Maggie B.	Georgetown	115 05
Invincible	Georgetown	121 11
Capt. J. R. Masters	Georgetown	116 07
Arthur Lovell	Georgetown	102 10

	Five boats	<u>569 00</u>
American Coal Company		
Theo. L. Betts	Alexandria	115 16
Robert H. Miller	Alexandria	114 09
W. J. Boothe, jr.	Alexandria	117 09
W. J. B. Lloyd	Alexandria	116 01
R. S. Grant	Alexandria	114 00
Charles Clifton	Alexandria	<u>112 04</u>
	Six boats	690 05
Blaen Avon Coal Company		
I. M. Boyer	Washington	115 08
Individual		
Alex. Adams	Georgetown	112 00
R. T. Semmes	Georgetown	112 03
Thomas H. West	Georgetown	<u>115 11</u>
	Three boats	339 14

The machine shop of Messrs. Weld & Sheridan has just turned out a very powerful and well-constructed engine for use in one of the steamers owned by that firm.

One hundred and sixty-five boats left this port for the week ending Saturday, carrying 18,871 14 tons of coal.

Look out for an early closing of the canal if the thermometer keeps dropping down as it did yesterday.

ES, Mon. 10/16/76, p. 4. **GEORGETOWN – Grain Trade** – The arrivals were: Boat E. F. Wheeler with 900 bushels wheat and 1,800 bushels corn to J. G. & J. M. Waters; boat Caledonia with 2,500 bushels wheat and 600 bushels corn to Hartley & Bro.

AG, Mon. 10/16/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Diligent to brickyard on canal; Henry Herbner to Alexandria Gas Works; G. P. DeWitt to J. P. Agnew; Peter G. Uhler, J. L. Read, A. J. Clark, J. H. Paton and G. Sherman to American Coal Co. Departed – Boats R. Bender, J. H. Parrott, Jr., W. E. Bell, M. E. Tice, Rechabites, Diligent, J. H. Houck and G. P. Hewitt.

 p. 3. **Boatmen's Co-operation** – The Cumberland *Alleganian* says: We heard several

boatmen congratulating themselves yesterday on the brilliant prospects held out for them by the talked-of co-operative movement. With this it is thought that freights will reach about zero, while beans and hard tack will have to be substituted for flap jacks, the mules meanwhile taking naturally to saw dust and straw.

Tue. 10/17/76, p. 4. **Canal Trade.**

Thirty-five boats left this port yesterday, carrying 3,958 09 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
P. J. Smith	Capt. Anderson	109 08
Tommy & Nellie	Capt. Little	118 07
J. A. Ensminger	Capt. Bloom	58 13
H. T. Weld	Capt. Nuse	98 01
Dr. C. F. Russell	Capt. Luger	111 05
Grason & Fannie	Capt. Taylor	110 17
G. W. Knode	Capt. Boyer	115 11
Hawk	Capt. Benner	114 10
G. Meredith	Capt. Compton	118 17
Robin	Capt. Compton	113 12
Williamsport		
A. Gruber	Capt. Woltz	118 19
	Eleven boats	1191 13
American Coal Company		
Alexandria		
Henry Delafield	Capt. Hetzer	115 00
S. S. Howison	Capt. Swain	115 15
D. A. Howe	Capt. Lynch	115 09
James Green	Capt. Martz	115 10
M. Snow	Capt. Martz	114 18
Wm. C. Hunter	Capt. Davis	115 15
D. Annon	Capt. Eichelberger	117 03
Wm. Gregory	Capt. James	118 05
Wm. Darrow	Capt. Wilson	115 17
Wm. C. Hunter	Capt. Butler	116 00
	Ten boats	1160 11
Borden Mining Company		
Georgetown		
Borden & Lovell	Capt. Shives	117 13
Harry Borden	Capt. Cowden	117 09
C. L. Brengle	Capt. Doyle	113 10
Dr. Grimes	Capt. Hill	121 00
V. L. Sprigg	Capt. Porter	116 08
W. L. Shaw	Capt. Kinsel	116 11
Charles Hassett	Capt. Mosher	116 09
	Seven boats	819 00
Blaen Avon Coal Company		
Williamsport		
C. B. Embrey	Capt. Buchanan	114 10
J. A. Spielman	Capt. Poffenberger	112 18

Mary Mack	Capt. Irwin	112 09
	Three boats	339 17
	Individual	
Georgetown		
Samuel Swain	Capt. Patterson	112 00
Nuttie & Billie	Capt. Zeigler	112 00
C. Segerson	Capt. Wallace	109 00
	Three boats	333 00
Maryland Coal Company		
Washington		
Six Brothers	Capt. Zimmerman	115 07

**Review of the Coal Trade by
 Canal Last Week.**

The following is a comparative statement of the coal shipped over the canal by the different companies last week, compared with the week in 1875 ending on Oct. 16.

	1875	1876
American	4,956 03	3,115 15
Maryland	4,489 09	1,533 10
Borden	4,492 15	3,931 08
Hampshire & Balt.	3,034 17	0
Consolidation	2,158 18	5,739 15
New Central	3,419 10	1,232 15
Gas Coal	115 10	1,680 00
Blaen Avon	233 03	1,968 04
George's Creek	1,329 08	0
Keystone	110 00	0
Total	24,339 13	19,220 07

Decrease 5,137 06.

Canal Receipts.

The canal receipts for the week ending Saturday were as follows: Accrued revenue \$8,518.91; payable in Cumberland \$8,118.79; in Georgetown \$206.91; other points \$193.21. Coal shipped 19,204 tons. Number of boats 168.

ES, Tue. 10/17/76, p. 4. **GEORGETOWN Grain Trade** – The boat Hattie & Bessie arrived this morning, to Hartley & Bro., with 3,300 bushels of wheat.

ALEXANDRIA

The Steamer New Era, owned by Mr. Wm. Cowden, seems to have practically solved the problem of successful canal navigation. It makes a round-trip in six days, carrying an eastern

freight of 107 tons of coal clear of fuel, and consumes a little less than five tons of coal. *Gazette, 16th.*

AG, Tue. 10/17/76, p. 2. **CANAL COMMERCE** – Arrived – Boats W. E. Turner and L. W. Poffenberger to Blaen Avon Coal Co.; Elizabeth, William R. Shaw and B. Bissell to New Central Coal Co.; M. Kersey, H. O. Claughton, S. Lloyd and C. R. Hooff to American Coal Co.
Departed – Boats E. Bayer, P. G. Uhler, Little Eddy, A. J. Clark, R. Burke, D. Stewart, B. Miller, J. L. Read, Fleming & Motter, J. H. Platte and Henry Herbner.

Wed. 10/18/76, p. 1. **Canal Trade.**
Twenty-nine boats left this port yesterday, carrying 2,312 12 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
M. C. Clay	Capt. Murphy	114 18
J. B. Varnum	Capt. Pennell	115 13
Star No. 3	Capt. Pennell	100 00
W. H. Boyd	Capt. Seaman	114 00
Yonkers	Capt. Hensey	111 08
W. Weber	Capt. Dixon	116 11
Maryland	Capt. Clendening	112 06
Edward Stake	Capt. Kimble	119 18
A. F. Lantz	Capt. Swain	118 14
R. I. Morris	Capt. Stride	116 09
	Ten boats	1139 17

American Coal Company		
Alexandria		
M. A. Myers	Capt. Martin	111 12
Maj. E. L. Moore	Capt. Little	116 05
G. P. Lloyd	Capt. Emberson	112 05
James Dayton	Capt. Shaw	115 16
John P. Moore	Capt. Nuse	115 00
Henry C. Flagg	Capt. Brown	114 16
Wm. Smith	Capt. Masters	115 16
	Seven boats	801 10

Borden Mining Company		
Washington		
E. J. Arrington	Capt. Mrs. Arrington	117 05
Georgetown		
T. B. Lynn	Capt. Wiland	109 12
Susan Charles	Capt. Snyder	117 07
Rudolph Herr	Capt. Spitznogle	112 04
Sally Kelly	Capt. Kelly	120 00
	Five boats	577 08

Maryland Coal Company		
Georgetown		
Annie	Capt. Little	109 01
Abraham Kuhn	Capt. Overcash	110 18
F. H. Darby	Capt. Tice	113 15
	Three boats	338 14

Blaen Avon Coal Company		
Williamsport		
Morning Sun	Capt. Little	113 05
Nora & Willie	Capt. Sorrell	117 01
	Two boats	230 06
	Individual	

Georgetown		
A. B. Bain	Capt. Carder	116 17
Our Sister	Capt. Barger	113 00
	Two boats	229 17

ES, Wed. 10/18/76, p. 4. **GEORGETOWN Jam in the Canal** – It is estimated that at least 150 canal boats, loaded with coal, are now lying at this port waiting unshipment, and an almost impenetrable jam is the result. The several mills have been obliged to shut down in order that the depth of water in the canal may be increased.

Grain Trade – The arrivals were: Boat Ludlow with 2,200 bushels of wheat and 500 bushels corn to Hartley & Bro., and 1,200 bushels wheat to T. C. Wheeler. Boat Golden Rule with 70 bushels wheat to J. G. & J. M. Waters, and 100 bushels wheat on boat James S. Welch to H. M. Talbott.

AG, Wed. 10/18/76, p. 3. **CANAL COMMERCE** – Arrived Boats A. Greenless, Jr. to John P. Agnew; J. W. Burke, C. Robb, J. Wilson and W. Doerner to American Coal Co.; Katie & Addie to W. A. Smoot.
Departed – Boats J. W. Rhind, M. Kersey, G. Sherman, J. A. Alexander, H. O. Claughton, J. Snively, Elizabeth, W. E. Turner and William R. Shaw.

Thu. 10/19/76, p. 4. **Canal Trade.**
Twenty-seven boats left this port yesterday, carrying 3,108 07 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
V. S. Brashears	Capt. Moore	114 08
Theo Embrey	Capt. Shupp	115 07

Canal Trade - 1876

Five Brothers	Capt. Little	119 13
Blue Bell	Capt. Riley	114 10
C. H. Dalton	Capt. Little	116 12
A. J. Center	Capt. Bush	111 09
Jimmy M. jr.	Capt. Bush	117 06
Diligent	Capt. Moriarty	<u>113 00</u>
	Eight boats	922 05
Borden Mining Company		
Georgetown		
M. L. Haines	Capt. Zimmerman	116 03
J. H. Snyder	Capt. Mills	116 19
Emerald	Capt. Long	117 19
Martha	Capt. Long	116 07
J. H. Kinder	Capt. Smith	120 00
Alice	Capt. Cowden	113 02
B. M. Young	Capt. Miles	<u>115 09</u>
	Seven boats	816 00
American Coal Company		
Alexandria		
Samuel Henry	Capt. Turner	114 18
Wm. E. Bell	Capt. Brendlinger	117 18
M. Sanford	Capt. Everly	115 06
Richard Bender	Capt. Rose	116 00
Dr. G. E. Porter	Capt. Chaney	<u>114 16</u>
	Five boats	578 18
Blaen Avon Coal Company		
Williamsport		
Mary Mertens	Capt. Merryman	115 02
D. Seibert	Capt. Hamilton	<u>116 05</u>
	Two boats	231 07
Maryland Coal Company		
Washington		
Cumberland	Capt. Henry	112 01
Georgetown		
Ludlow Patton	Capt. Farman	<u>101 04</u>
	Two boats	213 05
Individual		
Williamsport		
G. S. Couter	Capt. Newell	110 12
Georgetown		
Robert Portner	Capt. Numberger	120 00
J. C. Stonebraker	Capt. Numberger	<u>116 00</u>
	Three boats	346 12

ES, Thu. 10/19/76, p. 4. **GEORGETOWN**
The Outlet Lock – The machinery of the outlet lock, just above Georgetown, has been taken out and is now being substituted by new and heavier works, which arrived Monday from Baltimore, on the schooner Maid of the Mist. The iron shell which holds the turbine wheel, now being put in position, alone weighs 14,000 pounds.

The Several Mills were running during last night, and are working, without stoppage, today, though the jam in the canal still continues.

AG, Thu. 10/19/76, p. 3. **CANAL COMMERCE** – Arrived – Boats J. R. Anderson, A. J. Akin, T. H. Faile, J. W. Morris, J. J. Swift and B. Williamson to American Coal Co.; M. O’Conner to Blaen Avon Coal Co. Departed – Boats S. Lloyd, C. R. Hooff, J. W. Burke, B. Bissell, C. Robb, J. Wilson, E. M. Bynon, W. Doerner, A. Greenless, Jr., L. W. Poffenberger and Lillie Lemen.

Fri. 10/20/76, p. 4. **Canal Trade.**
 Twenty-four boats left this port yesterday, carrying 2,715 17 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
C. Slack	Capt. Lewis	115 14
Morning Star	Capt. Singer	112 19
Congress	Capt. Kirby	114 06
Osceola & Jake	Capt. Seaman	114 06
I. M. Boyer	Capt. Spong	118 01
Star No. 2	Capt. Moore	102 10
J. A. Millholland	Capt. Repp	115 09
John Leetch	Capt. Walker	117 06
Geo. A. Pearre	Capt. Sensel	113 10
Uno	Capt. Beck	<u>107 16</u>
	Ten boats	1121 17
Borden Mining Company		
Georgetown		
New Era	Capt. Cowden	102 16
John G. Lynn	Capt. Martin	116 00
Theo. Dean	Capt. Martin	113 00
Henry Boley	Capt. Smith	115 08
Henry Freeland	Capt. Cowden	116 15
R. L. Gross	Capt. Mattingly	<u>116 19</u>
	Six boats	680 18
American Coal Company		
Alexandria		
Rechabites	Capt. Harris	115 09
J. H. Parrott, jr.	Capt. Taylor	117 03
American Flag	Capt. McKnight	<u>116 15</u>
	Three boats	349 07
Blaen Avon Coal Company		
Williamsport		
L. G. Stanhope	Capt. Shaffer	116 02
Georgetown		
B. R. Summers	Capt. Sorrell	<u>115 08</u>
	Two boats	231 10

Canal Trade - 1876

Maryland Coal Company			
Georgetown			
B. F. Charles	Capt. Snyder	110	19
John Park Agnew	Capt. Snyder	<u>109</u>	<u>02</u>
	Two boats	220	01
	Individual		
Williamsport			
J. B. Winslow	Capt. Taylor	112	04

ES, Fri. 10/20/76, p. 4. **GEORGETOWN Coal Trade** – The coal trade this week has been steady, with the receipts and shipments as follows: Consolidation Coal Company – Receipts 5,700 tons; shipments 5,700 tons. New Central Company – Receipts 3,600 tons; shipments 3,600 tons. Borden Mining Company – Receipts 3,565 tons; shipments 9.945 tons.

AG, Fri. 10/20/76, p. 2. **CANAL COMMERCE** – Arrived – Boats R. T. Semmes and T. H. West to J. P. Agnew; G. Hughes to Blaen Avon Coal Co.; T. Patton, W. Walsh, A. S. Wintringham, J. H. Stickney, J. Bradburn, M. D. Corse and L. A. Long to American Coal Co. Departed – Boats J. J. Moore, J. R. Anderson, A. J. Akin, J. W. Morris, A. J. Mills, T. H. Faile, J. J. Swift, Katie & Addie and B. Williamson.

Sat. 10/21/76, p. 1. **Canal Trade.**
Twenty-four boats left this port yesterday, carrying 2,703 00 tons of coal, as follows:

Consolidation Coal Company			
Georgetown			
B. L. Slack	Capt. Williams	119	10
C. W. Brengle	Capt. Turner	114	14
D. A. Miller	Capt. Weller	113	01
L. L. Shives	Capt. Shives	117	12
M. Fannon	Capt. Bissett	115	11
J. M. Forbes	Capt. Moore	113	12
Williamsport			
Grason & Fannie	Capt. Taylor	113	00
Washington			
Dove	Capt. Mose	<u>115</u>	<u>14</u>
	Eight boats	910	00
Borden Mining Company			
Georgetown			
Areturus	Capt. Turner	100	15
N. Williams	Capt. Zimmerman	113	10
Hunter G.	Capt. Cowden	116	14
S. H. Sherman	Capt. Pitzer	117	07

Bessie Gruber	Capt. Artz	<u>116</u>	<u>03</u>
	Five boats	570	15
American Coal Company			
Alexandria			
Peter G. Uhler	Capt. Pearce	116	07
Edward Bayer	Capt. Fisher	116	02
David Stewart	Capt. Penner	<u>111</u>	<u>14</u>
	Three boats	344	03
Blaen Avon Coal Company			
Georgetown			
M. E. Tice	Capt. Gerhart	116	02
Williamsport			
J. A. Spielman	Capt. Poffenberger	<u>112</u>	<u>13</u>
	Two boats	228	15
Maryland Coal Company			
Georgetown			
H. G. Wagner	Capt. Walker	102	06
F. L. Moore	Capt. Brown	<u>99</u>	<u>04</u>
	Two boats	201	10
	Individual		
Georgetown			
D. R. Long	Capt. Long	113	00
F. Bowers	Capt. Bowhey	109	00
Ben Miller	Capt. Crumbaugh	113	14
W. M. Price	Capt. Griminger	<u>112</u>	<u>00</u>
	Four boats	447	14

ES, Sat. 10/21/76, p. 4. **GEORGETOWN – Grain Trade** – The boat J. N. Thomas arrived this morning with 2,200 bushels wheat to J. G. & J. M. Waters.

AG, Sat. 10/21/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Dr. M. M. Lewis, A. Main, C. Clifton and R. S. Grace to American Coal Co.; Mary Mack to Blaen Avon Coal Co. Departed – Boats T. Patton, Wm. Walsh, M. D. Corse, M. O’Conner, A. S. Wintringham, R. T. Semmes, J. H. Stickney, J. Bradburn and T. H. West for Cumberland.

p. 3. **Local Brevities** – Twelve thousand, eight hundred and sixty-five tons of coal were received in Georgetown during the week ending yesterday, and 13,480 tons were shipped.

Mon. 10/23/76, p. 4. **Canal Trade.**

Canal Trade - 1876

Thirty-five boats left this port Saturday, carrying 4,103 03 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
M. M. Jane	Capt. Arthur	110 14
Okonoko	Capt. Byroads	115 15
W. Irving	Capt. Potts	113 13
John R. Ray	Capt. Kerfoot	118 09
Capt. J. Sheridan	Capt. Creamer	120 19
Little Nan	Capt. Snyder	112 12
A. Gruber	Capt. Woltz	112 17
Thomas Malloy	Capt. Knode	115 09
J. W. Turner	Capt. Rowland	117 12
D. M. Read	Capt. Eichelberger	112 05
	Ten boats	1150 05

Borden Mining Company		
Georgetown		
F. Ensminger	Capt. Snyder	115 10
Donna Tilghman	Capt. Stoops	116 07
Mabel	Capt. Turner	122 00
Isaac Wilson	Capt. Gattrell	116 17
Dr. O. M. Schindel	Capt. Silver	115 17
Mayfield & Hieston	Capt. Read	117 13
G. T. Gattrell	Capt. Gattrell	113 14
	Seven boats	817 18

American Coal Company		
Alexandria		
Matthew Kersey	Capt. Fisher	118 08
John H. Platte	Capt. Bowers	118 09
H. O. Claughton	Capt. Fisher	115 19
J. A. Alexander	Capt. Penner	115 12
John L. Read	Capt. Brendlinger	115 08
A. J. Clark	Capt. Wilson	113 13
	Six boats	790 09

Maryland Coal Company		
Georgetown		
L. G. Stanhope	Capt. Nave	111 11
M. Whitson	Capt. Myers	111 14
P. Fleckenstein	Capt. Bowers	113 16
T. W. Riley & Son	Capt. Keech	112 03
G. B. Oswald	Capt. Myers	116 04
	Five boats	565 08

Blaen Avon Coal Company		
Williamsport		
C. B. Embrey	Capt. Buchanan	111 07
Georgetown		
Mary Mertens	Capt. Faulkwell	112 06
J. H. Houck	Capt. Reed	114 06
	Three boats	337 19

Individual		
Georgetown		
Friendship	Capt. Hall	110 00
M. C. Merryman	Capt. Merryman	110 00
Dr. F. M. Davis	Capt. Middleton	110 00
Little Eddie	Capt. Ward	111 04

Four boats 441 04

The ware-house for the use of the Western Maryland road at the foot of Canal street is rapidly approaching completion and is now ready to be roofed over.

During the week ending Saturday, 174 boats left this port, carrying 18,910 18 tons of coal.

The New Central Coal Company will resume operations today.

ES, Mon. 10/23/76, p. 4. **GEORGETOWN Grain Trade** – The arrivals were: Boat Hattie & Bessie with 3,300 bushels of wheat to Hartley & Bro.; boat Ellen Brooks with 1,900 bushels of wheat and 1,500 bushels of corn to J. G. & J. M. Waters and 155 barrels of flour to Hartley & Bro.; boat H. M. Talbott with 2,200 bushels of wheat and 700 bushels of rye to H. M. Talbott.

AG, Mon. 10/23/76, p. 3. **CANAL COMMERCE** – Arrived – Boats W. J. Boothe, W. J. B. Lloyd, E. L. Moore, T. L. Betts, R. H. Miller, M. Snow, J. Green, G. P. Lloyd, Lucy L. Mouse, Garrett & Mans and G. F. Smith to Blaen Avon Coal Co.; A. B. Bain to J. P. Agnew. Departed – Boats L. A. Long, M. M. Lewis, A. Main, R. S. Grant and Chas. Clifton.

Tue. 10/24/76, p. 4. **Canal Trade.** Thirty-two boats left this port yesterday, carrying 3,683 05 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
B. C. Barroll	Capt. Jackson	119 18
A. B. Turner	Capt. Reynolds	114 13
Ernst & Holland	Capt. Penner	118 09
Miner	Capt. Yingling	111 12
A. P. Gorman	Capt. Yingling	116 18
A. E. McDonald	Capt. McDonald	119 06
Williamsport		
T. Embrey	Capt. Shupp	109 16
Washington		
Wm. Young	Capt. Reives	119 10
	Eight boats	930 02
American Coal Company		

Canal Trade - 1876

Alexandria		
John Wilson	Capt. McCann	115 12
John Burke	Capt. Renner	118 01
Samuel Lloyd	Capt. McMullen	118 09
Geo. Sherman	Capt. Russell	116 00
Chas. R. Hooff	Capt. Hine	115 10
Chas. Robb	Capt. Bowers	115 12
Weyand Doerner	Capt. Goodwin	115 12
J. W. Morris	Capt. Bowers	115 01
	Eight boats	929 17
Borden Mining Company		
Georgetown		
J. R. Haines	Capt. Irwin	113 13
L. N. Lovell	Capt. Cowden	116 06
Henry Kraus	Capt. Cowden	112 14
	Three boats	342 13
Blaen Avon Coal Company		
Georgetown		
Four Sisters	Capt. McIntire	116 07
Williamsport		
D. Seibert	Capt. Hamilton	117 00
E. M. Stanhope	Capt. Shaffer	113 12
	Three boats	346 19
New Central Coal Company		
Georgetown		
J. E. Coulehan	Capt. Kimble	112 02
J. R. Couter	Capt. Williams	109 09
J. Hammond	Capt. Brooks	114 16
	Three boats	336 07
Maryland Coal Company		
Georgetown		
Bernadette	Capt. Jordan	116 15
	Individual	
Georgetown		
John Spencer	Capt. Rinehart	113 00
Lucinda	Capt. Rinehart	117 00
A. Greenless	Capt. Fox	115 00
William R. Shaw	Capt. Coffman	113 00
G. P. DeWitt	Capt. Montgomery	112 12
Ida & Harry	Capt. Ekis	110 00
	Six boats	680 12

Review of the Coal Trade by Canal Last Week.

The following is a comparative statement of the coal shipped over the canal by the different companies last week, compared with the week in 1875 ending on Oct. 23:

	1875	1876
American	3,926 04	3,816 11
Maryland	4,489 09	1,668 05
Borden	4,661 14	4,280 19
Hampshire & Balt.	2,606 13	0

Consolidation	4,712 10	6,445 10
New Central	3,680 19	340 15
Gas Coal	867 00	1,457 12
Blaen Avon	467 06	1,713 18
Total	25,003 16	19,725 10
Decrease	5,278 06.	

Falling Off.

Up to Saturday night 2001 boats less than last year had cleared this port, thus showing a decrease in our shipments by canal alone of about 220,000 tons of coal.

AG, Tue. 10/24/76, p. 3. **CANAL COMMERCE** – Arrived – Boats S. S. Howison, D. A. Lowe, G. L. Boothe, W. Gregory, W. Smith, J. P. Moore and W. Darrow to American Coal Co.; Wm. H. Coin and W. & B. Mills to Blaen Avon Coal Co. Departed – Boats G. Hughes, W. J. B. Lloyd, W. J. Boothe, Jr., L. L. Mouse, T. L. Betts, E. L. Moore, R. H. Miller, Garrett & Mans, M. Snow, J. Green, G. P. Lloyd, E. F. Smith, S. S. Howison, D. A. Lowe, G. L. Boothe and W. & B. Mills.

Wed. 10/25/76, p. 4. **Canal Trade.**

Twenty-nine boats left this port yesterday, carrying 3,332 02 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
J. N. Clary	Capt. Bowers	114 17
A. M. Grove	Capt. Grove	122 00
Wm. M. Hill	Capt. Swain	115 11
J. Snively	Capt. Miller	117 10
J. & D. Nuse	Capt. Roof	110 02
Queen City	Capt. Edenhart	118 09
Ida & Willie	Capt. Albert	116 19
	Seven boats	815 08
American Coal Company		
Alexandria		
Ben Williamson	Capt. Austin	115 18
Wm. Walsh	Capt. Teach	115 01
Thos. Patton	Capt. Eaton	115 07
Jno. J. Swift	Capt. Brown	115 18
A. J. Akin	Capt. Poffenberger	114 15
James R. Anderson	Capt. Reynolds	114 14
Thos. H. Faile	Capt. Hamsberg	114 12
	Seven boats	806 05

Canal Trade - 1876

Borden Mining Company		
Georgetown		
Pattie Dunlop	Capt. Snyder	114 02
Onward	Capt. Donnelly	117 15
Fall River	Capt. Farrow	116 12
Alexander	Capt. Connelly	116 10
Washington		
Mattie	Capt. Seaman	<u>116 17</u>
	Five boats	581 16

Blaen Avon Coal Company		
Williamsport		
W. E. Turner	Capt. Riley	113 17
Georgetown		
Richard Burke	Capt. Arrington	113 12
Clara	Capt. Eddy	<u>116 05</u>
	Three boats	343 14

New Central Coal Company		
Georgetown		
J. B. Turton	Capt. Brooks	109 17
Lizzie Reagan	Capt. Rinehart	<u>112 19</u>
	Two boats	222 16

Maryland Coal Company		
Washington		
John W. Daily	Capt. French	113 09
	Individual	
Georgetown		
G. Hutton	Capt. Wright	113 00
I. J. Kreps	Capt. Smith	110 00
Dr. J. P. Broderick	Capt. Little	113 00
R. T. Semmes	Capt. Westbrook	<u>112 14</u>
	Four boats	448 14

ES, Wed. 10/25/76, p. 4. **GEORGETOWN Steam Canal Boats** – The steam canal boats *H. G. Wagner* and *F. L. Moore* arrived with coal yesterday. These boats have recently been built and are supplied with Wagner’s patent adjustable propeller, the same as that used on the boat *Ludlow Patton*. These make a total of 15 steam canal boats now in active operation on the canal. **Grain Trade** – The arrivals were: Boat Wheeler & Barron with 2,600 bushels of wheat and 900 bushels corn to Hartley & Bro., and 500 bushels corn to H. M. Talbott; boat Irene Knott with 450 bushels wheat to J. G. & J. M. Waters.

AG, Wed. 10/25/76, p. 3. **CANAL COMMERCE** – Arrived – Boats R. Bender, M. A. Myers, M. Sanford, H. Delafield, D. Annon, W. E. Bell, J. Dayton, W. C. Hunter and H. C.

Flagg to American Coal Co.; B. R. Summers and W. Mertens to Blaen Avon Coal Co. Departed – Boats – W. Smith, W. Gregory, C. & B. Bain, J. P. Moore, W. M. Darrow, W. H. Coin, R. Bender, M. A. Myers, M. Mack, B. R. Summers, M. Sanford and H. Delafield.

Thu. 10/26/76, p. 4. **Canal Trade.**
Thirty boats left this port yesterday, carrying 3,340 09 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
L. R. Fechtig	Capt. Smith	116 07
Johnny & Tommy	Capt. Bell	114 16
W. Moorehead	Capt. Read	106 13
S. T. Ekis	Capt. Johnson	117 12
Anna Bruce	Capt. Draner	115 00
Energy	Capt. Morrow	114 07
A. Campbell	Capt. Eddy	116 09
W. L. Read	Capt. Bowers	116 11
Grason & Fannie	Capt. Taylor	<u>111 10</u>
	Nine boats	1029 05

American Coal Company		
Alexandria		
Dr. M. M. Lewis	Capt. Eichelberger	117 05
M. D. Corse	Capt. Bear	115 11
Jno. Bradburn	Capt. Malone	115 00
Lizzie A. Long	Capt. Long	116 08
A. S. Wintringham	Capt. Eichelberger	112 03
J. H. Stickney	Capt. Benner	<u>114 00</u>
	Six boats	690 07

Borden Mining Company		
Georgetown		
Ida & Sallie	Capt. Stoops	41 00
F. L. Tilghman	Capt. Cowden	116 11
Denton Jacques	Capt. Newkirk	117 18
Kate Prather	Capt. Fernsner	120 01
Wm. Staples	Capt. Cowden	<u>116 18</u>
	Five boats	512 08

Blaen Avon Coal Company		
Georgetown		
Katie & Addie	Capt. Davis	117 09
Williamsport		
J. A. Spielman	Capt. Poffenberger	113 02
J. B. Winslow	Capt. Taylor	<u>112 14</u>
	Three boats	343 05

New Central Coal Company		
Georgetown		
A. Lincoln	Capt. Unglesbie	113 00
Geo. H. Brandt	Capt. Weston	<u>115 11</u>
	Two boats	228 11

Maryland Coal Company		
Washington		

Canal Trade - 1876

Sprigg Lynn	Capt. Kroon	111 08
Thos. Venners	Capt. Fleming	<u>100 05</u>
	Two boats	211 13
	Individual	
Georgetown		
J. D. Tice	Capt. Magruder	103 00
F. A. Mertens	Capt. Manning	107 00
Lillie Lemen	Capt. Dunn	<u>115 00</u>
	Three boats	325 00

Coal Trade.

The statistics of the coal trade from this region for the week ending last Saturday, show a falling off for the week as compared with the corresponding week of 1875, of 4,208 15 tons. The decrease for the year is 459,748 16 tons.

Yesterday shipments by canal showed a gratifying increase, 30 boats leaving with 3,340 09 tons.

ES, Thu. 10/26/76, p. 4. **GEORGETOWN Grain Trade** – The arrivals were: Boat Mollie C. Waters with 3,100 bushels of wheat, 200 bushels corn and 300 bushels oats to J. G. & J. M. Waters. Boat Seneca with 300 bushels of wheat, 1,000 bushels offal, 400 bushels corn and 150 barrels flour to Hartley & Bro.

AG, Thu. 10/26/76, p. 3. **CANAL COMMERCE** – Arrived - Boats B. Miller and Little Eddie to J. P. Agnew; Hubert & Kirby limestone to E. Francis; J. H. Parrott, jr., Rechabites and S. Henry to American Coal Company.

Departed – Boats D. Annon, W. E. Bell, W. C. Hunter, H. C. Flagg, M. Mertens, J. Dayton and J. H. Parrott, jr.

Fri. 10/27/76, p. 4. **Canal Trade.**
 Twenty-six boats left this port yesterday, carrying 2,917 13 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Walter Thompson	Capt. O'Brien	117 08
Jacob McGraw	Capt. Mertens	114 15
J. K. Whitford	Capt. Moore	110 10
R. Shriver	Capt. Nuse	117 15
Dr. Duckett	Capt. Price	117 18

Lillie & May	Capt. Mertens	117 17
Williamsport		
A. Gruber	Capt. Van Woltz	<u>116 08</u>
	Seven boats	812 11
Borden Mining Company		
Georgetown		
Capt. J. R. Masters	Capt. Gorman	117 02
New Era	Capt. Cowden	102 04
Arthur Lovell	Capt. Gorman	102 17
Areturus	Capt. Turner	103 09
Washington		
John M. Resley	Capt. Beles	<u>112 12</u>
	Five boats	528 04
New Central Coal Company		
Georgetown		
Emma	Capt. Paxton	115 13
G. Blackburn	Capt. Keesucker	110 11
M. Ruben	Capt. Gardner	115 11
Williamsport	Capt. Stickle	<u>107 10</u>
	Four boats	449 05
Maryland Coal Company		
Georgetown		
Sharpsburg	Capt. Spong	105 16
R. M. Sprigg	Capt. Boley	111 03
Ludlow Patton	Capt. Farman	103 08
Laura S.	Capt. Little	<u>117 07</u>
	Four boats	437 14
American Coal Company		
Alexandria		
Andrew Main	Capt. Bowers	112 06
Blaen Avon Coal Company		
Williamsport		
C. B. Embrey	Capt. Buchanan	112 13
	Individual	
Georgetown		
Thos. Lannon	Capt. French	110 00
Carrie V.	Capt. Reid	120 00
Willie & Annie	Capt. Derr	112 00
Morning Sun	Capt. Little	<u>113 00</u>
	Four boats	455 00

ES, Fri. 10/27/76, p. 4. **GEORGETOWN – Grain Trade** – The boat Hattie & Bessie arrived yesterday with 1,700 bushels of wheat and 1,700 bushels corn to Hartley & Bro.

Coal Trade – Coal is arriving steadily but owing to a lack of vessels the shipments are somewhat below the receipts. The figures for the week are as follows: Consolidation Coal Company – Receipts 4,750 tons; shipments 3,843 tons. New Central Company – Receipts 2,000 tons; shipments 1,825 tons. Borden Mining Company – Receipts 2,615 tons; shipments 2,645 tons.

AG, Fri. 10/27/76, p. 2. **CANAL COMMERCE** – Arrived – Boats D. Stewart, Ed. Bayer, American Flag and J. L. Read, to American Coal Co.
 Departed – Boats Rechabites, S. Henry, Hubert & Kirby and D. Stewart for Cumberland.

Sat. 10/28/76, p. 1. **Canal Trade.**
 Twenty-six boats left this port yesterday, carrying 2,989 01 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
M. S. O'Donnell	Capt. Piper	117 10
Star No. 1	Capt. Jackson	102 03
W. C. Ernst	Capt. Bender	119 09
Joel Charles	Capt. Hammond	113 07
Little Nannie	Capt. Draner	122 12
T. Embrey	Capt. Shupp	115 17
	Six boats	<u>690 18</u>

American Coal Company		
Alexandria		
W. J. B. Lloyd	Capt. Miller	115 11
Maj. E. L. Moore	Capt. Little	115 05
G. P. Lloyd	Capt. Emberson	112 03
Robert H. Miller	Capt. Cramer	114 13
R. S. Grant	Capt. Weaver	116 05
Chas. Clifton	Capt. Weaver	116 03
	Six boats	<u>690 00</u>

Borden Mining Company		
Georgetown		
S. E. Hassett	Capt. Mouse	115 12
F. J. Laing	Capt. Young	119 13
C. H. Knott	Capt. Young	120 13
Johnny & Franky	Capt. Speaker	113 00
	Four boats	<u>468 18</u>

Maryland Coal Company		
Georgetown		
Dr. Eliason	Capt. Dolan	111 03
H. B. Simons	Capt. Taylor	112 01
	Two boats	<u>223 04</u>

Blaen Avon Coal Company		
Williamsport		
E. M. Stanhope	Capt. Shaffer	116 09
Fleming & Motter	Capt. Roderick	113 16
	Two boats	<u>230 05</u>

Individual		
Georgetown		
Dr. Wiley	Capt. Stewart	101 00
S. H. Davis	Capt. Mouse	113 07
L. L. Mouse	Capt. Mouse	113 10
E. M. Bynon	Capt. Gower	110 00
H. Herbner	Capt. Ashby	116 00

Henry Loveridge	Capt. Hine	<u>117 09</u>
	Six boats	671 06

p. 4. At the time of the burning of the sash factory of Peter Hein & Co., there were about 75 small hymn books carried away from the Y. M. C. A. tent. Their return would be received gratefully by the association.

ES, Sat. 10/28/76, p. 4. **GEORGETOWN Grain Trade** – The arrivals were: Boat Caledonia with 2,750 bushels wheat and 300 bushels corn, and boat Medley with 1,400 bushels corn and 200 bushels rye, all to Hartley & Bro.; boat J. N. Thomas with 2,250 bushels wheat, 1,200 bushels corn and 120 bbls. flour to J. G. & J. M. Waters.

AG, Sat. 10/28/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Nora & Willie and M. E. Tice to Blaen Avon Coal Co.; A. Greenless, Jr. to J. P. Agnew; Dr. G. E. Porter, P. G. Uhler and M. Kersey to American Coal Co.
 Departed – Boats B. Miller, Little Eddy, Nora & Willie and G. E. Porter.

p. 3. Ten thousand tons of coal were received during the present week at Georgetown and nine thousand, eight hundred and sixty-four tons were shipped.

Mon. 10/30/76, p. 1. **Canal Trade.**
 Thirty-seven boats left this port Saturday, carrying 4,352 11 tons of coal, as follows:

American Coal Company		
Alexandria		
G. L. Boothe	Capt. Davis	116 16
Wm. Smith	Capt. Masters	116 00
M. A. Myers	Capt. Martin	111 15
W. J. Boothe, jr.	Capt. Hatch	112 10
W. Gregory	Capt. James	117 00
S. S. Howison	Capt. Swain	119 14
James Green	Capt. Martz	116 03
Theo. L. Betts	Capt. McLucas	117 01
Jno. P. Moore	Capt. Nuse	116 05
Michael Snow	Capt. Martz	115 12
	Ten boats	<u>1158 16</u>
Consolidation Coal Company		
Georgetown		

Canal Trade - 1876

Belle Resley	Capt. Mertens	111 08
Consolidation	Capt. Shank	117 00
Mohawk	Capt. Baler	113 05
C. P. Manning	Capt. Read	119 10
Linnet	Capt. Zeigler	112 18
Congress	Capt. Kirby	112 10
Washington		
J. T. Dixon & Co.	Capt. Heck	115 17
Mountain City	Capt. Heck	109 05
	Eight boats	911 13
Borden Mining Company		
Georgetown		
Wm. Borden	Capt. Manning	120 01
Harry Borden	Capt. Cowden	115 10
Invincible	Capt. Cowden	125 17
Maggie B.	Capt. Cowden	116 00
C. L. Brengle	Capt. Doyle	113 00
Borden & Lovell	Capt. Myers	116 04
Warren Delano	Capt. Fernsner	119 09
Washington		
Henry S. Miller	Capt. Teeters	111 13
	Eight boats	937 19
Maryland Coal Company		
Georgetown		
F. L. Moore	Capt. Brown	100 04
Washington		
Hancock	Capt. B. Mitchell	103 04
T. J. Boyer	Capt. Kroon	118 00
	Three boats	321 08
Blaen Avon Coal Company		
Williamsport		
L. W. Poffenberger	Capt. Hawley	116 06
D. Seibert	Capt. Hamilton	116 17
	Two boats	233 03
New Central Coal Company		
Georgetown		
G. S. Couter	Capt. Newell	115 03
Individual		
Georgetown		
Alex. Adams	Capt. Sorrell	117 00
Col. J. D. Lynn	Capt. Reid	117 00
Johnny	Capt. Kean	114 00
A. B. Bain	Capt. Osborne	108 16
G. F. Smith	Capt. Bender	117 13
	Five boats	674 09

One hundred and eighty boats left this port last week, carrying 20,514 18 tons of coal.

ES, Mon. 10/30/76, p. 4. **GEORGETOWN Grain Trade** – Arrivals, boat E. C. Wheeler with 3,100 bushels wheat and 50 barrels flour consigned to J. G. & J. M. Waters; boat Loudoun with 2,200 bushels corn and 1,600 bushels wheat

to Hartley & Bro.; also, 400 bushels wheat to H. M. Talbott; boat William Rider with 2,500 bushels wheat and 400 bushels corn to Hartley & Bro.; boat Thomas Thrasher with 800 bushels wheat, 200 bushels oats, 50 baled hay and 20 bbls. ear corn (the first to this market by canal) consigned to H. M. Talbott; boat Medley with 200 bushels corn to same merchant.

AG, Mon. 10/30/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Samuel Lloyd, A. J. Clarke, H. O. Claughton, J. W. Burke, C. Robb, C. E. Hooff, W. Doerner, J. W. Morris, A. J. Akin and T. H. Faile to American Coal Co.; R. T. Semmes and G. P. DeWitt to J. P. Agnew; M. E. Tice, J. H. Houck and M. Mertens to Blaen Avon Coal Co.
 Departed – Boats M. E. Tice, American Flag, P. G. Uhler, Ed. Bayer, A. Greenless, J. E. Read, M. Kersey, J. H. Platte, J. A. Alexander and A. J. Clark.

Tue. 10/31/76, p. 4. **Canal Trade.**
 Twenty-eight boats left this port yesterday, carrying 3,175 19 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Diligent	Capt. Moriarty	120 11
Skeddaddler	Capt. Weisebrod	85 12
Julia Tyler	Capt. Miller	117 16
G. W. Barnett	Capt. Little	111 12
J. T. Davis	Capt. Berger	116 09
M. Boyer	Capt. Boyer	119 15
H. J. Kenah	Capt. Broderick	112 04
Williamsport		
Grason & Fannie	Capt. Taylor	110 12
	Eight boats	894 11
American Coal Company		
Alexandria		
Henry Delafield	Capt. Hetzer	112 14
M. Sanford	Capt. Everly	115 03
Daniel Annan	Capt. Eichelberger	116 13
Richard Bender	Capt. Rose	115 17
Wm. Darrow	Capt. Wilson	114 11
Wm. C. Hunter	Capt. Butler	117 19
David A. Lowe	Capt. Lynch	115 18
	Seven boats	808 15
Borden Mining Company		
Georgetown		

E. L. Flury	Capt. Boren	118 05
J. H. Snyder	Capt. Mills	115 11
Exchange	Capt. Cowden	108 07
Julia Borden	Capt. Cowden	113 05
W. L. Shaw	Capt. Kinsel	111 12
Charlie Hassett	Capt. Mosher	119 07
	Six boats	<u>686 07</u>
Blaen Avon Coal Company		
Williamsport		
J. A. Spielman	Capt. Poffenberger	112 07
J. B. Winslow	Capt. Taylor	112 01
C. B. Embrey	Capt. Buchanan	112 18
	Three boats	<u>337 06</u>
Maryland Coal Company		
Georgetown		
H. G. Wagner	Capt. Walker	103 00
Washington		
A. K. Syester	Capt. Kroon	111 18
	Two boats	214 18
	Individual	
Georgetown		
Samuel Swain	Capt. Patterson	114 00
Phillie G.	Capt. Doerner	120 00
	Two boats	<u>234 00</u>

Pleasure Boat.

The pleasure boat we spoke of some time since as contemplated being built by an enterprising gentleman of this city will certainly be constructed this winter. It is intended for excursions up and down the river and canal. It will be the daintiest and coziest little steamer that has ever plied on waters hereabouts. We will give a more extended description hereafter.

Canal Receipts.

The canal receipts for the week ending Saturday were as follows: Accrued revenue \$8,965.59, of which \$7,875.92 was payable at Cumberland, \$867.32 at Georgetown, \$222.35 at other points.

Review of the Coal Trade by Canal Last Week.

The following is a comparative statement of the coal shipped over the canal by the different companies last week, compared with the week in 1875 ending on Oct. 23:

	1875	1876
American	3,930 06	4,491 00
Maryland	4,134 15	1,424 03
Borden	3,748 08	3,340 12
Hampshire & Balt.	2,439 08	0
Consolidation	4,334 01	5,189 17
New Central	3,785 07	3,146 00
George's Creek	1,468 11	0
Gas Coal	551 00	2,272 00
Blaen Avon	615 18	1,609 19
Total	<u>25,078 13</u>	<u>20,473 11</u>

Decrease 4,605 02.

Steamers to be Built.

During the coming winter we have certain knowledge that at least five and probably more steamers will be built here. In the yard of Messrs. Weld & Sheridan the machinery is now completed for one now on the stocks and two more will be built. At the yard of Wm. Young & Brothers, two more will certainly be built.

GEORGETOWN.

Bridge Needed. – A bridge is much needed over the canal, at the foot of Potomac street. The old one was torn away by a canal boat about six months ago, and has never been replaced, which has, of course, been a serious inconvenience during all that time. It should be attended to, for the sake both of convenience and of morality – of morality, because when some poor deluded countryman comes to town, after an absence of six months, and comes to the place where the bridge ought to be, he – well, it is hardly necessary to state what he says.

Grain Trade – Arrival – Boat Hattie & Bessie, with 3,300 bushels wheat to Hartley & Bro.⁶

ES, Tue. 10/31/76, p. 4. **GEORGETOWN Grain Trade** – Arrival – Boat Hattie & Bessie with 3,300 bushels wheat to Hartley & Bro.

AG, Tue. 10/31/76, p. 2. **CANAL COMMERCE** – Arrived – Boats J. J. Swift, T.

⁶ *Evening Star*, Washington, D. C.

Canal Trade - 1876

Patton, J. Wilson, G. Sherman, J. R. Anderson and B. Williamson to American Coal Co.; Willie & Annie to Alexandria Gas Works; R. Burke to W. A. Smoot.

Departed – Boats J. W. Burke, S. Lloyd, H. O. Claughton, C. R. Hooff, W. Doerner, C. Robb, J. W. Morris, T. H. Faile, A. J. Akin and M. Mertens.

p. 3. **Attempted Robbery** – The Collector’s office of the Alexandria Canal, situated at the northern end of Fairfax street, was broken into last night, and three drawers, including the money drawer, were force open, but fortunately all their contents had been removed, except one copper cent, which the thief was too proud to take.

Wed. 11/1/76, p. 4. **Canal Trade.**

Twenty-six boats left this port yesterday, carrying 2,964 09 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
I. Crane	Capt. White	119 16
J. A. Graham	Capt. Brubaker	116 16
Dove	Capt. Mose	120 15
Laura	Capt. Brubaker	116 00
H. C. Hicks	Capt. Riley	119 18
Williamsport		
A. Gruber	Capt. Van Woltz	112 16
Two Locks		
J. A. Ensminger	Capt. Bloom	60 12
	Seven boats	<u>766 13</u>
American Coal Company		
Alexandria		
Rechabites	Capt. Harris	118 18
David Stewart	Capt. Penner	115 07
James Dayton	Capt. Shaw	116 02
W. E. Bell	Capt. Brendlinger	119 01
John H. Parrott, jr.	Capt. Taylor	118 19
Henry C. Flagg	Capt. Brown	116 03
	Six boats	<u>704 10</u>
Borden Mining Company		
Georgetown		
T. B. Lynn	Capt. Wiland	108 11
Rudolph Herr	Capt. Spitznogle	114 02
H. Freeland	Capt. Cowden	116 19
M. L. Haines	Capt. Zimmerman	113 00
Four Locks		
Henry Boley	Capt. Smith	116 11
Washington		

Centennial	Capt. Boley	118 16
	Six boats	687 19
Blaen Avon Coal Company		
Williamsport		
Geo. Hughes	Capt. Callan	113 08
Wm. Mertens	Capt. Merryman	120 08
	Two boats	233 16
New Central		
Georgetown		
F. F. Davis	Capt. Swain	113 04
	Individual	
Georgetown		
A. L. Miller	Capt. Keech	117 00
T. H. West	Capt. Reid	114 11
Garrett & Mans	Capt. Fitzgerald	112 17
Nuttie & Billie	Capt. Zeigler	114 09
	Four boats	<u>458 08</u>

Coal Report.

The following is a report of the receipts and shipments of coal at Georgetown last week.

	Receipts	Tons
	Consolidation Company	4,750
	New Central Company	2,000
	Borden Mining Company	2,645
	Total	<u>9,395</u>
	Shipments	
	Consolidation Company	3,843
	New Central Company	1,825
	Borden Mining Company	2,645
	Total	<u>8,313</u>

At Alexandria for the same week we have the following:

	Receipts	Tons
	American Coal Company	4,640
	Shipments	
	American Coal Company	4,804
	Hampshire & Baltimore Co.	409
	Total	<u>5,213</u>

AG, Wed. 11/1/76, p. 2. **CANAL**

COMMERCE – Arrived – Boats Wm. Walsh and M. D. Corse to American Coal Co.; Clara to Blaen Avon Coal Co.

Departed – Boats R. T. Semmes and T. Patton for Cumberland.

Thu. 11/2/76, p. 4. **Canal Trade.**

Nineteen boats left this port yesterday, carrying 2,166 16 tons of coal, as follows:

Consolidation Coal Company			
Georgetown			
G. Meredith	Capt. Compton	117	15
Robin	Capt. Compton	114	09
P. J. Smith	Capt. Anderson	115	00
Dr. A. A. Biggs	Capt. Brubaker	114	01
A. B. Turner	Capt. Reynolds	116	09
Adam Norrie	Capt. Carder	112	00
Williamsport			
Theo. Embrey	Capt. Shupp	112	15
	Seven boats	801	09
Borden Mining Company			
Georgetown			
Ed. Stake	Capt. Kimble	120	08
Susan Charles	Capt. Snyder	115	15
B. M. Young	Capt. Miles	112	02
C. A. Greene	Capt. Snyder	121	02
	Four boats	469	07
American Coal Company			
Alexandria			
Edward Bayer	Capt. Fisher	116	00
Samuel Henry	Capt. Turner	111	16
	Two boats	227	16
Maryland Coal Company			
Georgetown			
Ludlow Patton	Capt. Farman	100	17
C. J. Myers	Capt. Malone	110	11
	Two boats	211	08
Blaen Avon Coal Company			
Williamsport			
E. M. Stanhope	Capt. Shaffer	116	12
W. E. Turner	Capt. Riley	114	14
	Two boats	231	06
	Individual		
Georgetown			
Ben Miller	Capt. Crumbaugh	115	10
J. H. Gatrell	Capt. Moningen	110	00
	Two boats	225	10

Boatmen complain very much of the alleged inroads upon their coal cargoes by the lock-keepers along the line of the canal. The other day one of them boarded a boat and attempted to appropriate some coal, when he was incontinently tossed overboard by the captain. A few trips afterwards the boatman, while on that keeper's level, which is a very short one, broke the eye hook of his rudder and asked that the level be drawn off to allow him to mend it. The request, though usually granted in such cases, was refused.

Another reliable gentleman informs us that a few of the lock-tenders make a business of making raids upon the coal cargoes and then selling the coal to Tom, Dick and Harry.

ES, Thu. 11/2/76, p. 4. **GEORGETOWN Grain Market** – Arrivals – Boat J. N. Thomas with 1,400 bushels of wheat, 1,700 bushels of corn, 75 bushels rye and 25 barrels of flour consigned to J. G. & J. M Waters; 800 bushels of wheat to H. M. Talbott. Boat Belle with 2,200 bushels of wheat to J. G. & J. M. Talbott. Boat Wheeler & Barron with 3,300 bushels of wheat and 200 bushels of corn to H. M. Talbott, also 600 bushels of wheat to Hartley & Bro.

AG, Thu. 11/2/76, p. 2. **CANAL COMMERCE** – Arrived – Boats L. L. Mouse, S. H. Davis and Lillie Lemen to J. P. Agnew; M. M. Lewis, A. Main, W. J. B. Lloyd, E. L. Moore, R. H. Miller, G. P. Lloyd, M. Snow, J. Green and J. P. Moore to American Coal Co. Departed – Boats – M. D. Corse, W. Walsh, A. S. Wintringham, J. H. Stickney, J. Bradburn and L. A. Long.

 p. 3. **Local Brevities** – Five more canal steamers are to be built on the C. & O. Canal during the coming winter.

Fri. 11/3/76, p. 4. **Canal Trade.**
 Thirty five boats left this port yesterday, carrying 3,944 01 tons of coal, as follows:

Consolidation Coal Company			
Georgetown			
Tommy & Nellie	Capt. Little	119	02
Maryland	Capt. Clendening	110	11
H. T. Weld	Capt. Nuse	96	14
Star No. 3	Capt. Pennell	101	00
W. Irving	Capt. Potts	111	11
J. C. Grove	Capt. Marmaduke	119	17
Williamsport			
P. L. Lemen	Capt. King	116	07
	Seven boats	775	02
American Coal Company			
Alexandria			
American Flag	Capt. McKnight	119	04
Jno. L. Read	Capt. Brendlinger	118	13
Matthew Kersey	Capt. Fisher	119	04

Peter G. Uhler	Capt. Pearce	116 02
Jno. H. Platte	Capt. Bowers	118 15
A. J. Clark	Capt. Wilson	116 09
J. A. Alexander	Capt. Penner	115 17
	Seven boats	<u>824 04</u>
Borden Mining Company		
Georgetown		
Emerald	Capt. Cowden	113 11
Martha	Capt. Cowden	113 15
Areturus	Capt. Hassett	106 15
Sallie J. Kelly	Capt. Kelly	120 14
New Era	Capt. Donnelly	102 00
Washington		
Etta & Rena	Capt. Porter	118 02
Round Top	Capt. Athey	104 18
	Seven boats	<u>774 16</u>
Maryland Coal Company		
Georgetown		
W. & B. Mills	Capt. Miles	111 04
Three Brothers	Capt. Pierce	112 18
Cumberland	Capt. Henry	110 01
Busy Bee	Capt. Dolan	108 15
Washington		
M. H. Russell	Capt. Hetzer	110 05
	Five boats	<u>553 03</u>
Blaen Avon Coal Company		
Williamsport		
David Seibert	Capt. Hamilton	115 18
M. O'Connor	Capt. Arrington	112 00
Mary Mack	Capt. Irwin	112 00
	Three boats	<u>339 18</u>
Individual		
Georgetown		
J. T. Scrivener	Capt. Quigley	106 00
Nora & Willie	Capt. Sorrell	114 06
A. Greenless, jr.	Capt. Fox	111 10
Fonrose Bowers	Capt. Bowhey	114 00
John Sammon	Capt. Quigley	114 00
J. E. Hughes	Capt. O'Neal	112 02
	Six boats	<u>671 18</u>

Superintendent Mulvaney is now engaged with a force of hands in raising the height of the towpath between the locks and Mr. Jacob Brengle's store.

Sad Case of Drowning.

Yesterday afternoon about three o'clock Harry, a lad aged about nine years, to son of Mr. Thomas Jones, of this city, who works in the harness shop of Mr. W. T. Hoblitzell, on Mechanic Street, and who resides in the same building, was drowned at the upper end of the canal basin,

about opposite to where the ware-room of the Western Maryland railroad company stands. When found he was lying between the boats William Weber and E. J. Enington, off of one of which he must have fallen. Different parties informed us that all afternoon he was seen playing along the basin, constructing mimic boats of shingles and pulling them along in the water, and enjoying himself in sport as children will.

About 4 o'clock his hat was noticed floating in the basin, and since he had not been at home since one o'clock that afternoon, it was at once concluded that he had been drowned. The father was sent for, and assisted by a number of gentlemen, search was made by hooks for the body. It was at length found by two colored men named John Ross and John Able.

The father, when once satisfied that it was his child, turned aside from the crowd and with bowed head met his anguish. It was fit and becoming that so kind-hearted a gentleman as Mr. Perry Rowland should be the first to speak to the stricken father and accompany him home, following the body of his child.

ES, Fri. 11/3/76, p. 4. **GEORGETOWN Grain Trade** – Boat Medley with 1,300 bushels of wheat to Hartley & Bro.; also 600 bushels of wheat to H. M. Talbott.

The Coal Trade – Shipments of coal from Cumberland for the week ending October 28 were 40,783 tons. 19,585 tons went by Baltimore and Ohio railroad, 18,639 tons by the Chesapeake and Ohio canal, and 2,658 tons by the Pennsylvania road. The total shipments for the year were 1,493,242 tons. The receipts and shipments by canal for the week ending today is as follows: - Consolidation coal company – Receipts 5,933 tons; shipments 7,402 tons. New Central coal company – Receipts 1,200 tons; shipments 1,200 tons. Borden mining company – Receipts 3,497 tons; shipments 3,497 tons. Total 22,729 tons.

AG, Fri. 11/3/76, p. 3. **CANAL COMMERCE**

– Arrived – Boats S. S. Howison, W. Gregory and M. A. Myers to American Coal Co.
 Departed – Boats M. M. Lewis, A. Main, Clara, W. J. B. Lloyd, E. L. Moore, S. H. Davis, L. L. Mouse, R. H. Miller, G. P. Lloyd, J. Dunn and M. Snow.

Sat. 11/4/76, p. 4. **Canal Trade.**

Twenty-seven boats left this port yesterday, carrying 3,099 10 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Dr. Russell	Capt. Seaman	116 02
W. H. Boyd	Capt. Seaman	111 11
Hawk	Capt. Benner	113 07
R. I. Morris	Capt. Stride	120 04
V. S. Brashears	Capt. Moore	116 14
Williamsport:		
Daniel Henry	Capt. O'Neal	117 01
Grason & Fannie	Capt. Taylor	108 02
Harpers Ferry		
M. A. West	Capt. Conrad	`
Eight boats		919 08
Borden Mining Company		
Georgetown:		
J. H. Farrow	Capt. Ardinger	112 04
Alonzo Berry	Capt. Ardinger	116 08
Isaac Wilson	Capt. Sisler	119 17
Geo. T. Gatrell	Capt. Harper	121 12
J. R. Masters	Capt. Gorman	113 11
Arthur Lovell	Capt. Gorman	102 11
Washington:		
Fannie & Estella	Capt. Chaplin	112 08
Seven boats		808 14
American Coal Company		
Alexandria		
Dr. G. E. Porter	Capt. Chaney	114 13
H. O. Claughton	Capt. Fisher	114 01
Samuel Lloyd	Capt. McMullen	118 06
Chas. Robb	Capt. Bowers	117 16
C. R. Hooff	Capt. Haines	119 05
J. W. Burke	Capt. Renner	118 11
W. Doerner	Capt. Goodwin	115 11
Seven boats		817 18
Maryland Coal Company		
Georgetown		
T. Sammon	Capt. Harrison	115 16
H. Boyd	Capt. Brown	114 06
Industry	Capt. Crockett	107 09
Three boats		337 05
Blaen Avon Coal Company		

Williamsport		
J. A. Spielman	Capt. Poffenberger	113 05
Loretto	Capt. Ardinger	113 05
Two boats		226 10

A Pathetic Incident.

A very pathetic incident occurred yesterday at the funeral of the little boy, Samuel Jones, who was drowned in the canal here on Thursday. The lad's grandfather, who lives out West, was returning from the Centennial, and thought he would stop over here to pay a visit to his son, whom he had not seen for fifteen years. Judge of his surprise and grief, when he came to his son's residence, on Mechanic street, and found a hearse and carriages standing in front of the same. It was a sorrowful meeting between him and his son, and he accompanied the distressed family to the burying of his grandchild.

ES, Sat. 11/4/76, p. 4. **GEORGETOWN**

Arrivals – Boat Caledonia with 2,000 bushels of wheat and 600 bushels of corn consigned to H. M. Talbott; boat Hattie & Bessie with 3,300 bushels of wheat to same firm; boat H. M. Talbott with 2,600 bushels of wheat and 600 bushels of corn to H. M. Talbott; also, 400 bushels of wheat to Hartley & Bro.

AG, Sat. 11/4/76, p. 2. **CANAL COMMERCE**

– Arrived – Boats R. S. Grant, C. Clifton and T. L. Betts to American Coal Co.; H. Herbner to City Gas Works.

Departed – Boats J. Green, Four Sisters, J. P. Moore, M. A. Myer, L. Lemen, S. S. Howison and R. S. Grant.

p. 3. **Accidently Shot** – A man named Spitznogle, a hand on the canal boat Charles Clifton, of the American line, shot off the first joint of his right thumb yesterday, near Arlington, on the Alexandria canal. He had seen a flock of partridges on the bank and running to the cabin window, caught hold of his gun by the muzzle and commenced pulling it towards him, when the cock getting caught, it was discharged,

tearing off his thumb, and carrying away the brim of his hat, close to his forehead.

ES, Mon. 11/6/76, p. 4. **GEORGETOWN Grain Trade** – Boat Ellen Brooks with 2,600 bushels of wheat, 600 bushels of corn and 200 bushels rye consigned to J. G. & J. M. Waters, and 150 barrels flour to Hartley & Bro.

AG, Mon. 11/6/76, p. 3. **CANAL COMMERCE** – Arrived – Boats W. Smith, G. L. Boothe, W. J. Boothe, Jr., M. Sanford, H. Delafield, W. C. Hunter and D. A. Lowe to American Coal Co.
Departed – Boats C. Clifton, T. L. Betts, Wm. Gregory and W. Smith.

Arrest of a Desperado – John Curran, a well-known thief and desperado, who, it will be recollected, was convicted at Cumberland some time since of robbing Mr. Fawcett, the paymaster of the C. & O. Canal, on the public highway, and who subsequently escaped from jail there, was arrested in Washington, on Saturday evening. He made a most desperate effort to escape arrest, and endeavored to shoot the officer who captured him. Sheriff Baner of Cumberland, arrived in Washington yesterday and left with his prisoner last night. Curran was well known in this city, and is believed to have been concerned in several robberies here.

Tue. 11/7/76, p. 4. **Canal Trade.**
Twenty-three boats left this port yesterday, carrying 2,659 03 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Yonkers	Capt. Hersey	114 11
W. Weber	Capt. Dixon	117 18
A. F. Lantz	Capt. Swain	118 04
Lark	Capt. Ingram	118 07
Creole	Capt. Ingram	119 00
Ida & Willie	Capt. Albert	116 18
Harpers Ferry		
M. Fannon	Capt. Bissett	114 08
	Seven boats	819 06
American Coal Company		
Alexandria		

J. H. Stickney	Capt. Benner	113 09
M. D. Corse	Capt. Bear	115 16
John Bradburn	Capt. Malone	114 15
A. S. Wintringham	Capt. Eichelberger	112 17
Thos. Patton	Capt. Eaton	118 15
Ben Williams	Capt. Austin	117 04
Wm. Walsh	Capt. Teach	116 00
	Seven boats	808 16
Borden Mining Company		
Georgetown		
Alice	Capt. Rinehart	116 04
Pattie Dunlop	Capt. Snyder	116 12
Washington		
P. A. Gorman	Capt. McCabe	116 02
Hunter G.	Capt. Cowden	120 01
	Four boats	458 19
Blaen Avon Coal Company		
Williamsport:		
E. M. Stanhope	Capt. Shaffer	115 09
Georgetown:		
Katie & Addie	Capt. Wolf	119 10
M. E. Tice	Capt. Tice	113 07
	Three boats	348 06
Maryland Coal Company		
Georgetown:		
Thos. Venners	Capt. Fleming	103 06
	Individual	
Georgetown		
J. R. Couter	Capt. Williams	110 10

AG, Tue. 11/7/76, p. 2. **CANAL COMMERCE**
– Arrived – Boats T. H. West to J. P. Agnew; S. J. Tilden to captain; S. Annon, W. Darrow, R. Bender, H. C. Flagg, W. E. Bell, J. Dayton, D. Stewart, Rechabites, Ed. Bayer, J. L. Read, J. H. Parrott, Jr. and J. H. Platte to American Coal Company.
Departed – Boats G. L. Boothe, J. Dunn, W. J. Boothe, Jr., M. Sanford, H. Delafield, W. C. Hunter, D. A. Lowe, D. Annon and S. J. Tilden.

p. 3. **Alexandria Canal Company** –
The Board of Directors of the Alexandria Canal Company held a meeting at the Council chambers yesterday evening. The only business transacted was the appointment of J. M. Johnson, esq., as attorney for the company, vice Capt. D. L. Smoot, removed from the city.

John Curran the outlaw, and his two brothers, Tom and William, who are also in prison, were born and raised in this city.

Wed. 11/8/76, p. 4. **Canal Trade.**

Twenty-eight boats left this port yesterday, carrying 3,197 12 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
M. C. Clay	Capt. Murphy	117 10
I. M. Boyer	Capt. Spong	114 10
G. W. Knode	Capt. Boyer	118 01
Morning Star	Capt. Singer	112 03
J. A. Millholland	Capt. Repp	115 18
C. Slack	Capt. Lewis	118 01
Little Nan	Capt. Drescoll	123 10
Congress	Capt. Kirby	111 02
Williamsport		
Bessie Gruber	Capt. Gruber	116 04
	Nine boats	1017 00
American Coal Company		
Alexandria		
L. A. Long	Capt. Long	115 18
Maj. E. L. Moore	Capt. Little	114 12
G. P. Lloyd	Capt. Emberson	112 09
Andrew Main	Capt. Bowers	114 01
Wm. J. B. Lloyd	Capt. Miller	115 14
Dr. M. M. Lewis	Capt. Eichelberger	116 00
	Six boats	688 14
Borden Mining Company		
Georgetown		
J. T. James	Capt. Martin	113 18
Fall River	Capt. Farrow	112 13
Alexander	Capt. Cowden	116 04
Denton Jacques	Capt. Newkirk	116 05
Lucinda	Capt. Rhinehart	109 10
	Five boats	568 10
Blaen Avon Coal Company		
Williamsport:		
W. E. Turner	Capt. Riley	113 02
J. A. Spielman	Capt. Miller	113 18
Geo. Hughes	Capt. Callan	116 09
	Three boats	343 09
Maryland Coal Company		
Georgetown:		
James & Willie	Capt. Wilson	111 19
H. G. Wagner	Capt. Walker	97 00
	Two boats	208 19
	Individual	
Georgetown		
G. P. DeWitt	Capt. Montgomery	108 18
R. T. Semmes	Capt. Westbrook	114 11
	Two boats	223 09

 It may be considered as pretty reliable that a majority of the coal companies will close shipments for the season about the close of November. The New Central has already stopped shipping, and it is scarcely probable that there will be any resumption this season by that company.

Coal Report.

The following is a report of the receipts and shipments of coal at Georgetown for the week ending Saturday, November 4, 1876.

Receipts	Tons
Consolidation Company	5,933
New Central Company	1,200
Borden Mining Company	3,497
Total	10,630
Shipments	
Consolidation Company	7,402
New Central Company	1,200
Borden Mining Company	3,497
Total	12,099

 The following is a statement of the receipts and shipments of coal at Alexandria for the same time:

Receipts	Tons
American Coal Company	4,679
J. P. Agnew	600
Total	5,279
Shipments	
American Coal Company	4,189
J. P. Agnew	500
Total	4,689

AG, Wed. 11/8/76, p. 3. **CANAL COMMERCE** – Arrived – Boats P. G. Uhler and H. O. Claughton to American Coal Co.; A. Greenless to J. P. Agnew; S. Rinehart and J. Hieston to captain; J. Dunn to Smith & Wimsatt. Departed – Boats M. Darrow, R. Bender, W. E. Bell, J. Dayton, H. C. Flagg, J. H. Parrott, Jr., D. Stewart, E. Bayer, P. G. Uhler and J. Dunn.

Thu. 11/9/76, p. 4. **Canal Trade.** Twenty-three boats left this port yesterday, carrying 2,640 11 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
C. W. Brengle	Capt. Turner	118 19
D. A. Miller	Capt. Weller	119 11
L. L. Shives	Capt. Shives	114 00
Dr. Broderick	Capt. Little	115 03
Geo. A. Pearre	Capt. Sensel	118 02
John Leetch	Capt. Walker	117 10
Grason & Fannie	Capt. Taylor	<u>109 17</u>
	Seven boats	818 02
New Central Coal Company		
Georgetown		
Four Sisters	Capt. Kean	111 13
Elizabeth	Capt. Seaman	111 02
W. P. Wools	Capt. Little	113 00
R. A. Goodwin	Capt. Kaiser	115 13
Ohio	Capt. Pierce	112 06
B. F. Price	Capt. Dixon	<u>112 06</u>
	Six boats	676 09
Borden Mining Company		
Georgetown		
Kate Prather	Capt. Fernsner	120 04
F. L. Tilghman	Capt. Cowden	117 16
Wm. Staples	Capt. Cowden	<u>117 10</u>
	Three boats	355 10
American Coal Company		
Alexandria		
James Green	Capt. Martz	117 02
Jno. P. Moore	Capt. Nuse	116 05
Michael Snow	Capt. Martz	<u>114 17</u>
	Three boats	348 04
Blaen Avon Coal Company		
Williamsport:		
W. H. Coin	Capt. McCoy	109 19
L W Poffenberger	Capt. Harvey	<u>116 04</u>
	Two boats	208 19
Maryland Coal Company		
Washington		
Sprigg S. Lynn	Capt. Kroon	107 12
	Individual	
Georgetown		
C. Segerson	Capt. Wallace	114 00
Miltenberger	Lumber	<u>20 00</u>
	Two boats	134 00

ES, Thu. 11/9/76, p. 4. **GEORGETOWN Grain Market** – Boat E. F. Wheeler with 3,600 bushels of wheat consigned to J. G. & J. M. Waters; boat Adam Sherman with 3,000 bushels corn and 700 bushels wheat to same firm; boat Seneca with 700 bushels of corn to J. G. & J. M. Waters, and 400 bushels rye and 100 bushels corn to H. M. Talbott.

AG, Thu. 11/9/76, p. 3. **CANAL COMMERCE** – Arrived – Boats Diligent to captain; Nora & Willie and Garrett & Mans to J. P. Agnew; M. Mack to W. A. Smoot; S. Henry, American Flag, J. A. Alexander, G. E. Porter and S. Lloyd to American Coal Co. Departed – Boats J. L. Read, J. H. Platte, Benj. Miller, A. J. Clark, S. Henry, H. O. Claughton, American Flag and Diligent.

C. & O. Canal – The receipts of the canal for the week ending November 4, were from Cumberland \$3,685.02; Hancock, for October, \$272.67; Williamsport, for October, \$695.68; Lock 38, for October, \$77.17; total \$4,730.54. Accrued revenue at Cumberland for the week \$8,035.69; during the same period 168 boats, carrying 18,850 tons of coal, cleared from Cumberland.

Fri. 11/10/76, p. 4. **Canal Trade.** Twenty-nine boats left this port yesterday, carrying 3,252 02 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
J. M. Forbes	Capt. Mose	113 09
Star No. 2	Capt. Moore	104 07
Blue Bell	Capt. Riley	113 17
D. M. Reed	Capt. Eichelberger	116 16
Osceola & Jake	Capt. Seaman	119 10
Capt. John Sheridan	Capt. Creamer	113 18
J. W. Turner	Capt. Rowland	111 17
Williamsport:		
A. Gruber	Capt. Van Woltz	<u>116 04</u>
	Eight boats	909 18
Borden Mining Company		
Georgetown		
F. J. Laing	Capt. Young	119 04
C. H. Knott	Capt. Young	119 00
Areturus	Capt. Hassett	105 01
Borden & Lovell	Capt. Myers	120 09
Warren Delano	Capt. Fernsner	117 16
Sallie E. Hassett	Capt. Mouse	<u>118 11</u>
	Six boats	700 01
Maryland Coal Company		
Georgetown		
Queen City	Capt. Edenhart	114 15
D. L. Taylor	Capt. Turner	113 05
J. B. Slattery	Capt. McCoy	100 11
Baltimore	Capt. Starliper	112 07

Canal Trade - 1876

	Four boats	449 18
New Central Coal Company		
Georgetown		
R. Fannon	Capt. Sorrell	112 08
Thos. Riley	Capt. Keech	112 13
Jack Topper	Capt. Myers	106 15
	Three boats	331 16
American Coal Company		
Alexandria		
Wm. Smith	Capt. Masters	115 18
M. Sanford	Capt. Everly	115 17
	Two boats	231 15
Blaen Avon Coal Company		
Williamsport:		
D. Seibert	Capt. Hamilton	116 04
C. B. Embrey	Capt. Buchanan	112 15
	Two boats	228 19
Individual		
Georgetown		
Our Sister	Capt. Barger	113 00
Willie & Annie	Capt. Derr	111 10
Medley	Capt. Mertens	112 05
I. J. Kreps	Capt. Smith	71 00
I. J. Kreps	brick & clay	40 00
	Four boats	408 15

MCS, Fri. 11/10/76, p. 3. **Arrest of a Desperado**
 The Washington *Star* of Monday says: - John Curran, the outlaw, with three other highwaymen, about one year ago attempted to rob Mr. Benjamin Fawcett, treasurer of the Chesapeake and Ohio canal about four miles this side of Cumberland, and fired several shots at him, while he was on a tour to pay off the canal laborers. Curran was convicted in the Cumberland court of the attempt to assassinate and rob, and was sentenced to then years in the Maryland penitentiary. Pending a motion for a new trial, the prisoner broke jail and escaped. Since then, the motion has been heard and denied.

ES, Fri. 11/10/76, p. 4. **GEORGETOWN – Grain Trade** – Boat Seneca with 200 barrels of flour, 300 bushels of wheat and 600 bushels of corn consigned to Hartley & Bro.; boat Belle with 78 barrels flour; boat Hattie & Bessie with 3,300 bushels of wheat, and boat Loudoun with 3,000 bushels, all consigned to Hartley & Bro.; boat J. N. Thomas with 2,350 bushels of wheat

and 1,300 bushels of corn to J. G. & J. M. Waters; boat Loudoun with 590 bushels of wheat to H. M. Talbott.

Coal Trade – Receipts and shipments for the week ending today: Consolidation Coal Company – receipts 4,739 tons; shipments 4,143 tons. Borden Mining Company – receipts 2,875 tons; shipments 2,875 tons. New Central Coal Company – receipts 450 tons; shipments 800 tons.

Shooting Affair – About 10 o'clock this morning a man named George White, captain of a canal boat, shot a colored man named Albert Crane, in the head with a shotgun, for throwing stones at him. The affair took place on the canal at the foot of Jefferson street. Crane's wounds, which are serious, were dressed by Dr. Louis Richie. White was immediately arrested by Officer Sullivan and safely lodged in the station house.

AG, Fri. 11/10/76, p. 3. **CANAL COMMERCE** – Arrived – Boats M. Kersey, C. R. Hooff, J. W. Burke, C. Robb, W. Doerner, J. W. Morris, Geo. Sherman, J. R. Anderson and J. J. Swift to American Coal Co. Departed – Boats S. Lloyd, J. A. Alexander, A. Greenless, J. W. Hieston, S. Rinehart, G. E. Porter and Nora & Willie.

Sat. 11/11/76, p. 4. **Canal Trade.** Thirty-two boats left this port yesterday, carrying 3,266 12 tons of coal, as follows:

Consolidation Coal Company		
Georgetown		
Theo. L. Betts	Capt. McLucas	116 05
R. S. Grant	Capt. Weaver	112 17
S. S. Howison	Capt. Swain	115 16
Henry Delafield	Capt. Hetzer	115 18
M. A. Myers	Capt. Martin	114 07
W. J. Boothe	Capt. Hatch	113 12
Wm. Gregory	Capt. James	116 19
Gardner L. Booth	Capt. Davis	115 13
Chas. Clifton	Capt. Weaver	115 13
	Nine boats	1037 00
New Central Coal Company		
Georgetown		

Canal Trade - 1876

Dennis Murphy	Capt. Dick	110 05
John Reeves	Capt. Dick	111 15
Viola H. Weir	Capt. Smith	118 02
E. B. Hartley	Capt. Knott	105 05
R. H. Gordon	Capt. Miller	115 05
D. R. Long	Capt. Long	112 02
E. Mulvaney	Capt. Cohill	119 06
Friendship	Capt. Hall	<u>107 18</u>
	Eight boats	899 18

Borden Mining Company

Georgetown		
New Era	Capt. Donnelly	103 12
C. L. Brengle	Capt. Doyle	114 18
Ida & Sally	Capt. Smith	116 12
Invincible	Capt. Cowden	120 11
Wm. Borden	Capt. Cowden	117 15
Maggie B.	Capt. Cowden	116 00
Harry Borden	Capt. Cowden	<u>115 05</u>
	Seven boats	805 13

American Coal Company

Alexandria:		
T. Malloy	Capt. Knode	115 08
Okonoko	Capt. Byroads	115 18
J. R. Ray	Capt. Kerfoot	119 03
B. C. Barroll, jr.	Capt. Jackson	118 17
Miner	Capt. Yingling	111 12
Williamsport:		
Theo. Embrey	Capt. Shupp	<u>116 08</u>
	Six boats	697 06

Blaen Avon Coal Company

Williamsport:		
J. B. Winslow	Capt. Taylor	113 01
Wm. Mertens	Capt. Merryman	<u>112 13</u>
	Two boats	225 17

Maryland Coal Company

Georgetown		
Thos. Boyer	Capt. Kroon	115 19

AG, Sat. 11/11/76, p. 3. **CANAL**

COMMERCE – Arrived – Boats T. H. Faile, A. J. Akin and B. Williamson to American Coal Co.; T. H. Gatrell to City Gas Works; Katie & Addie to W. A. Smoot; Hubert & Kirby limestone to E. Francis.

Departed – Boats M. Kersey, C. R. Hooff, J. W. Burke, C. Robb, W. Doerner, J. W. Morris, T. H. West, G. Sherman, J. R. Anderson, J. J. Swift and Garrett & Mans.

Coal Report – The following is a report of the receipts and shipments of coal during the week ending today:

RECEIPTS tons

Amer. Coal Co., J. H. Parrott, Jr., Agt.	4,729
J. P. Agnew	<u>500</u>
Total	5,229

SHIPMENTS

American Coal Co.	5,285
Hamp. & Balt. Co., W. G. Howard, Agt.	1,260
J. P. Agnew	<u>350</u>
Total	6,895

Mon. 11/13/76, p. 4. **Canal Trade.** Thirty-three boats left this port Saturday, carrying 3,791 13 tons of coal, as follows:

American Coal Company

Alexandria		
Jno. H. Parrott, jr.	Capt. Taylor	119 08
James Dayton	Capt. Shaw	116 17
Richard Bender	Capt. Rose	118 08
Wm. E. Bell	Capt. Brendlinger	118 13
Henry C. Flagg	Capt. Brown	116 05
Daniel Annan	Capt. Eichelberger	119 06
W. C. Hunter	Capt. Butler	119 07
Robert H. Miller	Capt. Wilson	118 05
Wm. Darrow	Capt. Wilson	<u>114 15</u>
	Nine boats	1061 14

Consolidation Coal Company

Georgetown		
Jimmy M., jr.	Capt. Bush	122 06
A. J. Center	Capt. Bush	113 06
M. M. Jane	Capt. Arthur	114 00
B. L. Slack	Capt. Williams	119 02
J. Snively	Capt. Miller	114 14
A. B. Turner	Capt. Reynolds	118 04
Diligent	Capt. Moriarty	123 06
Williamsport:		
P. L. Lemen	Capt. King	<u>118 00</u>
	Eight boats	942 15

Borden Mining Company

Georgetown		
Sally J. Kelly	Capt. Kelly	120 04
Julia Borden	Capt. Cowden	115 16
W. L. Shaw	Capt. Kinsel	113 03
S. H. Sherman	Capt. Pitzer	116 07
A. C. Greene	Capt. Joy	117 00
Henry Freeland	Capt. Cowden	117 15
Little Nan	Capt. Ensminger	<u>112 03</u>
	Seven boats	812 17

Maryland Coal Company

Georgetown		
Kate Brooks	Capt. McCormick	114 02
F. L. Moore	Capt. Brown	103 03
L. B. Agnew	Capt. Wegman	110 18
F. H. Irwin	Capt. Gannon	<u>106 15</u>
	Four boats	444 12

Blaen Avon Coal Company		
Williamsport:		
E. M. Stanhope	Capt. Miller	113 04
Clara	Capt. Eddy	112 17
Four Sisters	Capt. Moriarty	<u>117 06</u>
	Three boats	343 07

New Central Coal Company		
Georgetown:		
G. H. Bradt	Capt. Weston	111 06
William R. Shaw	Capt. Coffman	<u>113 12</u>
	Two boats	224 18
	Individual	

Georgetown		
G. W. Grove	Capt. Coffman	107 00

NR, Mon. 11/13/76, p. 4. **Shooting Affair.**

Last Saturday morning, shortly after 10 o'clock, a man named George White, captain of a canal boat, shot a colored man named Albert Crane in the head with a shot-gun, for throwing stones at him. The affair took place on the canal, at the foot of Jefferson street. Crane's wounds were dressed by Dr. Louis Richie. White was immediately arrested by Officer Sullivan, and safely lodged in the station-house. Crane was removed to Providence hospital. His face and head were badly torn by the shot, but his injuries are not fatal. White will have a hearing this morning.

ES, Mon. 11/13/76, p. 4. **GEORGETOWN Grain Trade** – Arrivals – Wm. Ryder with 3,100 bushels of wheat and 400 bushels corn consigned to Hartley & Bro.

AG, Mon. 11/13/76, p. 2. **CANAL COMMERCE** – Arrived – Boats R. T. Semmes and George P. DeWitt to J. P. Agnew; Willie & Annie to Sinclair & Agnew; J. Wilson, T. Patton, M. D. Corse, W. Walsh, A. S. Wintringham, J. W. Stickney, J. Bradburn, M. M. Lewis and A. Main to American Coal Co. Departed – Boats A. J. Akin, T. H. Faile, B. Williamson, Hubert & Kirby, Mary Mack, Garrett & Mans and J. Wilson.

 p. 3. **Shooting Affray** – A canal boat captain named George White shot a negro named Albert Crane, in the head, at Georgetown, on

Saturday, for throwing stones at him. Crane's wounds are serious, and his assailant was arrested.

Tue. 11/14/76, p. 1. **Canal Trade.** Twenty-eight boats left this port yesterday, carrying 3,205 06 tons of coal, as follows:

Consolidation Coal Company		
Georgetown:		
Dr. Duckett	Capt. Price	115 14
Ernst & Holland	Capt. Penner	119 03
Wm. M. Hill	Capt. Swain	113 07
W. Moorehead	Capt. Read	113 13
J. & D. Nuse	Capt. Roof	110 00
A. E. McDonald	Capt. McDonald	119 02
G. Oswald	Capt. Myers	121 05
Moses Whitson	Capt. Myers	115 12

Williamsport:		
Grason & Fannie	Capt. Taylor	<u>107 13</u>
	Nine boats	1045 09

American Coal Company		
Alexandria		
Edward Boyer	Capt. Fisher	116 12
David A. Lowe	Capt. Lynch	115 15
David Stewart	Capt. Penner	116 02
Rechabites	Capt. Harris	117 15
Peter G. Uhler	Capt. Pearce	119 08
American Flag	Capt. McKnight	<u>119 05</u>
	Six boats	701 17

Borden Mining Company		
Georgetown		
Rudolph Herr	Capt. Spitznogle	113 02
Onward	Capt. Donnelly	116 02
Capt. Masters	Capt. Gorman	115 17
F. Ensminger	Capt. Snyder	113 18
T. B. Lynn	Capt. Wiland	109 14
Exchange	Capt. Cowden	<u>107 19</u>
	Six boats	676 13

Maryland Coal Company		
Georgetown		
Ludlow Patton	Capt. Farman	100 07
J. W. Daily	Capt. French	<u>110 10</u>
	Two boats	210 17

Blaen Avon Coal Company		
Williamsport:		
J. A. Spielman	Capt. Poffenberger	112 14
C. B. Embrey	Capt. Wolf	<u>116 09</u>
	Two boats	229 03
	Individual	

Georgetown:		
A. Kratz	Capt. Brookman	115 12
Benj. Miller	Capt. Crumbaugh	111 05
Thos. H. West	Capt. Reid	<u>111 07</u>
	Three boats	338 04

Canal Revenue

The accrued revenue of the C. & O. Canal for the past week was \$8,548.53. of which \$7,859.98 were payable at Cumberland, \$466.02 at Georgetown and \$222.58 at other points. Number of boats cleared 171, carrying 19,468 01 tons of coal.

ES, Tue. 11/14/76, p. 4. **GEORGETOWN Grain** – Boat Irene Knott with 450 bushels of wheat consigned to J. G. & J. M. Waters.

AG, Tue. 11/14/76, p. 3. **CANAL COMMERCE** – Arrived – Boats E. L. Moore, M. Snow, James Green, J. P. Moore, G. P. Lloyd, W. J. B. Lloyd and L. A. Long to American Coal Co.; J. R. Couter to City Gas Works.

Departed – Boats R. T. Semmes, T. Patton, M. D. Corse, W. Walsh, J. H. Stickney, G. P. DeWitt, M. M. Lewis, J. Bradburn, A. S. Wintringham, A. Main, W. J. B. Lloyd, E. L. Moore, L. A. Long and G. P. Lloyd.

Wed. 11/15/76, p. 4. **Canal Trade.** Twenty-four boats left this port yesterday, carrying 2,776 07 tons of coal, as follows:

Consolidation Coal Company		
Georgetown:		
A. P. Gorman	Capt. Yingling	113 10
Miner	Capt. Yingling	125 09
J. N. Clary	Capt. Bowers	120 15
W. L. Read	Capt. Bowers	116 13
A. M. Grove	Capt. Grove	118 18
Williamsport:		
A. Gruber	Capt. Woltz	115 02
Ida & Harry	Capt. Ekis	114 00
	Seven boats	824 07
American Coal Company		
Alexandria		
Samuel Lloyd	Capt. McMullen	117 04
A. J. Clark	Capt. Wilson	116 14
J. H. Platte	Capt. Bowers	117 03
J. L. Read	Capt. Brendlinger	118 17
Dr. G. E. Porter	Capt. Chaney	117 17
H. O. Claughton	Capt. Fisher	119 05
J. A. Alexander	Capt. Penner	117 00
	Seven boats	824 00
Borden Mining Company		

Georgetown		
N. Williams	Capt. Zimmerman	112 14
C. Hassett	Capt. Mosier	117 01
J. H. Snyder	Capt. Mills	118 08
Arthur Lovell	Capt. Gorman	103 07
	Four boats	451 10
New Central Coal Company		
Georgetown		
Sallie & Jennie	Capt. Grosh	110 08
Maryland Coal Company		
Georgetown		
A. K. Syester	Capt. Brown	114 01
Blaen Avon Coal Company		
Williamsport:		
W. E. Turner	Capt. Riley	113 00
	Individual	
Georgetown:		
A. Greenless, jr.	Capt. Fox	112 18
Little Eddie	Capt. Ward	113 03
Six Brothers	Capt. Zimmerman	113 00
	Three boats	339 01

Coal Trade at Tidewater.

For the week ending Saturday, November 11, 1876, the following receipts and shipments of coal are reported at Georgetown.

Receipts		Tons
Consolidation Company		4,739
Borden		2,875
New Central		450
Total		8,064
Shipments		
Consolidation Company		4,143
Borden		2,875
New Central		800
Total		7,818

The following was done at Alexandria:

Receipts		Tons
American Coal Company		4,720
J. P. Agnew		500
Total		5,220
Shipments		
American Coal Company		5,285
H. & Balto.		1,260
J. P. Agnew		350
Total		6,895

The Alexandria *Sentinel* of Monday says that George White, a canal boatman, discharged a load of No. 8 shot at the head of Albert Crane,

colored, in an affray at Georgetown, on Saturday morning, lodging several in his skull. White was arrested. Crane not hurt much.

Both parties are known here in Cumberland.

ES, Wed. 11/15/76, p. 4. **GEORGETOWN Grain Trade** – Arrivals – Boat Wheeler & Barron with 2,000 bushels of wheat and 1,000 bushels of corn to Hartley & Bro.; also, 800 bushels of wheat to H. M. Talbott; boat Hattie & Bessie with 3,300 bushels of wheat to Hartley & Bro.; boat Dellinger with 600 bushels of wheat to Hartley & Bro. and 300 bushels wheat to H. M. Talbott.

ALEXANDRIA

Stealing a Lock Gate – A colored man named Jacob Conway was discovered yesterday evening engaged in cutting up one of the lock-gates at the Alexandria canal for fire wood. Complaint was made to the mayor by Collector Summers and Conway arrested. After an examination he was sentenced to receive thirty lashes, twenty of which were at once administered.

AG, Wed. 11/15/76, p. 3. **CANAL COMMERCE** – Arrived – Boats G. L. Boothe to American Coal Co.; M. E. Tice and G. Hughes to Blaen Avon Coal Co.; Congress to captain. Departed – Boats James Green, M. Snow, J. P. Moore, Willie & Annie, Congress, G. L. Boothe and scow Annie for Cumberland.

Thu. 11/16/76, p. 4. **Canal Trade.** Thirty boats left this port yesterday, carrying 3,419 16 tons of coal, as follows:

Consolidation Coal Company		
Georgetown:		
Jacob McGraw	Capt. Mertens	113 17
S. T. Ekis	Capt. Johnson	113 12
W. Thompson	Capt. O'Brian	111 14
A. Campbell	Capt. Eddy	114 09
Energy	Capt. Morrow	109 08
M. S. O'Donnell	Capt. Piper	114 02
Williamsport:		
Theo. Embrey	Capt. Shupp	115 05

J. E. Stanhope	Capt. Hetzer	119 10
Washington, D. C.		
P. J. Smith	Capt. Anderson	111 08
	Nine boats	1023 05
American Coal Company		
Alexandria		
M. Kersey	Capt. Fisher	118 16
Samuel Henry	Capt. Turner	112 04
J. W. Morris	Capt. Bowers	116 14
Charles Robb	Capt. Bowers	116 10
J. W. Burke	Capt. Renner	118 08
Geo. Sherman	Capt. Russell	112 09
	Six boats	695 01
New Central Coal Company		
Georgetown		
American Boy	Capt. Robinson	108 01
Iowa	Capt. Keady	108 15
Dr. F. M. Davis	Capt. Middleton	107 01
City of Hamburg	Capt. Coffman	110 09
C. W. Adams	Capt. Coffman	114 19
	Five boats	549 05
Borden Mining Company		
Georgetown		
Andrew Spier	Capt. Wolf	113 05
Mayfield & Hieston	Capt. Read	117 17
Washington, D. C.		
Cumberland	Capt. Henry	112 09
	Three boats	343 11
Blaen Avon Coal Company		
Williamsport:		
E. M. Stanhope	Capt. Shaffer	115 18
D. Seibert	Capt. Hamilton	112 15
	Two boats	228 13
Weld & Sheridan		
Williamsport:		
J. E. Hughes	Capt. O'Neal	117 00

Burglary.

On Tuesday night the canal supply store of Mr. Richard Bender, on the "Island" near the west of the Basin Wharf was entered by burglars, who abstracted goods to the value of about \$150. They entered through a window in the rear part of the building and succeeded in so doing by boring an auger hole through the shutter and thereby taking out the pin that held the shutter closed.

They helped themselves to a hoghead of bacon, a lot of coffee and sugar. a considerable amount of tobacco and made a full-handed raid upon all other articles usually found in a canal supply store.

Canal Trade - 1876

AG, Thu. 11/16/76, p. 3. **CANAL COMMERCE** – Arrived – Boats Wm. Gregory and M. A. Myers to American Coal Co. Departed – Boats Katie & Addie, M. E. Tice, G. Hughes and J. R. Couter.

ES, Fri. 11/17/76, p. 4. **GEORGETOWN Grain Trade** – Arrivals – Boat Caledonia with 2,125 bushels of wheat, 1,300 bushels of corn, 60 barrels of apples to Hartley & Bro. **Coal Trade** – Consolidation Coal Company: Receipts 5,684 tons; shipments 5,586. New Central Company: Receipts 1,500 tons; shipments 1,467. Borden Mining Company: Receipts 3,900 tons; shipments 3,900 tons.

AG, Fri. 11/17/76, p. 2. **CANAL COMMERCE** – Arrived – Boats W. Smith, W. E. Bell and D. Annon to American Coal Co. Departed – Boats W. Smith and W. E. Bell.

Sat. 11/18/76, p. 4. **Canal Trade.** Thirty-three boats left this port yesterday, carrying 3,820 09 tons of coal, as follows:

Consolidation Coal Company

Georgetown:		
R. Shriver	Capt. Nuse	115 06
L. R. Fechtig	Capt. Smith	111 07
J. K. Whitford	Capt. Moore	110 18
Julia Tyler	Capt. Hebb	116 01
Anna Bruce	Capt. Draner	115 05
Washington:		
Edward Stake	Capt. Kimble	120 02
Mohawk	Capt. Baler	115 14
Maryland	Capt. Clendening	114 14
Williamsport:		
Grason & Fannie	Capt. Taylor	111 19
Harper's Ferry		
M. Fannon	Capt. Bissett	118 01

Nine boats 1149 01

American Coal Company

Alexandria		
John Bradburn	Capt. Malone	115 08
M. D. Corse	Capt. Bear	119 01
A. S. Wintringham	Capt. Eichelberger	113 00
J. H. Stickney	Capt. Benner	116 13
John Wilson	Capt. McCann	115 12
Wm. Walsh	Capt. Teach	115 03
Thomas Patton	Capt. Eaton	117 03
Dr. M. M. Lewis	Capt. Eichelberger	116 08

Thos. H. Faile	Capt. Hamsberg	118 03
	Nine boats	1046 11
	Borden Mining Company	
Georgetown		
New Era	Capt. Donnelly	103 00
L. N. Lovell	Capt. McCardell	116 05
Geo. T. Gatrell	Capt. Harper	122 14
E. L. Flury	Capt. Boren	117 06
Mabel	Capt. Turner	123 15
Susan Charles	Capt. Snyder	117 01
	Six boats	700 01
	Blaen Avon Coal Company	
Georgetown		
Carrie V.	Capt. Reid	124 17
B. R. Summers	Capt. Sorrell	113 17
Richard Burke	Capt. Arrington	113 06
Williamsport		
J. A. Spielman	Capt. Poffenberger	113 08
	Four boats	465 08
	Maryland Coal Company	
Georgetown:		
Thos. O'Connell	Capt. Mills	110 18
Carrie & Maggie	Capt. Lindsey	111 11
	Two boats	222 09
	New Central Coal Company	
Georgetown		
W. M. Price	Capt. Sorrell	110 13
	Individual	
Alex. Adams	Capt. Sorrell	120 00

AG, Sat. 11/18/76, p. 3. **CANAL COMMERCE** – Arrived – Boats W. J. Boothe, Jr., W. C. Hunter, R. Bender, C. Clifton, D. Stewart, S. S. Howison, M. Sanford and T. L. Betts to American Coal Co.; T. H. West to J. P. Agnew; L. W. Poffenberger to Blaen Avon Coal Co. Departed – Boats D. Annon, W. J. Boothe, Jr., W. C. Hunter, R. Bender, C. Clifton, D. Stewart and S. S. Howison for Cumberland.

Mon. 11/20/76, p. 4. **Canal Trade.** Thirty-two boats left this port Saturday, carrying 3,625 17 tons of coal, as follows:

Consolidation Coal Company

Georgetown:		
Dove	Capt. Mose	118 09
Laura	Capt. Brubaker	114 14
J. A. Graham	Capt. Brubaker	116 00
Robin	Capt. Compton	112 14
G. Meredith	Capt. Compton	117 07
Uno	Capt. Peck	113 18
Congress	Capt. Kirby	114 04

Canal Trade - 1876

Johnny & Tommy	Capt. Dixon	118 01
William Young	Capt. Reives	118 00
Williamsport:		
A. Gruber	Capt. Woltz	107 06
Dr. Doyle	Capt. Ernst	<u>53 06</u>
	Eleven boats	1203 19
American Coal Company		
Alexandria		
G. P. Lloyd	Capt. Emberson	114 17
Maj. E. L. Moore	Capt. Little	117 04
L. A. Long	Capt. Long	117 11
Andrew Main	Capt. Bowers	112 04
W. J. B. Lloyd	Capt. Miller	119 06
James Green	Capt. Martz	119 06
M. Snow	Capt. Martz	<u>118 07</u>
	Seven boats	818 15
Borden Mining Company		
Georgetown		
John G. Lynn	Capt. Martin	115 09
Centennial	Capt. Boley	120 06
Henry Kraus	Capt. Cowden	114 16
Dr. O. M. Schindel	Capt. Silver	118 16
Hunter G.	Capt. Cowden	<u>120 02</u>
	Five boats	589 09
Blaen Avon Coal Company		
Williamsport:		
Four Sisters	Capt. McIntire	113 10
C. B. Embrey	Capt. Buchanan	110 13
W. E. Turner	Capt. Riley	<u>113 02</u>
	Three boats	337 05
New Central Coal Company		
Georgetown:		
Elizabeth	Capt. Seaman	111 09
Geo. Hutton	Capt. Williams	<u>112 07</u>
	Two boats	223 16
Maryland Coal Company		
Georgetown		
W. H. Lowe	Capt. Renner	114 15
G. S. Young	Capt. Renner	<u>114 00</u>
	Two boats	228 15
Individual		
R. T. Semmes	Capt. Westbrook	113 16
C. Segerson	Capt. Wallace	<u>110 02</u>
	Two boats	223 18

 The number of boats that left this port for the week ending Saturday was 172, carrying 19,664 06 tons of coal.

AG, Mon. 11/20/76, p. 3. **Overboard** – On Saturday night last Mr. George Boyer, the watchman at the American Coal wharf, saw or thought he saw someone stealing coal from the

front of the wharf. He fired his pistol at the suppose thieves and then went down towards the river front. Attempting to step from the wharf to the schooner *Armstrong*, lying alongside, he miscalculated the distance and stepped overboard, but was speedily rescued by two sailors from the schooner.

Tue. 11/21/76, p. 4. **Canal Trade**. Twenty-four boats left this port yesterday, carrying 2,717 13 tons of coal, as follows:

Consolidation Coal Company		
Georgetown:		
Lilly & May	Capt. Mertens	116 07
H. C. Hicks	Capt. Riley	118 08
A. B. Turner	Capt. Reynolds	115 18
Consolidation	Capt. Shank	114 11
Tommy & Nellie	Capt. Little	111 11
Dr. A. A. Biggs	Capt. Brubaker	107 19
Little Nan	Capt. Grove	115 09
Williamsport:		
T. Embrey	Capt. Shupp	<u>111 09</u>
	Eight boats	914 11
Borden Mining Company		
Georgetown:		
Pattie Dunlop	Capt. Snyder	116 09
Alexander	Capt. Cowden	114 05
Theo. Dean	Capt. Martin	106 16
J. R. Haines	Capt. Irwin	113 06
Henry Boley	Capt. Snyder	116 00
Johnny & Frankie	Capt. Gatrell	<u>109 13</u>
	Six boats	676 09
New Central Coal Company		
Georgetown		
Lizzie Regan	Capt. Rinehart	113 15
Ben Bissell	Capt. McChan	112 16
Daniel Henry	Capt. O'Neal	<u>112 01</u>
	Three boats	338 12
American Coal Company		
Alexandria:		
J. P. Moore	Capt. Nuse	118 07
Gardner L. Boothe	Capt. Davis	<u>117 16</u>
	Two boats	236 03
Maryland Coal Company		
Georgetown:		
H. G. Wagner	Capt. Walker	100 12
Washington:		
S. S. Lynn	Capt. Brown	<u>109 03</u>
	Two boats	209 15
Blaen Avon Coal Company		
Williamsport		
E. M. Stanhope	Capt. Shaffer	117 06
J. B. Winslow	Capt. Taylor	<u>112 17</u>

	Two boats	230 03
	Individual	
Samuel Swain	Capt. Patterson	112 00

VISIT OF CANAL BOARD

Yesterday Mr. Daniel Biser, member of the board of canal directors, Mr. William Hutton, Chief engineer and Benjamin F. Fawcett, paymaster, arrived in this city. Last night Hon. A. P. Gorman, Hon. Patrick Hamill and other directors were expected to arrive. The steam packer "Maryland" will leave here this morning at 8 a.m. with the above-named gentlemen on board on a tour of inspection down the canal.

ES, Tue. 11/21/76, p. 4. **GEORGETOWN Grain Trade** – Arrived – Boat E. F. Wheeler with 4,700 bushels of wheat to J. G. & J. M. Waters.

AG, Tue. 11/21/76, p. 2. **CANAL COMMERCE** – Arrived – Boats A. Greenless, Jr., B. Miller, A. Kratz and T. H. Platte to John P. Agnew; J. Snively and C. W. Brengle to captain; H. C. Flagg, H. Delafield, M. Kersey, R. S. Grant, J. H. Parrott, Jr., J. H. Platte, D. A. Lowe, American Flag, J. Dayton and Rechabites to American Coal Co.
 Departed – Boats M. Sanford, M. Kersey, H. Delafield, T. L. Betts and R. S. Grant.

Wed. 11/22/76, p. 4. **Canal Trade.** Twenty-two boats left this port yesterday, carrying 2,510 06 tons of coal, as follows:

Consolidation Coal Company		
Georgetown:		
H. J. Kenah	Capt. Broderick	116 11
Adam Norrie	Capt. Carder	114 09
Five Brothers	Capt. Little	116 00
I. Crane	Capt. White	113 19
C. H. Dalton	Capt. Little	112 19
W. Irving	Capt. Potts	115 02
W. Weber	Capt. Dixon	116 06
Washington:		
J. T. Dixon	Capt. Wicks	116 03
Mountain City	Capt. Wicks	110 02
	Nine boats	1031 11
New Central Coal Company		
Georgetown		

Four Sisters	Capt. Kean	113 15
Mary Mack	Capt. Irwin	115 00
M. A. West	Capt. Conrad	107 05
Williamsport	Capt. Stickle	114 07
F. A. Mertens	Capt. Mouse	113 00
Samuel H. Davis	Capt. Mouse	112 16
	Six boats	676 03
Borden Mining Company		
Georgetown		
Denton Jacques	Capt. Newkirk	118 10
Kate Prather	Capt. Fernsner	120 10
Wm. Staples	Capt. Cowden	116 07
F. L. Tilghman	Capt. Cowden	113 04
	Four boats	468 11
Blaen Avon Coal Company		
Williamsport:		
Morning Star	Capt. Snyder	111 03
	Individual	
G. P. DeWitt	Capt. Montgomery	109 18
F. Bowers	Capt. Bowhey	113 00
	Two boats	222 18

 The work of raising the towpath from the locks to Brengle's supply store has been completed and will lessen the danger to the lower part of the city from high water hereafter.

Coal Report.

The following is the report of the receipts and shipments of coal at Georgetown for the week ending Saturday, Nov. 18, 1876:

Receipts		Tons
Consolidation Coal Company		2,683
Borden Mining Company		3,900
New Central Coal Company		1,500
Total		11,084
Shipments		
Consolidation Coal Company		5,586
Borden Mining Company		3,900
New Central Coal Company		1,467
Total		10,953

 At Alexandria the following is the report:

Receipts		Tons
American Coal Company		3,480
Shipments		
American Coal Company		3,802
Hampshire & Baltimore Coal Co.		675
Total		4,477

DEPARTURE OF THE MARYLAND

The steam packet "Maryland," with the full board of canal directors on board and also President Gorman, who arrived here on the 2 o'clock train yesterday afternoon, left at 3 p.m. yesterday for a tour along the canal. The party was composed of the gentlemen above mentioned together with Messrs. C. Slack, Lloyd Lowndes, Asahel Willison, Edward Mulvaney, of this city.

 The Mitchell steamer of Hancock was in port yesterday.

CANAL RECEIPTS

The accrued revenue on the Chesapeake and Ohio canal for the past week was \$8,567.82, of which \$7,335.78 were payable in Cumberland; \$961.26 in Georgetown; and \$279.78 at other points. Number of tons of coal shipped was 19,777 17 carried by 175 boats.

"PRIDE OF ERIN"

Mr. Thomas Paul received a special dispatch from Alexandria yesterday stating that his steamer the "Pride of Erin," had arrived at Alexandria on Monday, but had met with a small accident on her way down, causing a slight detention at one point.

AG, Wed. 11/22/76, p. 3. **CANAL**

COMMERCE – Arrived – Boats J. A. Alexander, S. Lloyd, G. E. Porter, Ed. Bayer, H. O. Claughton, J. W. Morris, R. H. Miller and W. Darrow to American Coal Co.; E. Mulvaney, J. Reives and Jerry Dick to J. P. Agnew; Hubert & Kirby limestone to E. Francis.
 Departed – Boats T. H. West, J. H. Parrott, Jr., J. H. Platte, J. Snively, A. Greenless, Jr., H. C. Flagg, D. A. Lowe, American Flag, C. W. Brengle, J. H. Platte, J. Dayton, Rechabites and J. A. Alexander.

Thu. 11/23/76, p. 4. **Canal Trade.** Thirty boats left this port yesterday, carrying 3,436 19 tons of coal, as follows:

Consolidation Coal Company
 Georgetown:

Capt. J. Sheridan	Capt. Creamer	119 08
Yonkers	Capt. Mondell	115 19
Ernst & Holland	Capt. Penner	117 00
W. H. Boyd	Capt. Seaman	111 04
Dr. Russell	Capt. Seaman	114 12
R. I. Morris	Capt. Stride	118 00
Hawk	Capt. Benner	114 19
Belle Resley	Capt. Teeters	<u>113 01</u>
	Eight boats	924 03

Borden Mining Company

Georgetown		
C. L. Brengle	Capt. Doyle	114 01
Maggie B.	Capt. Cowden	118 01
Invincible	Capt. Cowden	123 09
Warren Delano	Capt. Fernsner	118 16
Sallie E. Hassett	Capt. Mouse	120 01
Fall River	Capt. Farrow	111 17
Borden & Lovell	Capt. Myers	116 15
C. H. Knott	Capt. Young	116 15
F. J. Laing	Capt. Young	119 08
Henry S. Miller	Capt. Teeters	<u>110 13</u>
	Ten boats	1169 16

New Central Coal Company

Georgetown		
Ohio	Capt. Pierce	114 02
J. C. Stonebraker	Capt. Mouse	116 16
Geo. H. Bradt	Capt. Weston	109 11
Viola H. Weir	Capt. Smith	114 04
Thomas Lannon	Capt. French	<u>114 05</u>
	Five boats	568 18

Maryland Coal Company

Georgetown:		
F. L. Moore	Capt. Brown	101 07
Thos. J. Boyer	Capt. Kroon	116 08
Ida & Willie	Capt. Albert	109 08
Willie & Annie	Capt. Derr	<u>110 04</u>
	Four boats	437 07

Blaen Avon Coal Company

Georgetown:		
M. O'Conner	Capt. Hammond	109 18
Katie & Addie	Capt. Cooper	116 14
J. A. Spielman	Capt. Poffenberger	<u>110 03</u>
	Three boats	336 15

COAL SHIPPED BY CANAL

The following is a statement of the shipments of coal by canal for the week ending Nov. 18, 1876, and for the week ending Nov. 20, 1875:

	1875	1876
American Company	4,193 08	4,785 18
Maryland Company	6,369 06	1,557 14
Borden Company	5,759 02	3,337 09
Consolidation Co.	5,861 05	5,811 02

Canal Trade - 1876

New Central Co.	2,067 07	2,345 07
Blaen Avon Co.	1,326 01	1,603 07
George's Creek Co.	472 04	
Gas Coal	747 00	120 00
Totals	26,795 13	19,677 17

The decrease is 7,117 16.

ES, Thu. 11/23/76, p. 4. **GEORGETOWN Grain Trade** – Arrivals – Boat Loudoun with 3,000 bushels of corn and 900 bushels of corn consigned to Hartley & Bro.; boat J. N. Thomas with 3,500 bushels of wheat to J. G. & J. M. Waters.

AG, Thu. 11/23/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Six Brothers and Little Eddy to J. P. Agnew; J. L. Read, J. J. Swift, P. H. Uhler, J. W. Burke, C. Robb, A. J. Akin, T. H. Faile, J. R. Anderson, Ben. Williamson and W. Doerner to American Coal Co.

Departed – Boats B. Miller, Hubert & Kirby, S. Lloyd, G. E. Porter, A. Kratz & Co., Ed. Bayer, H. O. Claughton, J. W. Morris, R. H. Miller, W. Darrow, Ed. Mulvaney, J. L. Read and J. J. Swift.

Fri. 11/24/76, p. 4. **Canal Trade.** Twenty-five boats left this port yesterday, carrying 2,884 00 tons of coal, as follows:

Consolidation Coal Company		
Georgetown:		
J. M. Forbes	Capt. Moore	114 09
Geo. A. Pearre	Capt. Sensel	116 17
M. C. Clay	Capt. Murphy	117 18
Willie & Johnnie	Capt. Morrison	122 13
Jos. Light	Capt. Boyd	117 15
D. M. Read	Capt. Eichelberger	117 06
Miner	Capt. Yingling	114 12
B. C. Barroll	Capt. Jackson	117 05
	Eight boats	988 15

Borden Mining Company		
Georgetown		
Martha	Capt. Cowden	117 10
Emerald	Capt. Cowden	119 08
Henry Freeland	Capt. Cowden	116 04
Julia Borden	Capt. Cowden	116 10
Wm. Borden	Capt. Cowden	120 13
Sallie J. Kelly	Capt. Kelly	120 09
	Six boats	710 14

New Central Coal Company		
Georgetown		
Jack Topper	Capt. Myers	109 00
Dr. J. P. Broderick	Capt. Little	111 17
W. P. Wools	Capt. Little	111 04
Peter Sinclair	Capt. Little	117 13
A. Zeigler	Capt. Atwell	114 03
	Five boats	563 17

Maryland Coal Company		
Georgetown		
Col. J. C. Lynn	Capt. Reid	116 10
A. L. Miller	Capt. Keech	115 15
Ludlow Patton	Capt. Faner	101 04
	Three boats	333 09

Blaen Avon Coal Company		
Georgetown:		
E. J. Arrington	Capt. Hammond	113 16
Johnny	Capt. Dougan	120 08
Geo. Hughes	Capt. Callan	103 01
	Three boats	337 05

ES, Fri. 11/24/76, p. 4. **GEORGETOWN Coal Trade** for the week ending today: Consolidation Coal Company – Receipts 2,658 tons; shipments 3,497 tons. New Central Coal Company – Receipts 3,700 tons; shipments 3,700. Borden Mining Company – Receipts 2,500 tons; shipments 2,500 tons. **Grain Trade** – Arrivals – Boat Ellen Brooks with 2,500 bushels of wheat, 800 bushels of corn, 100 bushels of rye consigned to J. G. & J. M. Waters, also 164 bbls. of flour to Hartley & Bro.

AG, Fri. 11/24/76, p. 2. **CANAL COMMERCE** – Arrived – Boats C. R. Hooff, G. Sherman and A. J. Clark to American Coal Co. Departed – Boats P. G. Uhler, J. Reives, J. W. Burke, C. Robb, A. J. Akin, D. Murphy, T. H. Faile, J. R. Anderson, Six Brothers, B. Williamson, W. Doerner and C. R. Hooff.

Sat. 11/25/76, p. 4. **Canal Trade.** Twenty-three boats left this port yesterday, carrying 2,600 07 tons of coal, as follows:

Consolidation Coal Company		
Georgetown:		
J. A. Millholland	Capt. Repp	120 14
Thos. Malloy	Capt. McCauley	117 09

Canal Trade - 1876

C. Slack	Capt. Lewis	112 19
Jno. Leetch	Capt. Walker	116 04
Williamsport:		
J. E. Stanhope	Capt. Hetzer	113 16
Grason & Fannie	Capt. Taylor	<u>107 17</u>
	Six boats	688 19
Borden Mining Company		
Georgetown		
Exchange	Capt. Cowden	108 00
Harry Borden	Capt. Cowden	115 11
John Rhind	Capt. Miller	113 12
Onward	Capt. Donnelly	116 16
Areturus	Capt. Hassett	103 14
New Era	Capt. Cowden	<u>104 00</u>
	Six boats	662 03
New Central Coal Company		
Georgetown		
Henry Loveridge	Capt. Hine	119 08
Morning Sun	Capt. Little	113 06
Friendship	Capt. Hall	109 10
R. H. Gordon	Capt. Miller	112 15
J. H. Gatrell	Capt. Arrington	107 18
G. Blackburn	Capt. Keesucker	<u>116 05</u>
	Six boats	679 02
Blaen Avon Coal Company		
Williamsport		
Loretta	Capt. Ardinger	113 11
Four Sisters	Capt. McIntire	116 16
Wm. Mertens	Capt. Merryman	116 14
C. B. Embrey	Capt. Buchanan	<u>114 03</u>
	Four boats	461 04
Individual		
Nuttie & Billie	Capt. Zeigler	109 00

Suspension - The Maryland Company has suspended operations for the season. We presume by the end of next week there will be very little shipping by canal done by any of the coal companies.

The problem is now before the boatmen how to winter themselves and stock on the net proceeds of the season's earnings, which amount to just about zero.

ES, Sat. 11/25/76, p. 4. **GEORGETOWN Grain** – Boat Seneca with 900 bushels of wheat and 100 bushels corn to H. M. Talbott; also, 261 barrels of flour, 125 bushels wheat, 500 bushels mill feed and 500 bushels corn consigned to Hartley & Bro.

AG, Sat. 11/25/76, p. 2. **CANAL COMMERCE** – Arrived – Boats S. Henry and M. M. Lewis to American Coal Co.; Clara and B. R. Summers to Blaen Avon Coal Co. Departed – Boats G. Sherman, Little Eddy, A. J. Clark, L. W. Poffenberger and S. Henry.

Mon. 11/27/76, p. 1. **Canal Trade.** Twenty-two boats left this port Saturday, carrying 2,525 16 tons of coal, as follows:

Consolidation Coal Company		
Georgetown:		
Lark	Capt. Ingram	112 16
Creole	Capt. Ingram	117 10
G. W. Knode	Capt. Boyer	115 03
Okonoko	Capt. Byroads	115 09
Wm. Moorehead	Capt. Reid	112 13
Williamsport:		
P. L. Lemen	Capt. Woltz	116 09
A. Gruber	Capt. Woltz	<u>117 09</u>
	Seven boats	807 11
Borden Mining Company		
Georgetown		
W. L. Shaw	Capt. Kinsel	116 00
Capt. J. R. Masters	Capt. Gorman	120 07
Arthur Lovell	Capt. Gorman	102 18
T. B. Lynn	Capt. Wiland	109 13
J. H. Snyder	Capt. Mills	118 15
Charlie Hassett	Capt. Mosier	121 02
Donna Tilghman	Capt. Stoops	<u>117 19</u>
	Seven boats	806 14
New Central Coal Company		
Georgetown		
R. A. Goodwin	Capt. Kaiser	116 06
Robert Portner	Capt. Ward	117 11
J. R. Purcell	Capt. Armstrong	112 06
E. B. Hartley	Capt. Knott	<u>110 18</u>
	Four boats	457 01
Blaen Avon Coal Company		
Williamsport		
E. M. Stanhope	Capt. Shaffer	113 09
J. B. Winslow	Capt. Taylor	<u>112 15</u>
	Two boats	226 04
Maryland Coal Company		
Georgetown:		
W. T. Hassett	Capt. French	118 06
Individual		
E. M. Bynon	Capt. Gower	110 00

 p. 4. One hundred and forty-six boats left this port last week carrying 16,774 11 tons of coal.

Canal Trade - 1876

The Borden company will cease shipments by canal today.

ES, Mon. 11/27/76, p. 4. **GEORGETOWN Grain Trade** – Arrivals – Boat H. M. Talbott with 2,500 bushels of wheat to H. M. Talbott; also 1,400 bushels wheat to Hartley & Bro. Boat J. S. Welsh with 125 bushels of oats to Hartley & Bro.; 100 bushels of corn to H. M. Talbott.

AG, Mon. 11/27/76, p. 2. **CANAL COMMERCE** – Arrived – Boats W. J. B. Lloyd, A. S. Wintringham, J. Green, E. L. Moore and T. Patton to American Coal Co.; Four Sisters and City of Hamburg to New Central Coal Co.; C. Segerson and R. T. Semmes to J. P. Agnew; R. Burke and Katie & Addie to Blaen Avon Coal Co.
Departed – Boat M. M. Lewis.

Tue. 11/28/76, p. 4. **Canal Trade.** Twenty-three boats left this port yesterday, carrying 2,641 00 tons of coal, as follows:

Consolidation Coal Company		
Georgetown:		
M. S. O'Donnell	Capt. Piper	118 05
C. W. Brengle	Capt. Turner	112 12
Shipley & Bush	Capt. Boyd	120 07
W. Thompson	Capt. O'Brian	113 03
J. R. Ray	Capt. Kerfoot	116 11
M. Boyer	Capt. Boyer	119 01
Williamsport		
Ida & Harry	Capt. Ekis	<u>116 02</u>
	Seven boats	816 01
Borden Mining Company		
Georgetown		
M. L. Haines	Capt. Zimmerman	119 11
Rudolph Herr	Capt. Spitznogle	113 18
Alice	Capt. Cowden	119 06
C. A. Greene	Capt. Snyder	112 19
Little Nan	Capt. Ensminger	<u>116 18</u>
	Five boats	582 12
Blaen Avon Coal Company		
Williamsport		
D. Seibert	Capt. Hamilton	113 11
Martin Scally	Capt. Dunn	113 02
J. Spielman	Capt. Poffenberger	113 10
W. E. Turner	Capt. Riley	<u>113 10</u>
	Four boats	453 13
New Central Coal Company		
Georgetown		

William R. Shaw	Capt. Coffman	112 02
Thos. Riley	Capt. Keech	114 08
W. H. Coin	Capt. McCoy	<u>106 14</u>
	Three boats	333 04
American Coal Company		
Alexandria		
Wm. Smith	Capt. Masters	116 12
	Individual	
A. Greenless, jr.	Capt. Fox	113 11
Jno. Spencer	Capt. Fox	111 07
Ben Miller	Capt. Crumbaugh	<u>114 00</u>
	Three boats	338 18

COAL SHIPPED BY CANAL

The following is a statement of the shipments of coal by canal for the week ending Nov. 25, 1876, and for the week ending Nov. 27, 1875:

	1875	1876
American Company	1,854 00	236 03
Maryland Company	6,056 12	1,098 17
Borden Company	6,298 08	4,494 05
Consolidation Co.	6,746 01	5,415 16
New Central Company	1,809 07	3,604 04
Blaen Avon Company	566 13	1,816 09
Atlantic Company	229 00	----
Gas Coal	<u>1,321 10</u>	<u>444 00</u>
	24,881 11	17,109 14

The decrease is 7,771 07

CANAL RECEIPTS

The accrued revenue on the Chesapeake and Ohio Canal for the past week was \$7,446.68, of which \$7,038.70 were payable at Cumberland, \$311.78 at Georgetown, and \$149.20 at other points. The number of boats cleared was 150, and the amount of coal shipped 17,009 14.

ES, Tue. 11/28/76, p. 4. **GEORGETOWN Grain Trade** – Arrivals – Boat Hattie & Bessie with 3,400 bushels of wheat consigned to Hartley & Bro.; boat Wheeler & Barron with 1,300 bushels of wheat and 500 bushels of corn to same firm; also, 1,500 bushels of wheat to H. M. Talbott. Boat Golden Rule with 225 bushels of wheat to J. G. & J. M. Waters.

AG, Tue. 11/28/76, p. 2. **CANAL COMMERCE** – Arrived – Boats Carrie V. to W. A. Smoot; M. A. West, Emma and Lizzie

Canal Trade - 1876

Regan to John P. Agnew; M. Snow, G. P. Lloyd, J. Bradburn, J. H. Stickney, L. A. Long, A. Main, J. P. Moore, J. Wilson, W. Walsh and M. D. Corse to American Coal Co.
 Departed – Boats Clara, B. R. Summers, R. T. Semmes, City of Hamburg, C. Segerson, Four Sisters, W. J. B. Lloyd, R. Burke, J. Green, A. S. Wintringham, T. Patton and M. Snow.

Wed. 11/29/76, p. 4. **Canal Trade.** Thirty-one boats left this port yesterday, carrying 3,683 09 tons of coal, as follows:

Consolidation Coal Company		
Georgetown:		
Diligent	Capt. Moriarty	118 06
Wm. M. Hill	Capt. Grove	115 01
J. Wilson	Capt. Grove	118 13
B. L. Slack	Capt. Williams	119 05
A. E. McDonald	Capt. McDonald	117 18
Blue Bell	Capt. Riley	113 09
A. Campbell	Capt. Eddy	123 01
P. J. Smith	Capt. Anderson	115 18
T. Embrey	Capt. Shupp	115 18
Jos. H. Farrow	Capt. Shupp	125 07
	Ten boats	<u>1182 16</u>
Borden Mining Company		
Georgetown		
Jno. T. James	Capt. Miller	116 02
R. B. Lynn	Capt. Dick	117 17
I. Wilson	Capt. Sisler	119 18
Mabel	Capt. Turner	129 00
M. S. Fernsner	Capt. Fernsner	110 00
B. M. Young	Capt. Miles	113 05
Geo. T. Gatrell	Capt. Harper	122 05
L. N. Lovell	Capt. McCardell	117 18
Hunter G.	Capt. Cowden	120 11
	Nine boats	<u>1066 16</u>
American Coal Company		
Alexandria		
Wm. E. Bell	Capt. Brendlinger	116 16
Dr. G. E. Porter	Capt. Chancy	116 04
Thos. H. Faile	Capt. Reed	118 11
M. Sanford	Capt. Everly	111 18
W. J. Booth	Capt. Hatch	115 11
Wm. C. Hunter	Capt. Butler	118 16
Richard Bender	Capt. Rose	115 16
	Seven boats	<u>813 12</u>
New Central Coal Company		
Georgetown		
Elizabeth	Capt. Seaman	116 10
Mattie	Capt. Seaman	112 11
Iowa	Capt. Keady	113 19
	Three boats	<u>343 00</u>

Blaen Avon Coal Company		
Williamsport:		
Morning Star	Capt. Singer	113 13
Alexandria		
Nora & Willie	Capt. Arrington	113 12
	Two boats	<u>227 05</u>

COAL TRADE.

The following is a statement of the receipts and shipments of coal at Georgetown for the week ending last Saturday:

Receipts		Tons
Consolidation Coal Company		2,658
New Central Coal Company		3,700
Borden Mining Company		2,500
Total		<u>8,858</u>
Shipments		
Consolidation Coal Company		3,497
New Central Coal Company		3,700
Borden Mining Company		2,500
Total		<u>9,697</u>

At Alexandria:		
Receipts		Tons
American Coal Company		4,046
J. P. Agnew		1,016
Total		<u>5,062</u>
Shipments		
American Coal Company		4,167
Hampshire & Baltimore Company		738
J. P. Agnew		886
Total		<u>5,791</u>

CLOSE OF THE SEASON

The season for active operations in the mining regions and for shipments of coal by canal is now nearly closed. The falling off in the output this year is over a half million. Upon the boatmen this decrease of shipments has fallen with great severity. Many of them have been compelled to lie idle all season. [illegible] in the Maryland line have probably not averaged more than four or five trips. The [illegible] of all boats on the canal this year will scarcely over-reach ten trips each. The close of the present season will probably witness the permanent departure from the business of a large number of the boatmen, who find it impossible to make even a living at the present rates paid.

It is not likely that any one of the companies, unless it be the Consolidation, will do any other than an uncertain and slender trade during the coming winter. Unless some new feature develops itself, the outlook for the trade next year must be considered exceedingly gloomy.

ES, Wed. 11/29/76, p. 4. **GEORGETOWN Grain Trade** – Arrivals – Boat Caledonia with 3,100 bushels of wheat consigned to Hartley & Bro.; boat E. F. Wheeler with 2,800 bushels of wheat and 200 bushels of corn to J. G. & J. M. Waters.

AG, Wed. 11/29/76, p. 3. **CANAL COMMERCE** – Arrived – Boats G. Hutton and Johnny to J. P. Agnew; G. L. Boothe to American Coal Co.

Departed – Boats Katie & Addie, Wolf, M. A. West, E. L. Moore, G. P. Lloyd, J. H. Stickney, J. Bradburn, G. Hutton, Emma, L. A. Long, L. Regan, A. Main, J. P. Moore, J. Wilson, M. D. Corse, W. Walsh and G. L. Boothe.

Thu. 11/30/76, p. 4. **Canal Trade.** Twenty-seven boats left this port yesterday, carrying 3,168 13 tons of coal, as follows:

Consolidation Coal Company		
Georgetown:		
J. K. Whitford	Capt. Moore	109 14
J. N. Clary	Capt. Bowers	120 01
Congress	Capt. Keely	116 19
Julia Tyler	Capt. Hebb	115 00
Osceola & Jake	Capt. Boyd	118 11
M. M. Jane	Capt. Arthur	116 02
Energy	Capt. Morrow	115 10
Jimmy M., jr.	Capt. Bush	117 06
C. P. Manning	Capt. Read	118 13
Linnet	Capt. Zeigler	110 16
Williamsport		
Ed Stake	Capt. Kimble	124 05
	Eleven boats	1282 17
American Coal Company		
Alexandria		
H. O. Claughton	Capt. Fisher	115 10
Wm. Gregory	Capt. James	119 00
R. H. Miller	Capt. Wilson	118 14
D. Annon	Capt. Eichelberger	117 12
M. Kersey	Capt. Fisher	119 14

Samuel Lloyd	Capt. McMullen	119 04
	Six boats	709 14
Borden Mining Company		
Georgetown		
Henry Herbner	Capt. Ashley	117 04
Henry Boley	Capt. Snyder	117 16
Henry Kraus	Capt. Cowden	119 08
F. Ensminger	Capt. Snyder	113 00
Dr. Grimes	Capt. Hill	119 06
	Five boats	586 14
Blaen Avon Coal Company		
Williamsport		
F. H. Darby	Capt. Tice	116 08
C. B. Embrey	Capt. Buchanan	114 02
	Two boats	230 10
New Central Coal Company		
Georgetown		
D. R. Long	Capt. Long	115 10
	Individual	
Phillie G.	Capt. Draner	107 00
Jas. E. Hughes	Capt. O'Neal	116 11
	Two boats	223 11

AG, Thu. 11/30/76, p. 2. **CANAL COMMERCE** – Arrived – Boats J. E. Coulehan to New Central Coal Co.; E. F. Wheeler to captain.

Departed – Boats Carrie V. and J. E. Coulehan.

The Coal Trade – The Cumberland *Alleganian* says: “The season for active operations in the mining regions and for shipments of coal by canal is now nearly closed. The falling off in the output this year is over half a million. Upon the boatmen this decrease of shipment has fallen with great severity. Many of them have been compelled to have their boats lie idle all season. The boatmen in the Consolidation line have averaged perhaps seventeen trips during the season, while those in the Maryland line have probably not averaged more than four or five trips. The general average of all boats on the canal this year will scarcely over reach ten trips each. The close of the present season will probably witness the permanent departure from the business of a large number of the boatmen, who find it impossible to make even a living at the present rates paid. It is not likely that any of the companies, unless it be the Consolidation, will do any other than an uncertain and slender

trade during the coming winter. Unless some new feature develops itself, the outlook for the trade next year must be considered exceedingly gloomy.”

No Cumberland paper found for Friday.

AG, Fri. 12/1/76, p. 2. **CANAL COMMERCE**
 – Arrived – Boats G. P. DeWitt, J. R. Purcell, M. Mack, F. Mertens and G. M. Stonebraker to J. P. Agnew; E. V. White to captain.
 Departed – Boats E. V. Wheeler and E. V. White.

Sat. 12/2/76, p. 4. **Canal Trade.** Forty-three boats left this port since our last report, carrying 4,982 03 tons of coal, as follows:

Consolidation Coal Company		
Georgetown:		
Fannie & Estella	Capt. Chaplin	114 14
W. L. Read	Capt. Bowers	118 12
Dove	Capt. Mose	116 13
Wm. C. Ernst	Capt. Bender	122 01
Henry Boyd	Capt. Brown	119 13
A. B. Turner	Capt. Reynolds	115 17
Four Sisters	Capt. McIntire	116 04
C. J. Myers	Capt. Malone	116 09
R. L. Gross	Capt. Mattingly	115 00
Queen City	Capt. Edenhart	121 07
Alpha	Capt. Reed	107 07
Laura	Capt. Brubaker	115 05
A. P. Gorman	Capt. Yingling	116 12
Miner	Capt. Yingling	120 04
Williamsport:		
Grason & Fannie	Capt. Taylor	112 03
A. Gruber	Capt. Woltz	110 12
	Sixteen boats	1869 08
New Central Coal Company		
Georgetown		
M. E. Spier	Capt. McDonald	115 12
E. Mulvaney	Capt. Cohill	116 02
J. T. Scrivner	Capt. Quigley	105 07
Jno. Sammon	Capt. Quigley	116 03
Annie	Capt. Little	117 12
T. H. Paul	Capt. Dorris	95 00
M. Ruben	Capt. Everly	117 14
Sallie & Jennie	Capt. Grosh	112 19
H. B. Simonds	Capt. Kirtley	115 00
Baltimore	Capt. Jordan	117 04
I. J. Kreps	Capt. Smith	117 00
Dr. F. M. Davis	Capt. Middleton	116 12
B. F. Price	Capt. Edenhart	110 00

Thos. Sammon	Capt. Harrison	117 04
	Fourteen boats	1590 11
Borden Mining Company		
Georgetown		
Dr. O. M. Schindel	Capt. Silver	116 10
New Era	Capt. Donnelly	105 02
Pattie Dunlop	Capt. Snyder	112 02
Bessie Gruber	Capt. Artz	119 19
Wm. Staples	Capt. Cowden	115 09
F. L. Tilghman	Capt. Cowden	113 08
Areturus	Capt. Hassett	105 16
	Seven boats	788 06
Blaen Avon Coal Company		
Williamsport		
A. Berry	Capt. Ardinger	120 17
E. M. Stanhope	Capt. Shaffer	116 13
J. B. Winslow	Capt. Myer	113 12
Alexandria:		
J. Snively	Capt. Miller	113 17
B. R. Summers	Capt. Sorrell	113 15
	Five boats	578 14
American Coal Company		
Alexandria:		
R. S. Grant	Capt. Weaver	115 04

 ICE

The cold snap did it. Yesterday morning the ice on the canal and creek stood about half an inch in thickness. In the afternoon it had become strong on the creek basin above Washington street bridge to hold a crowd of small boy skaters. On Thursday night the ice that was forming on the canal was kept open by canal boats coming home from their last trip to tidewater. Shippers were fearful yesterday that boats now on trips would become lodged in polar ice. There are four ice breakers on this division of the canal; that is from here to Dam No. 5. They are stationed as follows: At Cumberland, Oldtown, the Tunnel and Dam No. 6.

The ice breakers left here yesterday morning to keep the channel open, and we presume that nothing will be left undone by the Canal Company to facilitate the passage of boats now on their way to tidewater, or to speed them thence on their home return.

ES, Sat. 12/2/76, p. 4. **GEORGETOWN Coal Trade** – Consolidation Coal Company: Receipts 5,729 tons; shipments 3,978 tons.

Borden Mining Company: Receipts 3,450 tons; shipments 3,450 tons. New Central Coal Company: Receipts 2,356 tons; shipments 2,496.

AG, Sat. 12/2/76, p. 2. **CANAL COMMERCE** – Arrived – Boats G. Hughes to W. A. Smoot; R. A. Goodwin to J. P. Agnew. Departed Boats G. P. DeWitt, F. Mertens, G. M. Stonebraker, J. R. Purcell, M. Mack and R. A. Goodwin.

Mon. 12/4/76, p. 4. **Canal Trade.** Thirteen boats left this port yesterday, carrying 1,476 14 13 tons of coal, as follows:

New Central Coal Company		
Georgetown:		
J. Carder	Capt. Darkey	110 00
Laura B. Agnew	Capt. Wegman	113 13
G. Berkebile	Capt. Wegman	120 00
Four Sisters	Capt. Kean	112 17
J. B. Turton	Capt. Brooks	110 00
Lizzie Regan	Capt. Rinehart	113 00
Emma	Capt. Paxton	114 08
D. Murphy	Capt. Dick	112 17
John Hammond	Capt. Brooks	112 17
Dr. Wiley	Capt. Hammond	116 02
John Reeves	Capt. Dick	111 05
	Eleven boats	1246 19
Consolidation Coal Company		
Georgetown:		
Cumberland	Capt. Henry	119 01
Blaen Avon Coal Company		
Alexandria:		
R. Burke	Capt. Bush	110 14

The boating season may now be fairly considered at an end. There will be probably some boats sent out today, but they will only carry the coal that has been mined and which, if the boats are frozen up, might as well spend the winter on the canal as any other place.

Boats passed Williamsport both ways on Saturday at noon.

Superintendent Mulvaney will be here this morning with an ice breaker.

The steam packet Maryland has been put up in winter quarters near Hancock.

One hundred and thirty-six boats left this week for the week ending yesterday, carrying in all 15,740 14 tons of coal.

The ice breaker from Oldtown arrived yesterday morning, followed hard after by a fleet of boats. Thereupon a number of boats which had loaded on Saturday but were unable to get off started down the canal.

The coal trade at Georgetown last week was as follows:

	Receipts	Tons
Consolidation Coal Company		5,729
Borden Mining Company		3,450
New Central Coal Company		2,356
Total		11,535
	Shipments	
Consolidation Coal Company		3,978
Borden Mining Company		3,450
New Central Coal Company		2,496
Total		9,924

ES, Mon. 12/4/76, p. 4. **GEORGETOWN Grain Trade** – Arrivals – Boat Hattie & Bessie with 3,400 bushels of wheat to Hartley & Bro. Boat H. M. Talbott with 2,300 bushels wheat and 700 bushels of corn to H. M. Talbott; also 410 bushels of wheat to Hartley & Bro.

AG, Mon. 12/4/76, p. 3. **CANAL COMMERCE** – Arrived – Boats R. Portner, Elizabeth, J. J. Gatrell and B. Miller to John P. Agnew; T. H. Faile, W. Smith, R. Bender, G. E. Porter, M. Sanford and W. E. Bell to American Coal Co. Departed – Boats R. Portner and T. H. Faile.

The Canal – The new outlet lock to the C. & O. Canal, above Georgetown, which was built with a view to injure the coal trade of this city, has so far entirely failed to meet the expectations of its projectors, and has been abandoned until next spring. Bot the C. & O. and Alexandria Canals are now covered with ice, some of which is as much as one inch in thickness. Several boats

have, however, broken their way through and arrived at this city. It is expected that all the boats now out, which are very few in number, will be able to get through in a few days, when navigation will close for the winter.

Tue. 12/5/76, p. 4. **Canal Trade.** Ten boats left this port yesterday, carrying 1,122 14 tons of coal, as follows:

Borden Mining Company		
Georgetown:		
N. Williams	Capt. Zimmerman	116 02
A. C. Greene	Capt. Joy	114 05
S. H. Sherman	Capt. Pitzer	112 15
Borden & Lovell	Capt. Myers	<u>120 00</u>
		Four boats 463 02
New Central Coal Company		
Georgetown		
Cherokee Tribe	[Capt. Sisler]	113 14
J. W. Daily	Capt. Knott	<u>114 01</u>
		Two boats 202 01
Consolidation Coal Company		
Georgetown		
L. R. Fechtig	Capt. Smith	112 16
Blaen Avon Coal Company		
Williamsport		
Katie & Addie	Capt. Wolf	117 10

The Maryland company loaded on cars at its mines yesterday coal for two cargoes for canal boats. This will be taken out by steamers today.

The canal was still open yesterday, and a few boats went out, but it is still impossible for navigation to continue much longer if this cold snap keeps up.

The New Central company loaded eight cars with coal at its mines yesterday. It will be sent by canal and will be the last coal sent in that way by the company this season.

Wed. 12/6/76, p. 1. **Canal Trade.** Eight boats left this port yesterday, carrying 845 15 tons of coal, as follows:

Borden Mining Company		
Georgetown:		
A. Bruce	Capt. Draner	114 11
Jacob McGraw	Capt. Mertens	113 14
Two Locks		

J. A. Ensminger	Capt. Sterling	<u>61 01</u>
		Three boats 289 06
New Central Coal Company		
Georgetown		
G. W. Grove	Capt. Gannon	108 18
F. H. Irwin	Capt. Gannon	<u>104 16</u>
		Two boats 213 14
Blaen Avon Coal Company		
Williamsport:		
J. A. Spielman	Capt. Poffenberger	114 08
S. T. Ekis	Capt. Poffenberger	<u>118 07</u>
		Two boats 232 15
		Individual
J. E. Stanhope	Capt. Hetzer	110 00

The ice house people propose to take time by the forelock this year. They were busy yesterday harvesting in the three inch thick ice on canal and creek.

AG, Tue. 12/5/76, p. 3. **CANAL COMMERCE** – Arrived – Boats W. J. Boothe and E. Bayer to American Coal Co.

Departed – Boats W. Smith, R. bender, G. E. Porter, M. Sanford, R. Portner and J. H. Gatrell.

ES, Wed. 12/6/76, p. 4. **GEORGETOWN Grain Trade** – Arrivals – Boat William Ryder with 3,150 bushels of wheat; boat Loudoun with 3,100 bushels of wheat and 800 bushels of corn; all consigned to Hartley & Bro.; boat Ellen Brooks with 4,000 bushels of wheat; boat M. C. Waters with 1,700 bushels of wheat, 300 bushels of oats and 400 bushels of corn; all to J. G. & J. M. Waters.

ALEXANDRIA

Ice – The cold weather of last night produced considerable ice on the river, the flats on the opposite side being covered with a thick coating. The canal is pretty well covered with ice. The boating season may be considered as nearly at an end. There are some few boats out, but they are loaded with the coal already mined, and which, if the boats are frozen up, might as well spend the winter on the canal as anywhere else. The ice breaker, belonging to the C. & O. Canal Co., is kept busily at work on the upper end of the canal, so as to let out as many boats as possible.

AG, Wed. 12/6/76, p. 3. **Broke In** – A son of Major Eli Janney, while skating on the canal, today, attempted to pass over a weak place caused by the passage of a canal boat, and broke in. A rope was thrown to him, but he was so weakened by his struggles that he could not hold on to it and sunk twice. The gentlemen and ladies who were skating nearby then managed to reach his arm and pulled him out. When rescued he was unconscious, and it required considerable time and trouble to revive him.

Thu. 12/7/76, p. 4. There is now an urgent demand for innumerable ice-breakers on the canal.

No boats left this port yesterday and the canal season for shipments may now be considered fairly closed.

At a number of points along the canal, boats have been detained by ice, and yesterday several shippers here sent telegrams to President Gorman requesting him to put forth every endeavor to secure the passage of the boats now on the canal to their destination.

Fri. 12/8/76, p. 4. Up to yesterday noon, the number of boats that have cleared port this year is 5,819, as compared with 8,009 last year.

The ice-breaker will go down the canal from here again today. It was employed yesterday in breaking a channel from the lock to Brengle's store and to the Potomac wharf.

Supt. Mulvaney thinks that all the boats now on the canal will reach their destination without difficulty.

MCS, Fri. 12/8/76, p. 3 **Chesapeake and Ohio Canal Feeder.** – The Cumberland *News* says the preliminary surveys have been made for the projected railroad to connect the Chesapeake and Ohio canal with the coal fields on George's

creek and thereabouts. The proposed road is in the interest of those who would use the canal for their shipments. A competent engineer, employed in the matter, says that the routes to the debatable land have been surveyed.

ES, Fri. 12/8/76, p. 4. **GEORGETOWN Coal Trade** – Consolidation Coal Company: Receipts 3,520 tons; shipments 2,270 tons. New Central Coal Company: Receipts 2,990 tons; shipments 2,763 tons. Borden Mining Company: Receipts 3,450 tons; shipments 1,900 tons.

AG, Fri. 12/8/76, p. 3. **The Canal** – The Cumberland papers state that information has been received there that a large number of loaded boats are frozen fast in the ice at various points along the C. & O. Canal, and the officers of the company had been appealed to, to secure their passage to their destination. It was expected that the company's ice breaker would leave Cumberland yesterday, and come down the canal to the assistance of the belated boats. The Alexandria canal is frozen up tight and the ice in some places being two inches thick. This latter, however, is not a source of any inconvenience, except to light boats returning home, as the coal companies in this city, have stopped receiving coal for the season, and are now shipping off the accumulated stock on their wharves.

Sat. 12/9/76, p. 4. The Alexandria *Gazette* of Wednesday says: Mr. Samuel Henry, foreman of the American coal wharf, in this city, fell overboard near Four Mile Run, yesterday evening, while engaged in breaking through the ice for the passage of the boat W. C. Hunter. He was speedily rescued by the crew of the boat, without other damage than a severe ducking, in the ice-cold water, & a colored man engaged in the same business, fell overboard near the same point last evening and was also saved.

THE CANAL TRADE

The canal trade, which was slim yesterday, stands as follows: Consolidation coal company,

Hancock; T. R. Bowers, 117 08; M. A. West, 111 02. Total 228 10.

Two boats left port yesterday. We hear that three boats are on the way up, to return with loads to Harper's Ferry. It seems rather trespassing on good nature to expect the canal company, at considerable expense, to keep the channel clear of ice for the benefit of a few straggling boats.

AG, Sat. 12/9/76, p. 3. **Canal Navigation** – Navigation on both the Chesapeake and Ohio and Alexandria canals may now be regarded as closed for the season. Both of them have now a solid cake of ice from shore to shore. The ice breaker is kept at work on the upper end of the C. & O. canal endeavoring to make a passage for the boats which were caught out by the late cold snap. It is hoped, however, that all of the belated boats will get up. Up to noon on Thursday 5,819 canal boats had left Cumberland, for the year, against 8,009 last year.

Mon. 12/11/76, p. 4. The canal is now completely locked up with ice. The returning boats are frozen up here and there at various points. No boats left port on Saturday.

There are between 75 and 100 loaded boats now frozen up on the canal between here and tidewater, besides a large number of empty boats on their way up.

ES, Tue. 12/12/76, p. 4. **GEORGETOWN The Chesapeake and Ohio Canal**, from Cumberland to Georgetown, is completely blockaded with ice. Between 75 and 100 boats, laden with coal for tide water, are frozen up, besides a large number of empty boats.

AG, Tue. 12/12/76, p. 3. **The Canal** – The Cumberland *Alleghanian* of yesterday says that the Chesapeake and Ohio canal from Cumberland to Georgetown, D. C., is completely

locked up with ice. Between seventy five and one hundred boats, laden with coal for tide water, are frozen up, besides a large number of empty boats, on their return to Cumberland.

Wed. 12/13/76, p. 4. Of the loaded boats now ice-locked on the canal the largest number belong to the Consolidation, whose outside agent, Mr. Lewis Muler, will go down the canal shortly to see what disposition can be made of the cargoes. The company having the next largest number is the New Central; after that the Borden and Blaen Avon. The loaded American boats all succeeded in reaching tidewater and getting unloaded.

ES, Wed. 12/13/76, p. 4. **GEORGETOWN Cutting Away the Ice.** – The boatmen are busy today in breaking up the ice on the canal, trying to get it out, &c., and much interest is manifested by spectators and unemployed mules.

AG, Thu. 12/14/76, p. 3. **C, & O. Canal Company** – The Board of Directors of the Chesapeake and Ohio Canal Company at a meeting in Annapolis Tuesday ordered Messrs. Alexander Brown & Dons, financial agents of the company, to pay the overdue coupons of July 1, 1864, amounting to \$50,985, on and after the 21st inst.

Fri. 12/15/76, p. 4. Messer's. Sheridan & Welds will add two or three to their fleet of steamers this winter. Mr. William Young & Bro. will also build several.

CANAL RECEIPTS.

The receipts of the Chesapeake and Ohio canal for the week ending December9, were: From Cumberland \$12,587.45; Georgetown \$300; total \$12, 887.45. The ice has closed the shipments of coal for the season, only eighteen boats leaving Cumberland during the week, carrying 1,967 tons of coal.

ES, Fri. 12/15/76, p. 4. **GEORGETOWN** – **Grain Trade** – Boat Seneca with 1,050 bushels of wheat and 1,310 bushels of corn to Hartley & Bro.; also, 500 bushels of wheat and 360 bushels corn to H. M. Talbott; boat Medley with 1,600 bushels of wheat and 500 bushels rye to H. M. Talbott; also, 1,950 bushels wheat and 100 bushels of corn to Hartley & Bro.

The Coal Trade – Owing to the ice on the canal and river there has been no activity in the coal trade this week. Vessels already loaded are lying at their docks, unable to get away.

AG, Fri. 12/15/76, p. 3. **The Coal Trade** – The product of the mines of the Cumberland coal region for the week ending December 9, was 30,776.11 tons; for the year to that date 1,737,962.12 tons, a decrease of 478,012.01 tons as compared with a corresponding period of last year. The shipments to the canal for the week were 1,396.09 tons; for the year 632,613.09 tons, a decrease of 245,821.07 tons as compared with 1875.

Sat. 12/16/76, p. 4. The ice on this level of the canal is fully six inches thick. No more loaded boats will go out, and it is not probable that any of the home-sick empty boats will be able to get back here.

AG, Sat. 12/16/76, p. 3. **Local Brevities** – Four of the belated canal boats were at Shepherdstown on Wednesday, having broken their way through the ice. The company’s ice breaker was also on its way down the canal, followed by a number of other boats.

Mon. 12/18/76, p. 4. Mr. Edward Mulvaney, superintendent of this division of the canal, extending from Cumberland to dam No. 6, returned home on Saturday evening. He reported that he succeeded in getting all the ice-locked loaded boats on his division through to Dam No. 6, thirteen boats in all, except one boat, which lies at the tunnel. The majority of these boats belong to the New Central Company. The work

of breaking the ice on the lower part of the division is more difficult than on the upper levels, where there is more current, and the ice, consequently, less thick.

Tue. 12/19/76, p. 4. There are three loaded ice-locked boats here at Cumberland, two belonging to the New Central and one to the Consolidation company.

Thu. 12/21/76, p. 4. The boatmen are now getting their mules quartered for the winter. As the stock secures the pay, there is no trouble about finding farmers to quarter them. But the rub will come in the spring, when the quartering will have to be paid for.

Fri. 12/22/176, p. 4. Weld & Sheridan, boat builders, have a pleasant way each Christmas of giving their employees each a turkey.

Mr. Henry Loveridge, president of the Maryland Coal Company, is in town.

There will be a smaller number of boats wintered here this season than for a number of years past. Altogether they will probably not reach more than 50 or 75.

The mules and boat horses have now entered upon felicity, contemplating a winter diet of mixed straw and corn stalks.

Sat. 12/23/76, p. 4. **CANAL NEWS.**
Yesterday there was quite a ripple of excitement created here by the news of the discharge of Superintendent Mulvaney by the consolidation of this division with the Hancock division under the superintendence of Mr. Stanhope. The three lower divisions have been consolidated into one, with Mr. Moore as superintendent. Out of the five superintendents, three have been removed. There has also been a general reduction of salaries, the two gaugers here, Messrs. Hammond and Warfield, losing an X a month each, as also the assistant collector. We hear of

no reduction among the laborers and the carpenters and mud bosses, since these were reduced last summer.

The grounds for this action, which has not been unanticipated, are the necessity of a reduction of expenses to meet the falling off in canal receipts.

This community will learn of Mr. Edward Mulvaney's retirement from the position he has long filled so faithfully and capably with extreme regret and perhaps some impatience. Amid all the hostile criticism bestowed upon the management of the canal during various administrations there has never been a single complaint brought forth against Mr. Mulvaney.

Whether the present arrangement be a permanent one or not is not yet known. It may be that when business brightens on the canal the old divisions will be restored with each superintendent.

AG, Tue. 12/26/76, p. 3. **The Canal** – Advices from Cumberland state that a number of boatmen have arrived there with their mules, having left their boats hopelessly stuck in the ice near Shepherdstown. A greater number of boats are left on the canal this season than ever before, and there is no immediate prospect of their making any port. The letting of the water out will have to be done with great care, so as not to injure the ice-bound craft on nearly every level. A slight leak in the prism on the Fourteen-mile, below Hancock, was discovered last Tuesday, but was on Friday reported to have been repaired. The three lower division of the C. & O. canal have been consolidated into one, under the supervision of Mr. Moore, and the two upper ones have likewise been consolidated, under Mr. Stanhope. There has also been a general reduction of salaries among the other officials of the canal. The reason assigned for all these changes is the necessity of reducing expenses to meet the falling off in receipts. The discharge of Mr. Edward Mulvaney, the superintendent of the Cumberland division, is received with much disfavor by the canal people there.

Thu. 12/28/76, p. 4. The other day the house occupied by Daniel Tyler, at Dam No. 5, was destroyed by fire.

Fri. 12/29/76, p. 4. The ice on the river at Alexandria is ten inches thick. Here on both canal and river it is fully thirteen inches, and the prospect of getting boats through at present is very slim.

Sat. 12/30/76, p. 4. Snow began falling early yesterday morning, and kept on steadily until noon, when it reached a depth of nine or ten inches. During the afternoon, perhaps an inch more was added to this.

The use of steam on the canal did not pan out very well last season. It is now thought that no new steamers will be added to the present fleet, which numbers 15, 8 of which were built during the past year.