

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE EVENING TIMES
A Cumberland, Md. newspaper
and
THE NEWS
a Frederick, Md. newspaper
and
THE MORNING TIMES
and
THE EVENING TIMES
two Washington, D. C. newspapers
and
ALEXNADRIA GAZETTE
an Alexandria, Va. newspaper
1896

Compiled by
William Bauman
C & O Canal Association Volunteer
wdbauman@visuallink.com

Revised DECEMBER 2016

A. PREFACE

In this compilation, articles were transcribed from *The Evening Times*, a daily Cumberland newspaper; those articles have no prefix. *The Evening Times* was found on microfilm at Frostburg State University, Frostburg, MD. Articles were transcribed from *The News*, a Frederick, Md. newspaper; those are preceded by *News*. Articles were transcribed from *The Morning Times* and *The Evening Times*, two Washington, D. C. newspapers; articles from *The Morning Times* are preceded by MT, while those from *The Evening Times* are preceded by ET. Articles were transcribed from *Alexandria Gazette*, an Alexandria, Va. newspaper; those articles are preceded by AG. This revision includes articles about life on the canal; no additional coal freightage data was included.

Other articles found online and are footnoted.

This is an edited report. All the canal boat data was entered on an EXCEL spreadsheet and then checked for consistent spelling. Readers interested in that spreadsheet should contact the author. Descendants are encouraged to contact the transcriber if a consistent spelling is wrong; e.g. McIlhenny or Leetch or Reichter.

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

William Bauman
Revised DECEMBER 2016
wdbauman@visuallink.com

Canal Trade 1896.

AG, Thu. 1/2/96, p. 4. **Fish in the Canal.** - A dispatch from Williamsport, Md., says in the Big Pool and at Dellinger's Wide Water, on the Chesapeake and Ohio Canal, two points frequently visited by fishermen during the summer season, the waters teem with bass, catfish, suckers and other kinds of fish. The water in the canal bed is only three or four feet deep, and in these places bass that weigh from five to eight pounds and numbers of smaller bass, together with large schools of other members of the finny tribe, can be seen swimming about in the shallow water. Mr. Dellinger, who lives at the Wide Water, states that there are at least a ton of fish in that portion of the canal. The canal company has issued orders prohibiting seining in the canal, thus shutting off fishermen from reaping a rich harvest. An effective mode of catching fish in the low water along the canal adopted by fishermen is to kill or stun the fish with sticks or stones, and in many instances fine strings have been caught with the hands.

News, Fri. 1/3/96, p. 3. **Seine-Farming Stopped in Canal.** G. L. Nicholson, manager of the Chesapeake and Ohio canal, has posted notices along the canal prohibiting seining for fish.

Ibid, p. 4. **Gunning for Carp.** - A novel sport now in vogue with fishermen all along the line of the Chesapeake and Ohio Canal is the killing of large German and leather carp with shotguns.

The water in the canal bed, since the main body has been drawn off, is only about a foot and a half deep and carp of any size can easily be seen swimming along. Persons station themselves along the banks and await a sight of fish, picking off the large ones that appear.

The carp come to the canal from the Potomac river and seem to thrive better in

the canal than in any other water. Some have been caught that weighed forty pounds.

News, Sat. 1/11/96, p. 8. **Potomac Fishing Methods.** - Wm. H. Boryer, living near Sharpsburg, Md., caught last season in the Potomac by dip net, by setting out lines and in a large fish-pot about 1,500 pounds of black bass, white suckers, eels and catfish.

The best record made along the line of the Potomac was when Mr. Boryer caught in one night's fishing 300 pounds of fish. All the fish were sold in the Hagerstown market.

At the present time, great numbers of fish are taken in the Chesapeake and Ohio canal and the Potomac river in a novel way.

The ice is broken to a width of 4 feet and a length of 30 feet. A scoop net is then dragged along the whole, the bottom of the net being held upon the bed of the stream by a pole.

Samuel Melown and a party caught 30 large black bass, 10 white suckers and 8 German carp, the largest of which weighed 20½ pounds, in an hour's "scooping" in the canal yesterday.

Hilary Ardinger, a Williamsport fisherman, has caught with rod, line and dip-net in the last season, 1,000 pounds of black bass, 590 pounds of white suckers and 300 pounds of eels and catfish in the Potomac river, Conococheague creek and Chesapeake and Ohio canal in the vicinity of Williamsport.

Thu. 1/16/96, p. 4. J. Graham Pearre, paymaster of the Chesapeake and Ohio canal, arrived in this city on the No. 1 last evening.

AG, Thu. 1/23/96, p. 3. Muskrats are causing many leaks in the Chesapeake and Ohio canal.

ES, Fri. 1/24/96, p. 8. **Building Many Canal Boats** – In anticipation of a busy season next year on the Chesapeake and Ohio canal, boat builders at Cumberland, Md., have already begun work on a number of new boats. The demand for new boats is due to the increase in trade at the close of navigation, which coal shippers state will be heavier next season, and also to replace some barges that have been in service for many years, which are considered unfit for further use.

News, Tue. 1/28/96, p. 3. **Trapping Animals for Fur.** - All along the line of the Chesapeake and Ohio Canal the muskrat trappers are reaping a harvest, especially as the canal authorities are furnishing the hunters with steel traps.

The rats have become a nuisance, burrowing in the banks and injuring the towpath to a great extent. The animals have never before been so plentiful. Samuel Malone, the veteran trapper, caught 24 last Friday night and Harry Williamson got 15.

In the "Lock Woods," about a mile below Williamsport, red foxes, raccoons and skunks abound. Trappers and huntsmen go after the animals nightly and get many skins, which are used by furriers. Last week they captured ten raccoons, five foxes and four skunks.

Fri. 2/28/96, p. 4. **Fifteen Days** – The police officers raided an old canal boat last night and arrested Jennie Sanders, Lizzie Sanders, Alex. Redden and Will Alexandria, all colored, charging them with disorderly conduct. They were tried before Squire Thompson this afternoon who dismissed the cases against the men and fined the women \$5 apiece which they could not pay. They were then given a fifteen day dose of the station house.

AG, Fri. 2/28/96, p. 3. In the Maryland House of Delegates last night, the bill to waive the State's lien on the Chesapeake and Ohio canal in favor of other creditors was passed.

News, Sat. 2/29/96, p. 8. **C. and O. Canal to Open March 16.** - In response to numerous requests for information President George L. Nicholson, of the Chesapeake and Ohio Canal Company, writes that the water will be let on the canal on March 12, and that boats will be loaded with coal at Cumberland on March 16. He says that he has every reason to believe that the coming season will be a most prosperous one.

Mon. 3/2/96, p. 4. **New Canal Boats.** - A number of new canal boats are being built at Williamsport for the coal trade on the Chesapeake and Ohio canal for the coming season. One of the new boats has been named for Governor Lowndes. All the old barges along the line are being put in a fit condition for the trade, and everything is in readiness for business.

Tue. 3/3/96, p. 1. **C. and O. Canal Interests**
Friends of the Chesapeake and Ohio canal, since the appointment of receivers of the Baltimore and Ohio, fear that the receivership will have a detrimental effect on the canal because of the close alliance which has always existed between the canal and the road.

It is stated that the canal has not been able, even in its late and more prosperous years, to pay more than its operating expenses and the interest on the improvements, and that the bondholders have gotten nothing for a long time. The Baltimore and Ohio Company, it is further stated, has been furnishing the money of late years to rehabilitate the old waterway, and since the road has gone into the hands of a receiver, it is thought this supply of money

will now cease and the sale of the canal will be forced by its creditors.

The Baltimore and Ohio management wanted to keep the canal in existence as long as possible, for its existence has prevented a rival railroad from paralleling the Baltimore and Ohio to tidewater and capturing the great quantity of coal hauled from the bituminous districts of Maryland and West Virginia to seaport.

Wed. 3/4/96, p. 4. **WATER TURNED IN The Canal Will be Ready for Operation as Soon as the Ditch Fills Up.** -

Superintendent of the Chesapeake and Ohio Canal, Mr. Peter Kelly, turned on the water in the canal this afternoon. It usually takes the "ditch" about twelve days to fill up, and boating will therefore commence about March 16th.

Boatmen are of the opinion that the coming season will be one of the most prosperous that has been experienced on the canal for some time. Boat owners have been busy repairing, and building new boats, and ere long the quiet that has pervaded the line of the canal will give way to the "chirps" of the mule driver, as they trudge up and down the great old waterway.

ES, Tue. 3/10/96, p. 11. **AFFAIRS IN GEORGETOWN - Stole Harness** – William Green, alias Davis, colored, a professional harness thief, who was arrested some time ago by Precinct Detective Burrows, was held to await the action of the grand jury Saturday in the Police Court, for obtaining goods under false pretenses. The complainant is Capt. Joseph Magruder of the canal boat Pratt. Last January, during Capt. Magruder's absence, Green appeared at the boat, and upon an order purporting to be sent by the captain secured a new double set of harness. These he succeeded in selling to a Montgomery county farmer, taking an old set of harness and \$4 in cash. Green was

arrested some days ago, but there was considerable difficulty in getting the countryman to appear in town. He came down Saturday, however, and the case was sent to the higher court.

Fri. 3/13/96, p. 6. **Issuing Way Bills.** In pursuance of an order issued by G. L. Nicholson, general manager of the Chesapeake and Ohio canal, collectors at the different ports along the line began issuing way bills yesterday to boatman. The levels of the canal are rapidly filling with water, and by Saturday the whole line will be full. A fleet of ten boats are on their way to this city from Williamsport.

ET, Sat. 3/14/96, p. 4. **MUTINY ON A CANAL BOAT** - There was mutiny on the poop-deck of the sturdy old canal boat *Seneca* last night. The craft is lying in the raging canal near the Georgetown bridge, having just returned from a cruise to the Cumberland coal fields.

As a result of the revolt the commander of the *Seneca*, Capt. Tom Thrasher, clad in an homespun suit and wearing his trousers tucked in a long pair of boots, appeared in Judge Miller's police court this forenoon as a complainant against a member of his crew, named Solomon R. Panner. A number of canal sailors were in the court room to watch the outcome of the case.

Panner was charged with assaulting Capt. Tom Thrasher, and from the appearance of the captain it was evident that while he was a Thrasher by name he was not a thrasher by nature. His left eye was cut, swollen and blackened, and there were a number of other cuts on his hardened visage.

"What did Panner do to you?" asked his honor, addressing Capt. Tom.

"He attacked me, sir, and thumped me in the face. I was half asleep when he gave me the rush."

"Had you been drinking?"

"Yes, sir. We had been drinking some gin ashore."

"Did you strike Penner?"

"No, but I had a right smart scrimmage with him, and he rolled me all over the deck."

Sailor Solomon Panner then took the witness stand. He said the captain grabbed him.

"And," he continued, addressing Judge Miller as "cap'n," "he fastened his teeth in my leg and tried to commit homicide."

Policeman Seymour testified to arresting Panner. He was running away from the canal boat *Seneca*, and as his hands were covered with blood, the policemen thought he had been engaged in desperate work, took him prisoner and escorted him to the canal boat, where he learned of the affray. Capt. Thrasher appeared to have been severely thrashed by Panner when the patrolman saw him. His face was covered with blood.

Panner was sent to jail for six days, it being shown that Thrasher was in a measure to blame for the assault.

Wed. 3/18/96, p. 4. **Ice Interferes**

Today was the time set for the beginning of the boating season, but the recent cold spell froze the canal over to such an extent that no boats were able to leave this port today, although a number were loaded ready for the trip. It is thought the ice may soften by tomorrow, and if so the boats will commence going out tomorrow.

Ibid., p. 6. **Threatened With a Coal Famine.** - Williamsport is threatened with a coal famine. The supply on the wharves has been reduced to a little over one hundred tons, and there are no prospects of receiving a supply soon by canal on account of the freeze-up between there and this city. Coal dealers state that, unless the weather breaks

up shortly, allowing boats to proceed on their way, the coal trade will be seriously crippled.

News, Wed. 3/18/96, p. 4. Navigation on the Chesapeake and Ohio Canal has received a serious blow by a freeze up on the upper levels. Thirty three boats are blocked in the ice, which is six inches thick between the Four Locks and Dam No. 6.

Thu. 3/19/96, p. 6. **THE CANAL QUESTION. - An important Decision Expected Next Week from the Court of Appeals.** - Annapolis, Md., March 18. - The judges of the Court of Appeals are expected to return to Annapolis next Monday, and it is thought that a decision in the Chesapeake and Ohio canal case may be looked for, although it is by no means certain. This decision is of far-reaching importance and the financial difficulties of the Baltimore and Ohio company have a bearing on it.

This case grows out of an appeal from an order passed by Judge Stake in the circuit court for Washington county in Equity, extending the time for the operation of the canal by the trustees of the bondholders. The time for the operation by the trustees fixed in Judge Alvey's decree has expired, and if Judge Stake is reversed that decree will be enforced unless something now unforeseen happens, and the property will have to be put up at public sale.

Mr. John P. Poe, who, as attorney general represented the State in taking the appeal, asked the court to also pass upon the priorities of the heirs upon the canal, and to adopt Judge Alvey's opinion upon that question. In his opinion, but not in the decree, Judge Alvey expressed the belief that the State's mortgages take precedence of the mortgage to secure the construction bonds of 1844, and that the latter is a lien on the revenue only and in the event of sale

their security is gone. It was upon this theory that Judge Alvey gave the canal to the bondholders for four years.

If the court should decide that the bonds take priority over the State's mortgage, then the State has probably no interest in the works, and the bill waiving its lien in favor of the labor claims and the Lowndes judgment will go for nothing.

It will be remembered that the bill for the payment of these claims was passed in 1894, and Governor Brown vetoed it upon the written opinion of the attorney general. From that opinion, the present Governor, Mr. Lowndes, dissented, and wrote an opinion to controvert Mr. Poe, which was published at the time. It is a question now whether the Baltimore and Ohio railroad's financial troubles will not have a serious bearing upon the whole canal question.

While the railroad company has not directly been conducting the business, those interested in the company have supplied the money and the railroad company has been interested in giving the canal freight to carry. Now it is thought that the financial condition of the road, and of some affected by that condition will not be such that they could afford to purchase the canal should it be put up for sale.

The whole question is a serious one, and no step should now be taken without the most careful consideration. If the Court of Appeals should coincide with Judge Alvey in his view of the priorities of liens, then the State should get enough for its interest to pay off the entire net debt of the State.

News, Mon. 3/23/96, p. 1. **Blockade Open.**

The blockade on the Chesapeake and Ohio Canal is now open, the first loaded boats, including the steamer Anteros, having passed Hancock yesterday morning. Light boats are moving westward.

Wed. 4/1/96, p. 1. THE CANAL TRADE.

Up to and including March 31st the following shipments have been made over the Chesapeake and Ohio canal for the season of 1896:

Eighty-five boats have cleared carrying in the aggregate 9,531 08 tons.

Today's Shipments.

The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
Geo. S. Reiman	117 07
No 127	123 12
C. B. Bayley	115 04
W. R. Lewis	119 01
W. T. Coulehan	115 01
No. 106	116 09
Judge McComas	118 07
To Steffy & Findley, Williamsport	
Consolidation No. 10	126 17
Green Ridge	121 17
To Cushwa & Son, Williamsport	
Chas. Darrow	121 10
Mary Mertens	118 04
George's Creek Coal & Iron Co.	
To John Myers, McCoy's Ferry	
New Alexandria	116 01
To E. W. Embrey, Williamsport	
W. D. L. Walbridge	123 08

Summary of Shipments to Date

	Boats	Tonnage
Boats clearing today	10	600 21
Tonnage today	75	9,531 08
Boats and tonnage for year	85	10,131 29

Ibid., p. 2. THE CANAL CLAIMS.

The passage of the canal claims bill was an act of tardy justice to the laborers whose wages went to pay interest on the bonds of '78 and prevent foreclosure under that mortgage placed upon the corpus of the canal by the State. These claims and those for material, etc., now stand as a second mortgage on the canal, and depend upon a sale for satisfaction.

The order of the Court of Appeals for a reargument before it upon the appeal from the circuit court for Washington county, is construed as an admission that the decision of the lower court extending the time for experimenting with the canal by the

bondholders of 1844, will be reversed and the original order of sale be affirmed. The reargument and decision will likely determine finally the status of the '44 bonds, and while the delay is vexatious, and a hardship to the laborers who have been kept out of their hard-earned money for years, it promises a speedy and final adjustment of equities in the premises.

The rumor that the '44 bondholders (the B. & O. R. R. Co.) propose to force the case into the Supreme Court of the United States is not credited by well informed lawyers.

Thu. 4/2/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To Smith Bros., Williamsport	
J. R. Zimmerman	119 00
Consolidation Coal Co.	
To Steffey & Findley, Williamsport	
J. R. McLean	119 10
A. J. Mondy	121 00
Ruby	91 17
No. 124	113 09
To Cushwa & Son, Williamsport	
Lutie & Monie	117 19
To Winship, Meredith & Co., Washington	
No. 128	119 00
No. 123	116 18
E. R. Ladew	113 18
No. 103	116 04
No. 104	114 01
No. 109	119 08
N. C. Read	120 09
No. 116	116 17

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	14	1,621 01
Previously reported	95	11,084 09
Totals to date	109	12,705 10

Arrival and departure of Boats

Boats arriving at this port since yesterday at 3 p.m.: No. 134 and J. K. Cowen, from Washington; Ruby and A. J. Mondy, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: F. O. Beckett and No. 136.

Boats leaving Williamsport up to 3 p.m. yesterday: Park Agnew.

Fri. 4/3/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
Chas F. T. Beale	117 09
Consolidation No. 14	116 19
T. A. McAboy	123 18
J. H. Lee	114 07
Consolidation No. 9	117 08
Consolidation No. 11	119 04
No. 114	112 11
B. Bridges	119 04
No. 119	116 11
No. 138	118 15
To Steffy & Findley, Williamsport	
D. Linkins	118 14
Charlie & Nellie	119 01

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	12	1,413 10
Previously reported	109	12,705 10
Totals to date	121	14,119 09

Boats arriving at this port since yesterday at 3 p.m.: Mt. Vernon, Charlie & Nellie and Sallie C. Goddard, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Anteros and Geo. S. French.

Boats leaving Williamsport up to 3 p.m. yesterday: Sallie Irene, D. M. Shupp and Gov. Lowndes.

Sat. 4/4/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
Consolidation No. 12	116 18
No. 152	113 03
Joseph Bryan	115 18
Judge Stake	116 02
No. 111	118 05
No. 141	120 08

To Steffy & Findley, Williamsport	
Gov. L. Lowndes	122 08
Park Agnew	116 06
Sallie Irene	123 18
Sallie C. Goddard	129 03
To Cushwa & Son, Williamsport	
Mary	118 18
D. M. Shupp	119 16
George's Creek Coal & Iron Co.	
To Smith Bros., Williamsport	
Emma Mertens	119 03

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	13	1,538 04
Previously reported	121	14,119 00
Totals to date	134	15,657 04

Boats arriving at this port since yesterday at 3 p. m.: Sallie Irene, D. M. Shupp and Park Agnew, from Williamsport.

Boats leaving Georgetown up to 3 p. m. yesterday: none.

Boats leaving Williamsport up to 3 p. m. yesterday: F. T. Goddard, F. S. Mead, B. S. Randolph, R. D. Johnson, Ed E. Reichter.

Mon. 4/6/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of Saturday's report:

Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
No. 135	118 19
C. K. Lord	118 13
W. A. Smoot	118 14
Consolidation No. 15	123 01
T. K. Stuart	110 08
W. B. Orme	111 18
To Steffy & Findley, Williamsport	
Green Ridge	114 05
Col. F. T. Goddard	119 14
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Anteros	95 13
To Smith Bros., Williamsport	
Judge Douglas	111 11

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	10	1,157 03
Previously reported	134	15,657 01
Totals to date	144	16,814 09

Boats arriving at this port since yesterday at 3 p.m.: Judge Hagner, Jas. A. Garfield, Anteros, from Washington; Green Ridge, Col. F. T. Goddard, Ed E. Reichter, Ruby, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: No 115, C. R. White, J. J. Alexander.

Boats leaving Williamsport up to 3 p.m. yesterday: Ruby, Little Fred, J. H. Wilson, G. W. McCardell.

Tue. 4/7/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.	
To Cushwa & Son, Williamsport	
J. H. Wilson	122 03
Ed E. Reichter	119 17
To Steffy & Findley, Williamsport	
Ruby	93 03
To Winship, Meredith & Co., Washington	
Consolidation No. 8	121 17
B. S. Randolph	115 14
A. S. Carroll	118 07
B. T. Johnson	111 14
Geo. S. French	112 10
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Sharpsburg	128 08
Mrs. McComas	116 03

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	10	1,161 01
Previously reported	144	16,814 09
Totals to date	154	17,975 13

Boats arriving at this port since yesterday at 3 p.m.: No. 136, F. O. Beckett and C. R. White, from Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 140, No. 107, J. P. Hewitt, No. 105, No. 143.

Boats leaving Williamsport up to 3 p.m. yesterday: A. J. Mondy, J. R. Zimmerman, Chas. Darrow, Consolidation No. 10, and Charles Miller.

Wed. 4/8/96, p. 4. THE CANAL TRADE.

The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.'	
To Smith Bros., Williamsport	
J. R. Zimmerman	117 15
To J. P. Agnew & Co., Williamsport	
J. J. Alexander	120 08
Consolidation Coal & Co.	
To Steffey & Findlay, Williamsport	
A. J. Mondy	119 09
F. S. Mead	112 19
To Winship, Meredith & Co., Washington	
Consolidation No. 3	117 12
No. 115	110 12
H. H. Keedy	121 18
T. L. Patterson	118 10
Judge Alvey	118 09

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	9	1,073 07
Previously reported	154	17,975 13
Totals to date	163	19,049 00

Boats arriving at this port since yesterday at 3 p.m.: A. J. Mondy, Charlie & Nellie, G. W. McCardell, from Williamsport; Consolidation No. 2, from Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: M. E. Grove, Jos. Becker, No. 137, Judge Bradley.

Boats leaving Williamsport up to 3 p.m. yesterday: J. R. McLean, No. 124, Sallie Irene, W. D. L. Walbridge.

Thu. 4/9/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To Smith Bros., Williamsport	
Emma Mertens	121 00
To J. P. Agnew & Co., Washington	
Laura B. Agnew	116 05
Consolidation Coal Co.	
To Steffey & Findlay, Williamsport	
Sallie Irene	121 11
No. 129	119 08
Charlie & Nellie	121 01
Little Fred	110 05
G. W. McCardell	119 19
To Cushwa & Son, Williamsport	
Chas. Darrow	121 00

To Winship, Meredith & Co., Washington	
Chas. F. Kelly	115 12
C. Weagley K	111 04

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	10	1,197 08
Previously reported	163	19,049 00
Totals to date	173	20,246 08

Boats arriving at this port since yesterday at 3 p.m.: Consolidation No. 10, Sallie Irene, Little Fred, Emma Mertens, Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 113, Consolidation No. 17, W. H. Dunkinson, Consolidation No. 19.

Boats leaving Williamsport up to 3 p.m. yesterday: Gov. Lowndes, Emma Mertens, Lutie & Monie, No. 130, Judge Douglas, Green Ridge.

News, Thu. 4/9/96, p. 3. **Business on the Canal.** - George W. McCardell, collector of tolls for the Chesapeake and Ohio Canal Company at Williamsport, sent in his report for the past fourteen days. The canal opened for navigation on March 12, but owing to the rough weather and great amount of ice the loaded boats did not arrive there until March 24. The report of the shipments of coal gives a total tonnage for fourteen days' time of 3,364 16 tons. The toll collections amounted to \$1,437.08. This is a splendid showing for the old water way.

Fri. 4/10/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
M. E. Grove	112 00
J. C. Poor	117 06
Judge Bradley	123 15
To Steffey & Findlay, Williamsport	
Green Ridge	121 01
No. 123	117 18
Gov. L. Lowndes	115 18
To Snyder & Fernsner, Four Locks, Md.	
Libbie	115 08

George's Creek Coal & Iron Co.

To E. W. Embrey, Williamsport	
W. D. L. Walbridge	120 04
To J. P. Agnew & Co., Washington	
R. D. Johnson	130 14

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	9	1,071 18
Previously reported	173	20,246 08
Totals to date	182	21,288 06

Boats arriving at this port since yesterday at 3 p.m.: Kate Fulcher, Mabel, Jas. Z. Williams.

Boats leaving Georgetown up to 3 p.m. yesterday: Consolidation No. 13, Consolidation No. 6, Consolidation No. 20, No. 134, No. 102, J. H. Mertens.

Boats leaving Williamsport up to 3 p.m. yesterday: Park Agnew, Benjamin Vaughan, Mt. Vernon, D. M. Shupp, F. T. Goddard.

Sat. 4/11/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
No. 142	119 07
B. R. Mayfield	112 01
To Steffey & Findlay, Williamsport	
Mt. Vernon	118 07
Col. F. T. Goddard	116 03
To Cushwa & Son, Williamsport	
Lutie & Monie	119 14
To Bridges & Henderson, Hancock	
R. L. Somerville	109 07

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	6	701 15
Previously reported	182	21,288 06
Totals to date	188	21,990 01

Boats arriving at this port since yesterday at 3 p.m.: No. 130, No. 124, D. M. Shupp, Lutie & Monie, F. T. Goddard, Mt. Vernon, from Williamsport; Judge Bradley, Washington; R. L. Somerville, from Hancock.

Boats leaving Georgetown up to 3 p.m. yesterday: Jas. Goddard, John Leetch.

Boats leaving Williamsport up to 3 p.m. yesterday: No. 126, A. J. Mondy, Dan'l Dinkins, W. H. Cooper, May.

WT, Sun. 4/12/96, p. 10. **CANAL CHILDREN HER CARE – Noble Work of a Good Woman Among the Lowly –**

I am going to tell you a story about a missionary.

Perhaps you do not think a missionary a particularly interesting creature, but it all depends on the point of view and what a missionary means to you. I don't mean to relate the story of one who has been to foreign lands to preach to the heathen. Such a one acquires glory and has the pleasure of a career and gains experience, all of which is calculated to give charm to life.

But I found a missionary the other day who stays at home. She is a woman who has given up all the things commonly supposed to make life interesting and desirable; given up all the pleasures of working for self-interest in the passion of bettering the lives of those around her.

I don't say that such a life has not its compensations. In fact, I am disposed to believe that everything equalizes in some way, and that people who do good in this world do it because it is their ideal, and the great pleasure that can come to one is in the pursuit of an ideal.

I first heard of her in this way: Someone told me that a lady had a mission school among the Italians. One knows so very little about these Italians, beyond seeing them every day pushing banana carts and grinding out music from a hand-organ. They are clannish and picturesque. Artists paint them, but no one talks with them or interviews them. The reason is apparent. They do not answer questions, and they resent being associated within a condescending manner.

A LIMITED VOCABULARY

They learn very little English. If you address any questions to them they answer “yes” or “no,” and one thinks them taciturn. But they really have no idea what you are talking about, and their English is confined to assent and dissent, and the price of their wares.

I once fancied I had an extended conversation with an Italian about Christmas. It was all on my side, and he had merely said “yes” and “no,” and when I was told that he had not the faintest idea what I was talking about, by someone who knew, I gave it up as a bad job.

Now, this missionary who had succeeded in getting with the Italians to the extent of establishing a school among them and thus constantly associating with them, was to me an object of great interest. Therefore, I set about finding her abode and studying her. I found her living in a sunny back room down near the Italian quarter, which is close to the foot of Capitol Hill. The room was high up among the branches of the trees, where the birds sing and chirp all day, making a lively and serene companionship. It was a very modest little home of one room, humbly furnished, yet it seemed a desirable place to be in, for the atmosphere was one of peaceful happiness.

The missionary is a silver-haired woman, aged before her time. The frosts of sorrow must have whitened her hair and blanched her withered face. It takes rather an intimate knowledge of her to become aware that she is no more than middle-aged. A little girl of some nine years, who is her daughter and her constant companion, helps to the realization of this fact. This child was playing about the room in a quiet manner, her quaint little face set in a shower of curl and, lighted with a pair of long-lashed, bright blue eyes, was busy with fancies. A great deal of her occupation had to do with a big Bible she was carrying around.

HER OWN CHURCH

“I have come to talk to you about your Italians.” I announced. “You have a school among them, I believe.”

“I did have a school.” she returned.

“And did you give it up, or can’t your church afford to go on with it?”

“I do not work with any church, though many good people helped me to keep up the rent of the room I had. It was in a basement of the Eastern Dispensary, and was very suitable to my work.”

“And you gave it up?”

“Oh, no; they wanted room for something else, and – there were other reasons.”

I waited, but the other reasons were not forthcoming.

“Have you given up being a missionary then?”

“Oh, no; there is too much to be done in this world for that, and there is such a dearth of missionaries in the world.”

“And how are you going on with your work?”

“Well, I am going on just as I would like, I am trying to find a room to place my school in, but meanwhile I go to see the women and talk with them.”

“And how did you talk with them? Do you know their language? You see I have tried, and found it impossible.”

“No; I don’t know the language beyond a few phrases,” and the lady smiled, “I went to them in the spirit of God, and he opened my heart to an understanding. It was difficult, though, at first. I had to get the hearts of the men. I explained to them that I would teach them English, or enough of it to help them in their work. They doubted me at first. I suppose they thought it was a trick to get money out of them. But after a while they found it was not. When they were at leisure, I talked to them and taught them from the Bible.”

“And did you win them over?”

“Very soon. When once they grew to trust me, it was an open door to their wives and then the children. I think the children do the very best missionary work, for they are in the families all the time, and can have a lasting influence.”

REFORM THROUGH THE NEEDLE

“And what did you teach them?”

“Firstly, I taught them to sew, and then I taught them the Bible. It is beautiful to see what an influence the sewing had. I was kept so busy cutting out under garments that I could do little else when they began to understand that it was helpful to them. Then I gave them patterns, and I soon had some thirty-two families working with me through their children.”

“And then, I suppose, they began to learn English and you Italian?”

“No, I have never learned Italian. The children learn a little English, but their parents do not.”

“Then, how could you get on with the women?”

“I do not know, except by the grace of God. We understand each other.”

“Do you mean that you understand Italian without learning the language?”

“That is it.”

“But that is what one would call a miracle.”

“Yes, and it is a miracle, and it is not the only miracle that has been granted to me.” and the missionary looked out through the branches of the trees.

“But the world does not believe in miracles today.”

“Yet miracles happen, and the Lord promised his disciples that they should perform miracles. Let me tell you about one of my little Italian girls. She was blind. She could see nothing. But she used to come to my school, and learned with all a child’s perfect faith to put her trust in the Lord. I never said anything to her about her

blindness, but simply encouraged her in her faith.”

“One day she came running into the school and said ‘Teacher, I can see! I can see! And I came over to see you first of all, Jesus did it. He has made me able to see!’”

“Do you mean to say that that child was healed from blindness without medical attention?” I exclaimed, leaning toward her in excitement.

“I do, and why not? Didn’t the Lord heal lepers and make the dead come back to life? Then why shouldn’t He still make the bodies of those whole whose souls he has healed?”

I couldn’t reply to that. I simply stared at her.

“Can I see that child some day?”

“Yes, I think so.” she replied. But if you want to assure yourself of the possibilities of miracles you may look at me. The Lord performed as wonderful a one for me.”

The woman was sitting opposite me, perfectly calm and natural, and talking in an every-day sort of manner. It simply seemed strange that I should labor under excitement and not that she should be calm. And yet no one could doubt the absolute sincerity of that chastened face.

“Was it blindness in your case?”

“No.” And the lady learned forward and turned her face aside. “Do you see that red mark on my neck?”

“I do.”

“That mark is all that is left of a great cancer that filled up the side of my neck. The Lord took it away.”

“You mean that it gradually went away without treatment?”

“I mean that it went away like a breath – in a moment.”

It is needless to say that I found I could not believe her, and I fell back in my chair, looking at her intently and striving to

find one sign of mental reservation in her eyes.

“Did you pray to have it removed?” I asked, finally.

“No, I never asked directly of the Lord. I don’t think that is the way to pray. I think it is a sin to pray for anything but spiritual blessing. I was sitting one day resting my head in my hand. My hand was over the cancer. I was thinking about the blessings of God, and the thought came to me if the Lord can make our immortal souls whole and redeem them for eternal life He certainly can purify our bodies and fill them with health. I immediately received a baptism of the Holy Spirit and my pain was gone. I took my hand away and looked at it. For a moment, the pain was in my hand, but I soon lost that and I went to the mirror and looked at my face.”

“And you saw?”

“Nothing but a red mark, and the room was filled with a whisper that told me the mark was left there for a constant reminder of what God had done to me.”

Reader, you may not believe this; but, explain it as you will, if you had looked into the clear eyes of the woman who told it, you must have believed in her honesty. She certainly believes it with all her heart.

WORKED ONLY FOR HIM

She then went on to tell me that she was led to go into the street and then to a house which proved to be a faith institute that she did not know existed in Boston, the city she then lived in. There she showed herself to the teacher and began studying the scriptures with him. Shortly after she came to Washington and began her work among the Italians.

“How long ago was that?”

“About four years.”

“And have you seen any marked results?”

“Indeed, I have. About all the families that I had originally have removed

from the alleys and are living on the streets and buying homes of their own. That is a great step, more than you could understand, if you do not know the nature of the alleys. They are hiding places for criminals and frauds.”

“How do you know that there are criminals there?”

“How do I know? These men have come to me with their sin-troubled hearts and confessed to me crimes that I cannot bear to think of. At first it seemed to me that I could not bear it, but the Lord showed me I could and must help to bring those souls back to Him.”

“How do they live when they get out of the alleys?”

“Do you see that brick row down there?” she asked, pointing to a narrow street visible from the window. “There are a number of Italians in there. They pay \$20 a month and often make bigger payments. Eventually they will own their homes. They sleep in beds and eat off tables and keep their homes clean.”

“And formerly?”

“Formerly they slept five or six in a room on the floor in some little dark, unsanitary building. They ate off the floor. The men would make their wives go out with them all day to help them with the organs, and would beat them for nothing. That is, some of them would. Now they live like Americans.”

AMONG THE CANAL CHILDREN

“It certainly seems too bad that your work among them should be checked in this way.”

“Yes, but I have other work to do; and perhaps it’s right. I have a mission up among the canal-boat children.”

“Indeed?” said I. “Can’t I go with you some day and see the children?”

She said that I might, and I felt that here was something tangible. I had hardly dared to ask to go on a round of visits with

her among the Italians, but a school is different. Any one may visit a school without giving offense.

The following day I met them, the mother and little girl, at the junction, and we took the Georgetown car. The ride to the end of the line was gone in no time, and we set out to walk through to the canal. The day was fine, sunny, and still, and the child ran along in front of us, skipping and romping with all the frolicsomeness of youth. Her religion did not weigh on her, and she was as airy as a feathered songster.

There are three ways to get to the chapel where the mission is held. One can keep on the road which skirts the canal and pass through the tunnel which leads under it just below the chapel, or one may go down the steps by the Aqueduct Bridge and follow the towpath, which leads directly by the door of the chapel, or one may go down to the river and follow the mill road; we took the former. There is a board walk for a considerable distance and one soon gets into the country. The view across the river is glorious.

On the way, we met some children who ran up to speak to their teacher and to tell her there were no boats in and there could be no school. Their faces were full of affection for the woman and one could readily see that she is a great person in their lives. She stroked their cheeks and talked for a moment with them, asking about mother.

We passed an Italian shop and the woman who was in the store went to get her six-week-old baby and lay it in the missionary's arms. It was dressed in a long white robe and looked like any pink infant, happy and sweet. The missionary told me that it was a great advance for the babes to be dressed like this, as the Italians usually swaddle their little ones in blankets.

There were green things growing already along the banks as we got farther

out, and the child ran to bring me leaves and sprigs. Her mother was telling me how she had formerly been a sculptress and sometimes when with these little ones, she longed to dash their faces into marble.

GAVE UP HER ART

"Don't you work at your art at all now?" I asked her.

"No; I gave it all up. The devil was in it. Not in any mental way; but it came between me and my work for God. I honestly believe that and I gave it up. When I get to heaven and see these faces in some way around me glorified, I shall feel that it was better work than chiseling than in marble."

"What are you going to make of that child?" I asked.

"I shall rear her in love of God, and He will lead her in His own way." was the reply.

The road we were on is a favorite resort for bicyclists. It skirts the canal, and just across it stands the chapel between the canal and the river. It is one of a number of historic stone buildings that stand here. In a big building below cannon balls were made during the war of 1812. The chapel was used for a storehouse. All this property belongs to Mr. Tenny, who owns the mills along here, and he gave the use of the little square brick house to the missionary.

She pointed out to me where she had first held her school under two giant trees below on a grass plot. One day she was at work there with fifty children and a thunder storm came up and scattered them. They had to run off for the bridge.

But the storm proved to be a blessing. Mr. Tenny saw them, and at once made arrangements about the chapel. It has a cross over the doorway, so that it is easily distinguished from the other buildings. When we had crossed through the tunnel and climbed the hill and stood before the door, we could read the inscription beneath

the cross. It is, "Come unto me all ye that labor and are heavy laden and I will give you rest."

There is a box desk fastened against the front of the house. It is covered with oil-cloth, and in it is a Bible. When the old fashioned door was thrown open, I saw a bare room with some little benches ranged around an antique fireplace. A fire was laid here ready to be lighted and send out its crackling heat out to dispel all dampness. A window toward the river let in a flood of sunshine.

On the walls were some simple verses, such as children can read, and the Lord's prayer in large text. There was also a colored engraving of the crucifixion.

"Can you children say the Lord's prayer?" I asked.

"Yes, indeed. They can say that and the Commandments."

After we had quite explored the place and rested, we strolled back to the cars by the river road. There were two boats lying in the canal, and I thought as I looked at the old tubs that no one would go among people who lived in such habitations but such a woman as this in the shabbiest and plainest attire with the most consecrated purpose.

A day or two later I was in Georgetown and thought I would go down and see the chapel again and if possible talk to some of the women. The chapel was closed, but the roar of a cataract nearby was beguiling and I went to look at the falls and to bask in the pleasantness of these children's playground.

I could see no one about, and so I followed the tow-path back to the bridge. On the way, I passed the boats lying there for rent, and climbed up on the deck of one of them. A boy nearby told me that the families live in the rear cabins. I went to take a peep at them. How human beings can live in them I do not understand. They are

terrible places; cramped, dirty, dark and unwholesome. No wonder the poor little tow-headed children have chills and fever.

I went on to a little house under the bridge, in front of which some children were playing marbles, and I asked them about the chapel up the canal.

"That's a mission." said the oldest boy.

"What is it for?"

"A lady comes there to teach us things."

"Do you go to learn?"

"Yessum; lots of children go."

Seeing a woman's face through the window, I asked him is his mother was home, and he called her.

She came to the door smiling and as neat as a pin. "Madame," I asked, "can you tell me anything about the lady that has the mission up yonder?"

"Why, nothing much; only she's an awful good lady, and come down here to teach the canal children. You see, these children can't go to school or church. They're mostly always away on the boats, and, then, they're too poor to associate with the town children. Well, she just takes the canal children when they're in and she teaches 'em to sew and to read the Bible."

"Is she doing any good?"

"Yes, ma'am; I think she is, right smart. She has Sunday afternoon talks with the men and then she has a class for the mothers. Everybody likes her and thinks she is a right good woman."

"What church is she from?"

"I guess she don't come from any particular church. She just teaches people to be good and live right. She don't preach no doctrine as I can see."

"Is she here much of the time?"

"Three times a week, regular. She comes Tuesdays, Thursdays and Sundays. She's awful patient. If the boats ain't in she

stays around a little and then goes back. I guess she's a pretty good woman."

I said good-bye to the woman, and climbed the stairs leading to the bridge. Leaning over here and looking at the sluggish current below I thought of the missionary's life, and contrasted it with the cyclists whirling along the pleasant roads. It isn't so gay but it is a happy life it seems.

One more inquiry I made about her. I wondered about her competence, and if in giving up her art she had thrown herself upon charity. I found out from a lady to whom she had formerly paid rent that she lives by making little knitted shoes and selling them in stores.

A woman gently bred, well educated, capable of gracing the finest drawing room in the land, has seen fit to order her life thus, presenting her body a living sacrifice. She may not be worthy of so long a story in the minds of some, and yet it seems to me her's is a wonderful life drama. SIBYL WILBUR

Mon. 4/13/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of Saturday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
J. H. Mertens	118 15
Fred Weiland	108 19
Olive V.	112 18
To Smith Bros., Williamsport	
J. R. Zimmermann	121 16
Consolidation Coal Co.	
To Steffey & Findlay, Williamsport	
Charlie & Nellie	121 16
Benj. Vaughan	119 13
A. J. Mondy	120 02
To Cushwa & Son, Williamsport	
Mary	118 11
D. M. Shupp	103 17
To Winship, Meredith & Co., Washington	
No. 141	117 02
Consolidation No. 4	118 10

Summary of Shipments to Date		
	Boats	Tonnage
Boats and tonnage today	11	1,316 06
Previously reported	188	21,990 01

Totals to date 199 23,306 07

Boats arriving at this port since yesterday at 3 p.m.: W. H. Dunkinson, Consolidation No. 19, No. 137, Consolidation No. 17, No. 126, from Washington; D. Dinkins, J. R. McLean, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: C. W. Miller, Jno. J. Adler, Consolidated No. 117, No. 115, No. 128, C. W. Adams, Consolidation No. 16, W. F. Hassett, Consolidated No. 18.

Boats leaving Williamsport up to 3 p.m. yesterday: Charlie & Nellie.

Tue. 4/14/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.	
To Steffey & Findlay, Williamsport	
Hugh L. Bond, Jr.	113 13
F. S. Mead	113 02
To Winship, Meredith & Co., Washington	
Judge W. S. Cox	116 05
Consolidation No. 5	117 15
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
New Alexandria	125 06
John Hanway	118 10

Summary of Shipments to Date		
	Boats	Tonnage
Boats and tonnage today	6	708 04
Previously reported	199	23,306 07
Totals to date	205	24,014 11

Boats arriving at this port since yesterday at 3 p.m.: No. 134, No. 107, Consolidation No. 20, No. 105, J. P. Hewitt, J. Leetch, James Goddard, from Washington; Ed E. Reichter, F. S. Mead, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 109, Judge McCombs, Geo. A. McIlhenny, No. 104, Anteros, E. R. Ladew, A. H. Dowden.

Boats leaving Williamsport up to 3 p.m. yesterday: W. D. L. Walbridge, B. E. Randolph, G. W. McCardell, Sallie Irene, Mt. Vernon.

Wed. 4/15/96, p. 1. **THE TRUSTEES' REPORT - The Canal Claimed to be in Excellent Shape.** - The first report of the trustees of the bondholders of 1844 of the Chesapeake and Ohio canal has been filed in the circuit court clerk's office in Hagerstown. The report is signed by J. K. Cowen, Joseph Bryan and Hugh L. Bond, Jr., trustees, and contains a letter from Manager G. L. Nicholson, which was adopted by the trustees as a part of their report.

The sale of lands in Washington to the Washington Gas Light company for \$97,563.41 and the money applied to the payment of the coupons on the bonds of 1878, is reported. Mr. Nicholson says in his letter that the physical condition of the canal is better now than at any time since its construction, and that the average cargo in 1895 was 117 tons, against 110 tons in previous years. The following are also reported: Entire renewal of five composite locks, the entire renewal of 10 wooden and one stone waste weir and the rebuilding of seven stone locks.

The strike in the mines in 1894 and the unprecedented low water during the August, September, October and November 1895, are given as reasons for the small tonnage during these seasons. The cost of handling a ton of freight in 1893 was 35-2/10 cents, and the report says that twice the amount of tonnage could have been handled for 19-2/10 cents per ton.

The greatest difficulty that confronts the canal, says the report, is the uncertainty of the tenure of the trustees, and the objection that shippers have to changing the arrangements that they have with the railroads to make new connections with the canal on account of this uncertainty.

The statement of receipts and disbursements from December 1, 1891, to December 1, 1892, shows receipts of

\$576,553.41, divided as follows: Toll, \$135,970.88; rents, \$4,766.28; advances by Mary E. Garrett, \$435,163.34; advances by H. C. Winship, receiver, \$644.31; the disbursements were \$568,763.65, including \$453,653.48 for repairs, leaving a balance of \$7,790.17.

The receipts for the year ended December, 1893, were \$139,923.34 and disbursements \$124,949.24, leaving a balance on hand of \$22,465.30.

The receipts for the year ended December, 1894, were \$128,461.04, and disbursements \$117,292.80, leaving a balance on hand of \$33,633.54.

The receipts for the year ended December, 1895, were \$138,692.29 and disbursements \$142,088.65, leaving a balance on hand after payment of \$3,210.45 in fees and commissions of \$59,939.73.

The tonnage was: 1891, 50,533.14; 1892, 265,799.08; 1893, 336,295.11; 1894, 393,694.14; 1895, 313,015.13.

There is also a statement of the millers' settlements, amount paid Georgetown millers for making repairs to Georgetown level, which was paid by water rents, and did not enter into the following statements. The millers had \$27,487.50 in rents to pay, and had to their credit \$14,182.98 in water certificates, leaving a balance of \$2,304.52.

Wed. 4/15/96, p. 4. **THE CANAL TRADE.** The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.	
To Cushwa & Son, Williamsport	
Ed E. Reichter	120 03
To Steffey & Findley, Williamsport	
Sallie Irene	123 18
B. S. Randolph	116 01
To Winship, Meredith & Co., Washington	
No. 131	116 16
Consolidation No. 4	115 18
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Mary Mertens	122 19
Anteros	98 04

W. H. Cooper 111 10

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	8	919 19
Previously reported	205	24,014 11
Totals to date	213	24,934 10

Boats arriving at this port since yesterday at 3 p.m.: B. S. Randolph, Mt. Vernon, Sallie Irene, from Williamsport; Consolidation No. 6, No. 109, Consolidation No. 18, Anteros, No. 108, No. 145, Consolidation No. 13, W. A. Leetch, Consolidation No. 16, from Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: D. W. Sloan, Morning Star, W. R. Lewis, G. S. French, W. I. Stephenson.

Boats leaving Williamsport up to 3 p.m. yesterday: R. D. Johnson, Gov. L. Lowndes, J. H. Nelson, Mertensville.

Thu. 4/16/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.		
To J. P. Agnew & Co., Washington		
W. H. Cooper		114 17
W. D. L. Walbridge		122 03
To E. W. Embrey, Williamsport		
H. C. Winship		117 14
Consolidation Coal Co.		
To Steffey & Findlay, Williamsport		
Gov. L. Lowndes		121 18
To Cushwa & Son, Williamsport		
G. L. Nicholson		112 11
To Dr. E. E. Wootten, White's Ferry, Md.		
Unexpected		118 00
To Winship, Meredith & Co., Washington		
Alice Cable		111 00

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	7	825 10
Previously reported	213	24,934 10
Totals to date	220	25,760 00

Boats arriving at this port since yesterday at 3 p.m.: E. R. Ladew, No. 117, from Washington; Gov. L. Lowndes, J. H. Wilson, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: C. K. Lord, No. 127, Sharpsburg.

Boats leaving Williamsport up to 3 p.m. yesterday: No. 139, Green Ridge, Chas. Darrow.

ET, Thu. 4/16/96, p. 2. **THIEVES ON A CANAL BOAT** - Moored in the rushes on the opposite shore of the Potomac is an ancient canal boat, which is practically under the surveillance of the Washington police. Lieut. Vernon, of the Fourth precinct, has received reliable information that the old craft is used as a retreat by thieves, gamblers and other members of the crooked fraternity; and also, that property stolen in Washington is stored on it. In other words, it is a floating den of thieves and fence.

The storm-battered, time-stained, old hulk is fitted up as a sort of boathouse. It is located about a pistol shot east of wicked Jackson City, and is so concealed in the dense growth of high river grass and weeds which line the river banks as to be nearly hidden from view. Several years ago, this old vessel cruised upon the placid waters of the Chesapeake and Ohio Canal. In its palmy days, it sailed under the euphonic name of "May Belle," and the big red letters, partially obliterated by time, tide and storm are still visible on her decaying stern sheet.

Among the denizens of the across-the-river resorts of vice the "May Belle" is spoken of in unclassic terms as "de bum boat." Many frowsy tramps formerly used the crumbling cabin and hold as a lodging place and shelter from the elements, but of late a more dangerous class have converted the canal boat into a veritable piratical craft. It is now the abode of crap shooters, small card players and crooks, who visit this city during the night and return to their aquatic retreat laden with stolen plunder before daylight.

On Sundays, the deck of the "May Belle" fairly bristles with negroes and whites, shooting craps, engaging in other forms of gambling and drinking the riotous liquor sold across the bridge and commonly known as whiskey.

On last Sabbath, a free fight is said to have taken place on the ancient canaller, during which one of the drunken scrappers was knocked overboard and nearly drowned. The old boat and its thievish crew are regarded as a menace to law and good order and it will be watched at long range by the Fourth precinct police. It is believed that such jobs as the Golden highway robbery and the ferry-house robbery were hatched on board the so-called "bum boat."

In the neighborhood where it is moored area number of flat-bottomed row-boats, or bateaus, which are believed to be employed in ferrying the crooks to this city during the candlelight hours, since the police have been keeping such a close watch on the Long Bridge.

Fri. 4/17/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington Park Agnew	114 18
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
Geo. S. French	116 18
A. L. Miller	118 16
Consolidation No. 7	118 07
To Cushwa & Son, Williamsport	
J. H. Wilson	119 10
To Steffey & Findley, Williamsport	
Green Ridge	117 05
G. W. McCardell	123 01

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	7	821 10
Previously reported	220	25,760 00
Totals to date	227	26,581 10

Boats arriving at this port since yesterday at 3 p.m.: C. W. Adams, W. J.

Anderson, Geo. A. McIllhenny, A. H. Dowden, from Washington; Green Ridge, John H. Wilson, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Geo. S. Reiman, Consolidation No. 4, J. J. Alexander, C. B. Bayley, M. E. Grove.

Boats leaving Williamsport up to 3 p.m. yesterday: F. T. Goddard, A. J. Mondy.

MT, Fri. 4/17/96, p. 2. **DOLLAR GAS HEARING.** The dollar gas bill was discussed yesterday afternoon by President Winship, of the Georgetown Gas Company, and Mr. Jackson Ralston, of the board of trade, before the Senate District Committee.

....

Mr. Proctor, by a series of questions, showed that the Georgetown Gas Company buys its coal of Meredith, Winship & Co., of which firm Mr. Winship is himself a member. They own 140 boats on the Chesapeake and Ohio Canal, and bring coal direct from the mines.

Sat. 4/18/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
Judge Hagner	116 10
No. 112	113 15
W. S. Jacques	118 10
No. 120	114 07
W. H. C. Bayley	115 07
No. 118	122 01
To Cushwa & Son, Williamsport	
No. 126	116 09
Chas. Darrow	120 18
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
D. W. Sloan	122 09
C. W. Miller	118 09

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	10	1,181 01
Previously reported	227	26,581 10
Totals to date	237	27,762 11

Boats arriving at this port since yesterday at 3 p.m.: C. K. Lord, Judge McComas, from Washington; Chas. Darrow, Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Mrs. McComas, H. H. Keedy, B. Bridges.

Boats leaving Williamsport up to 3 p.m. yesterday: S. C. Goddard.

WT, Sun. 4/19/96, p. 19. **SNAPSHOTS ALONG THE CANAL IN GEORGETOWN**

“Yer mus’ keep on this side, ‘less yer would rather swim through.”

This direction was proffered a *Times* man as he sauntered along Twenty-ninth street, Georgetown, on a sunny morning last week to take a peek at the old Chesapeake and Ohio Canal. The sporty youngster had a cigar in his mouth, cocked at an angle of forty-five degrees, and he had that kindly feeling toward humanity at large that glows in the heart of a youngster who has successfully evaded parental authority and the District compulsory education law.

He was basking in the sunshine and enjoying one of those first warm spring days, the like of which makes his brother culprits out in the country think of “fishin’.” His explanation had reference to the banks of the canal.

At the bridge loitered the gamins, each one, likewise, with a surreptitious holiday before him. And young girls with little brothers and sisters by the hands could be seen at different points along the street with books and slates under their arms trudging to school. An old colored man sat in the doorway of his cabin with the sun beating down upon him with summer fervor, and when aroused from his nap gave a most profuse greeting.

The direction given by the boot black was found to be correct, because at places the high walls rise perpendicularly from the water’s edge, making it only possible to

proceed along this picturesque old waterway on the towpath side.

There is much of the picturesque here to greet one’s eyes, and the unique views are many. The old waterway itself has a sort of melancholy about it that makes it interesting. For now, it is only a shadow of its former self. In those “good old days” before the advent of steam locomotion, this was a common carrier to the West, as Cumberland, Md., was then called. And the immense traffic that the towpath and wharves, at the Georgetown level a busy scene, day and night, was a feature of the early history of Washington’s sister city.

The din made by yelling teamsters, and by the boats, as they rubbed sides, the clanging of chains, braying of donkeys, and the tintinnabulations of the numerous bells fastened to their harness, which also made it a noisy scene, is remembered by people now living here. During the ‘50s the emigration to the Western reserve was very great, and during that period the canal was in its prime. It was new and well-kept then, but the steam cars were gradually creeping through the mountains, and when their tracks of steel were at last laid in a continuous stretch to the Ohio River, traffic fell off at a surprising rate.

Trade has been decreasing ever since, and now little else but coal is towed from Cumberland. The gates and wharves have on this account been much neglected, and now some of them are most picturesque old ruins.

At the very start of this waterway at Rock Creek, or more properly speaking, where it starts for now – for formerly it ran through the city of Washington – is such a scene. It is the old dilapidated gate that lowers the water for the last time, and finally discharges it into the river again, after having been lowered time and again by the numerous locks between here and the point above Williamsport where it is received.

There are a number of locks within a short distance of this one, and each of them is a heavy lift, owing to the steep hill that rises gradually to the level of the city's streets from Rock Creek. They also show the markings of time on the mossy walls, rusting iron and rotting timbers. As one proceeds westward, a variety of smells greet his nostrils, the gas manufactory on the right bank furnishing the most noxious intermixture.

That spring morning showed a great deal of activity on the towpath above Twenty-ninth street. The canalers had received word that "the ice was clear in the upper valley," and each spring when that welcome information was given out, these "mariners" are aroused from their winter's lethargy, boats are recaulked, and the mules, seemingly animated with a new spirit, stretch the towline and are started on their long journeys up the river.

All winter long these boats are tied up to the wharves at different points along the canal, and the wharves at Georgetown are very popular during these months of rest. On either side of Thirty-second street and near the Aqueduct Bridge these boats have been seen huddled together during the winter in the shadowy perspective of huge stone walls and warehouse which shelter them from the elements and shut them out from the world of work.

At the coming of spring they are all anxious to be off. When *The Times* man loitered along the bank this was apparent on every hand. Men were busying themselves on deck and on the towpath repairing the leaks or mending harness, while the women were scurrying hither and thither on board carrying things out of the holds and directing the children to do the last errands before the start was made.

This life was full of interesting features. The whole towpath presented a picturesqueness in the grouping of objects,

both animate and inanimate, that would be difficult to equal elsewhere in the District. Black and white "wharf rats" were on hand to get into trouble with everybody, and particularly with the muleteers, whose constant "clucking" they so amazingly imitated. When not "hunting trouble" they were seen "shooting craps," and this latter sport was hurriedly and often ingenuously changed into a game of marbles at the approach of a policeman.

Micawbers were on hand, too. This class of people are to be found almost everywhere, and any means of migration seems to have a charm for them, even though it be the slow canal boat. Some of them were real applicants for work as drivers, but the majority were idle spectators lounging away their time. Those who were employed were to be given their board enroute and a slight stipend when Cumberland was reached.

"Yes, sir," said one of the canalers, inviting the scribbler on board his boat, "we poor fellows who ain't blessed with big boys has to hire help. We can't afford to pay much, because rates is so low that we eke out a bare existence for ourselves, and what little we do earn in the pleasant weather is eaten up in the winter months when we are compelled to remain idle."

"Yes," he continued, on being questioned, "we do enjoy the life, even though it isn't very payin'. I never heard much grumbling among the men, while on the go. But when we gits 'froze up' out in the open country by a premature colds snap, or when there is an unusually late unloosing of ropes in the spring we's likely to be a little grumpy. Yer see, we is human, an' we don't like that."

"Most of us own our boats and stock and these old barges, as yer would call 'em, are our homes. They are just as dear to us as are the brown stone fronts of yer city chaps. Yer see, we have the advantage of you folks

in one respect. We have a front yard a hundred and ninety miles long and its made up of mountain scenes, and rivers and woodlands that only one landscape gardener can ever produce. The out our back door is a continuous big farm of an equal length.

“All we has to do, yer see, is to move along from one end of our domain to the other and enjoy life. We don’t git no dust nor dirt like yer does in the city, and we travels along so smoothly, that one can live on deck under an awning of a summer’s day and imagine the whole world is floatin’ along before him.

“Yes, sirree, it is nice. An’ it don’t cost much; we have no rent to pay; we can slip ashore occasionally and find driftwood for fuel, an’ when we wants fresh garden truck or dairy produce all we has to do is to run a plank ashore on our back-door farm and skip across a meadow to a farm house, where we can be supplied. Of course, we has to pay for it, same as you do in the city, but what we get is cheaper and fresher.

“Then think of the beautiful summer nights with the moon silverin’ the river and the canal - --“

“Mosquitoes?”

“Mosquitoes! Mosquitoes!! Why, bless yer soul man, we is tortured to death when we has to lay in Georgetown of a summer’s night.”

His little floating home showed that economy was practiced aboard. Still, in the scanty furnishings there was extreme neatness. Just he and his wife lived there, and the latter, who peeped from a cabin window on being called, smilingly invited the intruder down stairs.

It was a very small apartment, at the stern, and served at once for a kitchen, dining room, sitting room, and bedroom. Some of the domiciles of these peculiar people are a little longer than this one was. And on the large boats there are usually in addition to the stern cabin, a cabin

amidships where the cooking and the general housework is done. On all the boats, there are cabins in the bow which are used as stables for the mules, and other stock.

This apartment was cozy. The furniture was necessarily limited and what little there was, showed what truth was expressed in the saying that “necessity is the mother of invention.” The interior was a most compact apartment, and if all the tables and chairs and beds and different utensils used in this floating home were given space at one time, it might have required a room five time its dimensions to accommodate them.

The designer of that interior had an inventive brain. On one side of the cabin was a bed turned up flat against the wall, and hidden by curtains that would almost defy detection, and it was not a small bed, either; at other places were hinged shelves, and tables and seats, which fitted against the walls to a nicety when not in use. On the walls were pictures and bric-a-brac and a many pocketed piece of fancy work, which the gentler sex have named “catch-alls.” And this was not all; there was a rocking chair, with soft pillows, a clock, and a canary bird in a cage. And it was not crowded.

There exists a society among these 200 people, who thus live on the raging canal, that is as marked and exclusive as that which makes the famous “Four Hundred” so distinctive. Calls are made among themselves, and visits are paid; courtesies are shown and the various other little neighborly amenities are indulged. They also have their differences, just as do those of the upper class, and probably as often do quarrels ensue.

There is lovemaking on the towpath, too. There are many bright-faced girls in the colony and they blush at the call of some driver, or perhaps a young man who owns a boat and needs a mate, as he tramps along

the bank of the canal to make his regular obeisance after his day's work is done.

A peep westward from the Thirty-second street bridge shows some animated scenes during boating season. There are high stone walls on either side and along the southern wall is a very picturesque skyline, when seen from the path below. The boats are tied up to the banks in convenient quarters and slight lines that would apparently be insufficient to hold a mastiff to his kennel are all that prevents their moving about. They do rock slightly, however, and as the boats swing lazily to and fro in the current, their motion, no doubt, serves a natural cradle to lull the residents to sleep.

Gang planks that soon become imbedded in the ground at the shore and serve as thresholds to these domiciles, and the front doors, half above and half below deck, are their portals.

Nearly every boat has a dog or two and these canines are, strange to say, on good terms with the feline part of the household. They walk the deck together, eat from the same dish and are generally agreeable. Indeed, the dogs and cats are as exclusive as the inhabitants, and a strange creature of their class will be allowed to roam along the tow-path at will, but they dare not cross the plank.

Sun-bonneted women were to be seen walking about their little domains attending to the various household duties, and all apparently busily engaged for their summer's migration.

In a short time this queer, shifting community will be broken up and scattered along the route of the canal, but the society will still exist. The trip to Cumberland and return occupies about fourteen days, and while they are separated from one neighbor for that length of time they meet others every day, and thus they always have something to relate from either up or down

the river and their friendships never grow stale.

After the flood of 1889, when the canal was washed out for miles at places in the upper valley, these poor folks were stranded. The boats were, of course, left at the different points along the canal where they were when the freshet came, and their distress was rather marked during the two years which intervened before the water was again set going. Now the canal is in good repair all the way, and the livelihood it furnishes them is a continuous outing that might be envied by pent-up city people.

Beyond Thirty-second street are a number of coal dumps, receptacles from most of the towage that comes from Cumberland. Formerly a great deal of grain was carried over the canal, but now the whole service is given up to the dusky diamonds, and since nothing is now shipped west over this smooth tract all the boats go up "light."

At the Aqueduct Bridge *The Times* man strolled through Water street to the foot of Thirty-fourth, where he climbed the steep unfrequented thoroughfare on his homeward journey.

This is the section of Georgetown known as "Boston." On the right as one approaches the narrow bridge over the canal stands a landmark of the old town. It was once the town place of that good man and former mayor of the city, Henry Foxhall. It is now dilapidated, but in its spacious halls have once gathered those who were "well bred, well read and well fed," because the notables who visited the city were sure to share the hospitality of that gentleman.

There are other old houses in this section with equally interesting histories and mentioned because of an incident which happened here and as a direction.

When *The Times* man started on his journey along the canal the sporty young gentleman who was mentioned at the

beginning of this article, also ventured the information that one would likely find more "fun" in "Boston" than down on the towpath, and on reaching the bridge at this point he found a little "fun" in the way of a droll piece of advice given by a policeman.

A colored woman, with a most capacious mouth, and the dress torn and hat gone, confronted the blue-coat, and a knot of onlookers.

"He troid to cut yer face, is it?" repeated the policeman, with an accent and a semi-serious air that at once showed he was not born in France. "Well, th' nixt toime any one troies to cut yes in th' face, just open up the gre't cavity in yer he'd an' yer face will disappear intoirly. Now, git out o' this, yes trollop."

Mon. 4/20/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of Saturday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnes & Co., Washington	
Mertensville	118 08
J. J. Alexander	118 02
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
G. M. Winship	116 03
Consolidation No. 2	120 00
C. R. White	119 14
No. 135	115 17
No. 133	116 03
No. 106	118 14
No. 23	114 04
C. E. Ways	117 08
No. 121	119 05
To Steffey & Findley, Williamsport	
Ruby	88 17
A. J. Mondy	116 03
Col. F. T. Goddard	117 11
To Bridges & Henderson, Hancock	
R. L. Somerville	91 04

Summary of Shipments to Date		
	Boats	Tonnage
Boats and tonnage today	15	1,707 01
Previously reported	237	27,762 11
Totals to date	252	29,469 12

Boats arriving at this port since Saturday at 3 p.m.: J. J. Alexander, Wm. B.

Owen, No. 127, W. I. Stephenson, from Washington; A. J. Mondy, Col. F. T. Goddard, Lutie & Monie, Mertensville, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 128, No. 115, W. C. Read, No. 125, No. 103, W. B. Orme, W. A. Smoot, No. 138.

Boats leaving Williamsport up to 3 p.m. yesterday: Lutie & Monie, Emma Mertens.

News, Mon. 4/20/96, p. 2. Breaks in the Williamsport division of the Chesapeake and Ohio canal have been repaired.

Tue. 4/21/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Cora Lee	118 10
Emma Mertens	117 11
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
Kate Fulcher	115 03
Maj. H. D. Whitcomb	119 04
Consolidation No. 10	119 01
J. G. Pearre	108 06
No. 143	114 08
No. 110	119 08
To Steffey & Findley, Williamsport	
Sallie C. Goddard	112 16
To Cushwa & Son, Williamsport	
Lutie & Monie	116 16

Summary of Shipments to Date		
	Boats	Tonnage
Boats and tonnage today	10	1,163 07
Previously reported	252	29,469 12
Totals to date	262	30,632 19

Boats arriving at this port since yesterday at 3 p.m.: Sallie C. Goddard, Emma Mertens, from Williamsport; Consolidation No. 9, Geo. S. Reiman, C. B. Bayley, from Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 114, No. 115, Judge Stake, No. 119, No. 142.

Boats leaving Williamsport up to 3 p.m. yesterday: Charlie & Nellie, D. M. Shupp.

Wed. 4/22/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
A. W. Nicholson	123 18
Mrs. McComas	117 06
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
No. 3	118 10
Judge Bradley	121 09
Consolidation No. 2	122 09
No. 1	108 09
No. 130	118 18
Mabel	120 00
J. W. Walker	113 19
M. E. Grove	113 19
L. P. Read	117 11
L. M. Hamilton	116 17
No. 12	117 19
No. 124	121 12
To Steffey & Findley, Williamsport	
Charlie & Nellie	120 18
To Cushwa & Son, Williamsport	
D. M. Shupp	118 19

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	16	1,903 03
Previously reported	262	30,632 19
Totals to date	278	33,435 19

Boats arriving at this port since yesterday at 3 p.m.: H. H. Keedy, W. A. Smoot, from Washington; Charlie & Nellie, D. M. Shupp, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: None.

Boats leaving Williamsport up to 3 p.m. yesterday: H. C. Winship, J. R. Zimmermann, Mt. Vernon, Benj. Vaughan, Sallie Irene.

Thu. 4/23/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To C. W. Embrey, Williamsport	

H. C. Winship	116 10
To J. P. Agnew & Co., Washington	
Anteros	93 16
Consolidation Coal Co.	
To Steffey & Findley, Williamsport	
Sallie Irene	123 01
To Winship, Meredith & Co., Washington	
No. 31	119 02
Judith McLean	120 18
No. 102	116 13
John K. Cowen	115 03
W. S. Jacques	117 09
Leidbecker, Jr.	117 18
No. 107	125 17
S. H. Angstrom	120 17
Consolidation No. 19	121 03

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	12	1,412 19
Previously reported	278	33,435 19
Totals to date	290	34,818 18

Boats arriving at this port since yesterday at 3 p.m.: Sallie Irene, H. C. Winship, Mt. Vernon, from Williamsport; N. C. Read, No. 125, Anteros, Sharpsburg, from Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: J. Bryan, J. H. Lee, Chas. E. L. Beale, Consolidation No. 14, Geo. S. French.

Boats leaving Williamsport up to 3 p.m. yesterday: Mary, Little Fred, F. S. Mead.

Fri. 4/24/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
A. G. Johnson	120 02
Mt. Vernon	121 08
Sharpsburg	120 10
To Smith Bros., Williamsport	
J. R. Zimmermann	118 03
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
No. 5	120 13
J. P. Hewitt	119 03
J. Z. Williams	115 05
James A. Garfield	117 18
F. O. Beckett	114 08

James Goddard 118 13

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	10	1,188 15
Previously reported	291	31,848 18
Totals to date	301	36,014 13

Boats arriving at this port since yesterday at 3 p.m.: No. 103, No. 128, No. 138, from Washington; J. R. Zimmermann, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Round Top, W. E. Hassett, W. T. Coulehan, J. R. Mertens, Fred Weiland.

Boats leaving Williamsport up to 3 p.m. yesterday: B. S. Randolph, Hugh S. Bond, Ed E. Reichter.

Sat. 4/25/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Laura B. Agnew	116 18
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
John Leetch	113 13
No. 107	120 12
George S. French	111 11
No. 121	122 05
Consolidation No. 17	120 14
To Steffey & Findlay, Williamsport	
B. S. Randolph	120 14
To Cushwa & Son., Williamsport	
Mary	118 16

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	8	905 01
Previously reported	301	36,014 13
Totals to date	309	36,919 14

Boats arriving at this port since yesterday at 3 p.m.: Laura B. Agnew, Judge Stake, No. 114, J. H. Mertens, from Washington; F. S. Mead, B. S. Randolph, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: None.

Boats leaving Williamsport up to 3 p.m. yesterday: Gov. L. Lowndes, Victor.

Mon. 4/27/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
J. H. Mertens	117 10
Little Walter	118 07
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
No. 109	123 05
No. 108	121 12
Consolidation No. 8	120 06
Consolidation No. 6	117 01
To Steffey & Findlay, Williamsport	
Green Ridge	118 19
Gov. L. Lowndes	121 19
To Cushwa & Son., Williamsport	
Ed E. Reichter	124 04

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	9	1,083 14
Previously reported	309	36,919 14
Totals to date	318	38,003 08

Boats arriving at this port since yesterday at 3 p.m.: Hugh L. Bond, Jr., Judge A. Hunter Boyd, Consolidation No. 14, Chas. F. T. Beale, from Washington; Green Ridge, Gov. L. Lowndes, Ed E. Reichter, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Ollie V., No. 144, No. 111.

Boats leaving Williamsport up to 3 p.m. yesterday: G. W. McCardell, J. H. Wilson.

Tue. 4/28/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
W. A. Leetch	117 09
Consolidation No. 13	121 17
No. 145	119 10
Consolidation No. 22	122 08
To Cushwa & Son, Williamsport	
J. H. Wilson	122 06
George's Creek Coal & Iron Co.	

To J. P. Agnew & Co., Washington
J. K. Shaw 119 15

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	6	720 03
Previously reported	318	38,959 17
Totals to date	324	37,679 08

Boats arriving at this port since yesterday at 3 p.m.: J. H. Wilson, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Consolidation No. 11, Consolidation No. 12, Mary Mertens, T. A. McAboy.

Boats leaving Williamsport up to 3 p.m. yesterday: G. L. Nicholson, Col. F. T. Goddard, H. C. Winship.

Wed. 4/29/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.	
To Steffey & Findlay, Williamsport	
G. W. McCardell	118 02
To Winship, Meredith & Co., Washington	
Consolidation No. 16	121 15
E. R. Ladew	118 17
No. 117	121 08
To Bridges & Henderson, Hancock	
R. L. Somerville	113 15
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Benj. Vaughan	120 16
Morning Star	117 01

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	7	488 09
Previously reported	324	37,679 08
Totals to date	331	38,468 12

Boats arriving at this port since yesterday at 3 p.m.: W. J. Coulehan, From Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: S. S. Carroll, C. W. Miller, B. T. Johnson, No. 135, M. E. Grove, No. 122.

Boats leaving Williamsport up to 3 p.m. yesterday: Ruby, Chas. Darrow, J. R. Zimmermann.

Thu. 4/30/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
H. C. Winship	121 12
W. T. Hassett	126 01
Little Fred	124 09
To Smith Bros., Williamsport	
J. R. Zimmermann	123 11
To Steffey & Findley, Williamsport	
Ruby	92 03
Col. F. T. Goddard	121 00
Judge McComas	104 17
A. H. Dowden	119 19
Geo. A. McIllhenny	111 19
C. W. Adams	117 19
No. 104	119 15

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	11	1,297 08
Previously reported	331	38,468 12
Totals to date	342	39,766 00

Boats arriving at this port since yesterday at 3 p.m.: Ruby, Chas. Darrow, Col. F. T. Goddard, J. R. Zimmermann, H. C. Winship.

Boats leaving Georgetown up to 3 p.m. yesterday: J. J. Alexandria, T. K. Stuart, Consolidation No. 8, Consolidation No. 15, T. L. Patterson, Consolidation No. 3, C. Weagly K., Chas. E. K. Jr., No. 141, B. R. Mayfield, Anteros, Consolidation No. 4.

Boats leaving Williamsport up to 3 p.m. yesterday: Charlie & Nellie, Lutie & Monie, D. M. Shupp.

Ibid. p. 6. SQUATTERS ALONG THE CANAL - A Resurvey to be Made to Establish Claims a Necessity. - B. F. Mackall and Arthur Taylor, civil engineers, of Washington, D. C., in company with County Surveyor Elmer E. Piper, were in Williamsport yesterday initiating a resurvey of the Chesapeake and Ohio canal property in the neighborhood by some manner the

maps giving the old lines and drawings have been lost or concealed, so that they cannot be found, and the whole line from Cumberland to Georgetown will have to be re-surveyed and new maps made. So many persons have squatted on what is thought to be canal property, and refuse to vacate when requested by the company, that a resurvey to establish claims became a necessity.

Fri. 5/1/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Anteros	95 03
G. L. Nicholson	114 07
No. 116	116 08
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
M. E. Grove	114 00
No. 139	120 02
C. K. Lord	120 01
W. R. Lewis	121 08
To Cushwa & Son, Williamsport	
Mary Mertens	120 06
Lutie & Monie	111 09
D. M. Shupp	123 14
Chas. Darrow	120 08
To Steffey & Findlay, Williamsport	
Charlie & Nellie	115 14

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	11	1,394 12
Previously reported	342	39,766 00
Totals to date	353	41,160 12

Boats arriving at this port since yesterday at 3 p.m.: No. 114, T. A. McAboy, Consolidation No. 12, S. S. Carroll, Consolidation No. 11, Anteros, J. J. Alexander, Mary Mertens, from Washington; Chas. Dandy, D. M. Shupp, Lutie & Monie, Charlie & Nellie, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: J. C. Poor, Consolidation No. 2, Judge Cox, Consolidation No. 5, No. 118, Consolidation No. 1, Alice Cable, C. R.

White, Judge Alvey, No. 120, No. 121, No. 132.

Boats leaving Williamsport up to 3 p.m. yesterday: Sallie Irene, Mary, S. C. Goddard.

Sat. 5/2/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.	
To Cushwa & Son, Williamsport	
Consolidation No. 9	121 06
Mary	118 07
F. S. Mead	118 07
To Winship, Meredith & Co., Washington	
No. 18	119 12
W. B. Orme	120 17
No. 106	120 18
M. J. Adler	122 12
To Seneca Stone Co., Seneca, Md.	
H. H. Keedy	119 11
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
J. J. Alexander	120 05

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	9	1,083 17
Previously reported	353	41,160 12
Totals to date	362	42,244 09

Boats arriving at this port since yesterday at 3 p.m.: Mary, from Williamsport; T. L. Patterson, Consolidation No. 8, T. K. Stuart, Consolidation No. 15, No. 118, B. T. Johnson, No. 135, from Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: Judge Douglas, A. L. Miller, No. 133, Consolidation No. 7, W. H. C. Bayley, No. 124, No. 140, No. 143, No. 113, No. 131, Geo. S. French.

Boats leaving Williamsport up to 3 p.m. yesterday: No. 126.

Mon. 5/4/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of Saturday's report:

Consolidation Coal Co.	
To Cushwa & Son, Williamsport	
J. H. Wilson	119 15

No. 106	112 15
To Winship, Meredith & Co., Washington	
Geo. S. French	113 10
No. 128	117 12
W. I. Stephenson	120 11
No. 116	120 13
N. C. Read	122 14
W. A. Smoot	120 01
No. 103	117 09
Libbie	71 09
No. 127	117 10
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Hilda Chaney	113 13

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	11	1,478 17
Previously reported	362	42,244 19
Totals to date	373	43,723 16

Boats arriving at this port since yesterday at 3 p.m.: No. 101, No. 124, John C. Poor, C. R. White, Consolidation No. 3, C. Weagley K., Chas E. K. Jr., Consolidation No. 4, No. 43, Consolidation No. 1, No. 143, No. 140, Geo. S. French, No. 145, No. 120, No. 124, from Washington; No. 126, J. H. Wilson, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 110, W. D. L. Walbridge, W. H. Cooper, No. 115, Park Agnew, New Alexandria, C. E. Ways, No. 123, D. W. Sloan, Mertensville.

Boats leaving Williamsport up to 3 p.m. yesterday: Ed E. Reichter, J. H. Wilson.

News, Mon. 5/4/96, p. 4. **Largest Load.**

The largest load of coal ever shipped on the Chesapeake and Ohio Canal was transported on the boat Henry Mertens, carrying one hundred and thirty one tons.

Tue. 5/5/96, p. 4. **THE CANAL TRADE.**
The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Ivy City	118 10
Ollie V.	119 03

Sallie Irene	120 16
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
No. 115	118 12
To Cushwa & Son, Williamsport	
Geo. S. Reiman	117 12
Ed E. Reichter	121 13

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	7	842 02
Previously reported	373	43,723 16
Totals to date	380	44,565 18

Boats arriving at this port since yesterday at 3 p.m.: Ed E. Reichter, from Williamsport; Judge Cox, Judge Alvey, No. 113, No. 133, from Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: W. S. Jacques, Judge Hagner, Emma Mertens, Cora Lee, No. 112, R. D. Johnson, Mrs. McComas.

Boats leaving Williamsport up to 3 p.m. yesterday: Lutie & Monie, Chas. Darrow.

News, Tue. 5/5/96, p. 4. **CANAL IMPROVEMENTS - Cleaning Out the Waterway at Cumberland.** - Since March 1 the Chesapeake and Ohio Canal dredging force, under Division Superintendent Peter Kelly, has been at work widening and deepening the waterway along South Cumberland, so as to give more wharfage room, and at the same time give the water more chance to feed the lower levels. The work commenced near the feed gates, and the width of the canal has been increased twenty five feet and its depth from three and three and one half feet to eight and one half and nine feet. On the average eight hundred cubic yards of mud have been removed daily and dumped into the river by means of a derrick. The mud is taken up in large iron buckets, each holding a cubic yard, and transported on scows to the derrick erected on the narrow strip dividing the canal and river. The dredging will be continued for some time yet, and it is thought that this

work on such an extensive scale will obviate for some time to come canal cleaning, which has been necessary on a much smaller scale for the past four springs. A good volume of water at the head of the canal will tend to keep up the levels better than formerly. Much of the deposit taken up comes from the city of Cumberland through the town drain. The canal will also be deepened above the feed gates along the Consolidation Coal Company's boat yard, giving more water at the ways to facilitate boat building and repairing.

Wed. 5/6/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.		
To Cushwa & Son, Williamsport		
Lutie & Monie		118 07
W. H. Cooper		116 16
No. 125		115 00
To Winship, Meredith & Co., Washington		
Jos. Bryan		117 09
C. F. T. Beale		111 18
Consolidation No. 14		123 01
No. 143		116 03
J. H. Lee		110 08
Hugh L. Bond		111 13
Judge Stake		122 07
C. B. Bayley		119 13
George's Creek Coal & Iron Co.		
To J. P. Agnew & Co., Washington		
D. W. Sloan		122 00
C. W. Miner		113 02
Victor		117 14

Summary of Shipments to Date		
	Boats	Tonnage
Boats and tonnage today	14	1,657 07
Previously reported	380	<u>44,565 18</u>
Totals to date	394	47,292 03

Boats arriving at this port since yesterday at 3 p.m.: A. L. Miller, Consolidation No. 7, No. 110, W. D. L. Walbridge, Cora Lee, W. H. Cooper, from Washington; Lutie & Monie, Chas. Darrow, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: John Hanway, No. 136,

Sharpsburg, B. Bridges, A. W. Nicholson, G. M. Winship, J. G. Pearre.

Boats leaving Williamsport up to 3 p.m. yesterday: D. M. Shupp, Mary Mertens, Mary, B. S. Randolph.

Thu. 5/7/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.		
To J. P. Agnew & Co., Washington		
Mrs. McComas		120 10
Park Agnew		119 10
Mertensville		120 03
New Alexandria		120 07
W. D. L. Walbridge		116 06
Cora Lee		118 17
To Smith Bros., Williamsport		
Emma Mertens		103 03
Consolidation Coal Company		
To Winship, Meredith & Co., Washington		
No. 144		118 10
No. 138		124 00
To Cushwa & Son, Williamsport		
Judge Douglas		114 17
D. M. Shupp		125 01
Chas. Darrow		125 06

Summary of Shipments to Date		
	Boats	Tonnage
Boats and tonnage today	12	1,114 15
Previously reported	403	<u>47,202 05</u>
Totals to date	415	48,787 00

Boats arriving at this port since yesterday at 3 p.m.: D. M. Shupp, Mary, Sallie C. Goddard, from Williamsport; Park Agnew, Judge Douglas, Mrs. McComas, Mertensville, M. W. New Alexandria, from Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: none.

Boats leaving Williamsport up to 3 p.m. yesterday: F. S. Mead, Consolidation No. 9.

Fri. 5/8/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.		
To J. P. Agnew & Co., Washington		
A. Greenless		115 05

Sharpsburg	124 02
Consolidation Coal Company	
To Winship, Meredith & Co., Washington	
Consolidation No. 11	120 00
S. S. Carroll	119 03
Consolidation No. 12	118 05
No. 114	125 04
T. A. McAboy	121 15
No. 114	123 03
W. T. Coulehan	119 08
No. 119	120 01
To Cushwa & Son, Williamsport	
Mary Mertens	118 11
Sallie C. Goddard	107 08
F. S. Mead	116 18
Mary	116 13

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	14	1,678 05
Previously reported	415	48,787 00
Totals to date	429	50,465 05

Boats arriving at this port since yesterday at 3 p.m.: Sharpsburg, R. D. Johnson, No. 112, W. S. Jacques, Judge Hagner, C. E. Ways, No. 123, from Washington; Mary Mertens, Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 137, A. G. Johnson, J. H. Mertens, Anteros, M. E. Grove, Mabel.

Boats leaving Williamsport up to 3 p.m. yesterday: Gov. Lowndes, Libbie.

AG, Fri. 5/8/96, p. 2. The coal trade between Cumberland and Georgetown has not been good so far this season by canal.

Sat. 5/9/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
C. W. Ridley	113 07
R. D. Johnson	112 10
Consolidation Coal Company	
To Winship, Meredith & Co., Washington	
C. Weagley K	118 09
Consolidation No. 3	118 04
Consolidation No. 2	119 04
No. 1	117 15
No. 41	110 11
No. 122	117 10

No. 135	121 03
B. T. Johnson	118 19
Judge A. H. Boyd	117 18
No. 118	120 12
Consolidation No. 10	112 02
T. K. Stuart	118 08
Consolidation No. 8	119 12
T. Leper Patterson	119 10
To Cushwa & Son, Williamsport	
C. R. White	117 11
Consolidation No. 9	120 12
J. H. Wilson	120 09
To Steffey & Findlay, Williamsport	
B. S. Randolph	116 06

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	20	2,374 18
Previously reported	429	50,465 05
Totals to date	449	52,787 13

Boats arriving at this port since yesterday at 3 p.m.: No. 136, Consolidation No. 102, Anteros, J. H. Mertens, from Washington; Consolidation No. 9, J. H. Wilson, B. S. Randolph, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: none.

Boats leaving Williamsport up to 3 p.m. yesterday: No. 126, Ed E. Reichter, Green Ridge.

Mon. 5/11/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of Saturday's report:

Consolidation Coal Company	
To Winship, Meredith & Co., Washington	
No. 122	121 18
Consolidation No. 5	119 12
No. 131	112 17
W. S. Jacques	114 15
Consolidation No. 4	120 07
M. E. Grove	113 15
J. C. Poor	117 00
To Cushwa & Son, Williamsport	
Ed E. Reichter	111 19
Mt. Vernon	115 19
To Steffey & Findley, Williamsport	
Gov. L. Lowndes	119 06
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
A. G. Johnson	122 06
A. W. Nicholson	118 17
A. J. Mondy	114 12

John Hanway 120 04
 J. H. Mertens 120 01

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	15	1,771 19
Previously reported	429	<u>50,465 05</u>
Totals to date	444	52,183 04

Boats arriving at this port since yesterday at 3 p.m.: No. 137, Libbie, Geo. Winship, J. G. Pearre, from Washington; Geo. S. Reiman, Ed E. Reichter, Mount Vernon, Gov. L. Lowndes, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Judge McComas, Katie Fletcher, Judge Bradley.

Boats leaving Williamsport up to 3 p.m. yesterday: J. R. Zimmerman, Geo. S. Reiman, No. 123.

Tue. 5/12/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Company
 To W. H. Knode, Shepherdstown
 H. H. Keedy 117 00
 To Steffey & Findley, Williamsport
 Green Ridge 110 02
 To Cushwa & Son, Williamsport
 No. 115 117 16
 George's Creek Coal & Iron Co.
 To Smith Bros., Williamsport
 J. R. Zimmerman 124 00
 To J. P. Agnew & Co., Washington
 A. H. Bradt 111 13

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	5	588 10
Previously reported	444	<u>52,183 04</u>
Totals to date	449	52,771 14

Boats arriving at this port since yesterday at 3 p.m.: H. H. Keedy, Mabel, from Washington; No. 125, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 134, L. B. Agnew, J. K. Shaw, James Goddard.

Boats leaving Williamsport up to 3 p.m. yesterday: F. T. Goddard, Lutie & Monie, D. M. Shupp, Judge Douglas.

Wed. 5/13/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Company
 To Winship, Meredith & Co., Washington
 No. 120 119 13
 W. H. C. Bayley 117 05
 No. 140 121 03
 No. 143 113 03
 Consolidation No. 1 119 01
 To Steffey & Findley, Williamsport
 D. M. Shupp 123 04
 Lutie & Monie 116 13

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	7	836 10
Previously reported	449	<u>52,771 14</u>
Totals to date	456	53,511 04

Boats arriving at this port since yesterday at 3 p.m.: Lutie & Monie, D. M. Shupp, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Geo. S. French.

Boats leaving Williamsport up to 3 p.m. yesterday: Chas. Darrow, Emma Mertens.

Thu. 5/14/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.
 To J. P. Agnew & Co., Washington
 Laura B. Agnew 119 15
 John K. Shaw 117 11
 Consolidation Coal Co.
 To Winship, Meredith & Co., Washington
 No. 102 112 15
 Judge Alvey 117 08
 J. Graham Pearre 112 15
 Libbie 111 00
 Judge W. S. Cox 117 01
 G. M. Winship 120 17
 No. 137 121 16
 Consolidation No. 10 112 04
 No. 106 118 13
 No. 112 120 14
 B. R. Mayfield 117 04

Judge Hagner	117	14
No. 110	123	17
Consolidation No. 7	114	19
A. L. Miller	117	14
No. 138	118	12
No. 118	117	14
No. 121	124	12
To Cushwa & Son, Williamsport		
Chas. Darrow	116	18

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	21	2,476 11
Previously reported	456	<u>53,511 04</u>
Totals to date	477	55,887 15

Boats arriving at this port since yesterday at 3 p.m.: Chas. Darrow, from Williamsport; No. 134, Kate Fulcher, James Goddard, Laura B. Agnew, John K. Shaw, from Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: Jos. Becker, W. H. Dunkinson, Consolidation No. 19, Dan'l Linkins, Maj. Whitcomb, C. K. Lord, No. 130, F. O. Beckett, John K. Cowen, Sallie Irene.

Boats leaving Williamsport up to 3 p.m. yesterday: W. H. Cooper, Mary, F. S. Mead.

Fri. 5/15/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.

To J. P. Agnew & Co., Washington		
Col. F. T. Goddard	117	02
G. W. Griffin	117	18

Consolidation Coal Co.

To Cushwa & Son, Williamsport		
F. S. Mead	123	00
Mary	115	13
W. H. Cooper	118	08

To Winship, Meredith & Co., Washington		
James Goddard	116	11
Geo. S. French	114	00
Kate Fulcher	118	13
Judge McComas	122	11
No. 134	120	01
C. E. Ways	116	04
Mabel	118	09
No. 125	118	08
Geo. S. Reiman	119	19

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	14	1,666 17
Previously reported	477	<u>55,987 15</u>
Totals to date	491	57,651 12

Boats arriving at this port since yesterday at 3 p.m.: Geo. S. French, from Washington; Col. F. T. Goddard, Mary, F. S. Mead, Emma Mertens, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: J. W. Walker, J. R. McLean, Little Walter, L. M. Hamilton, L. P. Read, No. 102, Consolidation No. 21, No. 107, Jas. A. Garfield, John Leetch.

Boats leaving Williamsport up to 3 p.m. yesterday: Consolidation No. 9, Mary Mertens.

Sat. 5/16/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.

To Cushwa & Son, Williamsport		
No. 103	117	05
C. B. Winship	124	02
Consolidation No. 9	123	14
C. K. Lord	128	09
No. 123	117	13

George's Creek Coal & Iron Co.

To J. P. Agnew & Co., Washington		
Emma Mertens	121	11

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	6	732 14
Previously reported	491	<u>57,651 12</u>
Totals to date	497	58,387 06

Boats arriving at this port since yesterday at 3 p.m.: No. 109, C. K. Lord, from Washington; Consolidation No. 9, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: H. C. Winship, Benj. Vaughan, Anteros, Little Fred.

Boats leaving Williamsport up to 3 p.m. yesterday: J. H. Wilson.

Mon. 5/18/96, p. 4. THE CANAL TRADE.

The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
J. W. Walker	118 12
H. H. Keedy	113 04
C. R. White, Jr.	119 00
Maj. H. D. Whitcomb	119 14
J. K. Cowen	119 10
Leidbecker, Jr.	118 09
No. 107	124 05
W. H. Dunkinson	106 09
Consolidation No. 19	125 09
To Cushwa & Son, Williamsport	
Mary Mertens	122 02
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
J. H. Mertens	119 07
H. C. Winship	116 09
J. J. Alexander	110 09
Anteros	91 16

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	14	4,656 01
Previously reported	497	58,387 06
Totals to date	511	63,043 07

Boats arriving at this port since yesterday at 3 p.m.: J. W. Walker, H. H. Keedy, J. H. Mertens, J. J. Alexander, Anteros, Maj. H. D. Whitcomb, J. K. Cowen, No. 107, H. C. Winship, F. Beckett, from Washington; Mary Mertens, J. H. Wilson, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Jos. Z. Williams, Morning Star, Fred Weiland, M. E. Grove, G. L. Nicholson, W. T. Hassett, J. H. Mertens, Amelia Moyer.

Boats leaving Williamsport up to 3 p.m. yesterday: C. R. White, J. C. Goddard, Mt. Vernon.

Tue. 5/19/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Little Walter	120 03
G. L. Nicholson	113 11
W. T. Hassett	119 05

Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
James A. Garfield	119 13
F. O. Beckett	119 06
L. P. Read	119 02
Consolidation No. 21	120 15
To Steffey & Findley, Williamsport	
G. W. McCardell	118 05
To Cushwa & Son, Williamsport	
No. 180	118 07

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	9	1,068 07
Previously reported	511	63,043 07
Totals to date	520	64,101 14

Boats arriving at this port since yesterday at 3 p.m.: Jas. A. Garfield, F. O. Beckett, Sharpsburg, Little Walter, Morning Star, Amelia Moyer, Benj. Vaughan, from Washington; J. H. Wilson, Mt. Vernon, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: C. W. Miller, H. Chaney, Sharpsburg, No. 101, Consolidation No. 13, Consolidation No. 7, Consolidation No. 6, Ollie V., Cora Lee.

Boats leaving Williamsport up to 3 p.m. yesterday: Ed E. Reichter.

Wed. 5/20/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
C. W. Miller	113 03
Little Fred	118 16
Benj. Vaughan	114 11
Amelia Moyer	119 12
Morning Star	116 19
Sharpsburg	121 00

Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
Jos. Z. Williams	116 16
To Steffey & Findley, Williamsport	
Ruby	87 06
To Cushwa & Son, Williamsport	
J. H. Wilson	118 10

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	10	1,149 03

Previously reported	520	<u>61,131 14</u>
Totals to date	530	62,280 17

Boats arriving at this port since yesterday at 3 p.m.: Consolidation No. 13, M. E. Grove, No. 101, Jos. Z. Williams, C. W. Miller, Little Fred, from Washington; Sallie Goddard, J. H. Wilson, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: Consolidation No. 16, Park Agnew, J. P. Hewitt, E. R. Ladew, Ivy City, No. 145, New Alexandria, Consolidation No. 20, W. B. Orme, A. J. Mondy, A. H. Dowden.

Boats leaving Williamsport up to 3 p.m. yesterday: D. M. Shupp, No. 126, Lutie & Monie.

Thu. 5/21/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.		
To Winship, Meredith & Co., Washington		
No. 101	119	17
M. E. Grove	116	10
To Cushwa & Son, Williamsport		
D. M. Shupp	120	13
To Bridges & Henderson, Hancock		
L. M. Hamilton	117	19
George's Creek Coal & Iron Co.		
To J. P. Agnew & Co., Washington		
Cora Lee	115	07
Fred Weiland	115	08
Hilda Chaney	117	17
Sallie C. Goddard	117	14
Mt. Vernon	112	15

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	9	1,061 00
Previously reported	530	62,280 17
Totals to date	539	63,344 17

Boats arriving at this port since yesterday at 3 p.m.: Fred Weiland, Hilda Chaney, from Washington; D. M. Shupp, Ed E. Reichter, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: W. A. Leetch, W. D. L. Walbridge, Judge McComas, No. 104, Geo. A. McIllhenny, Mertensville, No. 139, W.

R. Lewis, D. W. Sloan, No. 101, No. 119, Consolidation No. 18.

Boats leaving Williamsport up to 3 p.m. yesterday: Chas. Darrow, Charlie & Nellie.

Fri. 5/22/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.		
To Winship, Meredith & Co., Washington		
W. B. Orme	121	08
A. H. Dowden	112	10
Consolidation No. 16	121	15
To Cushwa & Son, Williamsport		
Ed E. Reichter	123	12
Lutie & Monie	116	06
No. 136	118	10
Chas. Darrow	118	18
To Steffey & Findley, Williamsport		
Charlie & Nellie	120	00
To J. P. Agnew & Co., Washington		
A. J. Mondy	116	08

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	9	1,074 05
Previously reported	539	63,344 17
Totals to date	548	64,419 02

Boats arriving at this port since yesterday at 3 p.m.: Lutie & Monie, A. J. Mondy, A. H. Dowden, Charlie & Nellie, No. 136, W. B. Orme, Consolidation No. 16, Charles Darrow.

Boats leaving Georgetown up to 3 p.m. yesterday: C. W. Adams, Judge Bradley, C. W. Ridley, W. A. Smoot, A. W. Nicholson, No. 105, A. Greenless, W. J. Adler, No. 127, No. 129, R. D. Johnson, A. G. Johnson, No. 115, A. H. Bradt, Sallie Irene, C. B. Bayley.

Boats leaving Williamsport up to 3 p.m. yesterday: F. S. Mead, Charlie & Nellie.

Sat. 5/23/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co.		
To Winship, Meredith & Co., Washington		

Wm. Leeth	116 03
Consolidation No. 17	120 01
No. 145	121 04
E. R. Ladew	119 10
Consolidation No. 20	118 00
Consolidation No. 18	120 08
W. A. Leetch	118 10
No. 104	117 18
To Cushwa & Son, Williamsport	
F. S. Mead	116 03
Mary	115 10
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Park Agnew	118 07
Ivy City	121 19
Ollie V.	114 02
New Alexandria	118 06

To Winship, Meredith & Co., Washington	
J. R. McLean	122 00
No. 129	119 04
Consolidation No. 6	119 15
No. 106	120 08
M. J. Adler	121 05
No. 139	119 16
No. 105	114 13
W. A. Smoot	117 05
Geo. S. French	112 09
J. P. Hewitt	117 00
W. R. Lewis	118 12
To Steffey & Findley, Williamsport	
Sallie Irene	124 09
To Cushwa & Son, Williamsport	
Mary Mertens	119 07
W. H. Cooper	121 01

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	14	1,662 10
Previously reported	548	64,419 02
Totals to date	564	66,081 12

Boats arriving at this port since yesterday at 3 p.m.: Consolidation No. 17, Consolidation No. 20, Consolidation No. 18, Ivy City, Ollie V., Mary, No. 145, No. 104, E. R. Ladew, W. A. Leetch, F. S. Mead, Consolidation No. 6, No. 129, No. 139, No. 106, D. W. Sloan, Mertensville, New Alexandria.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 103, No. 128, John Hanway, J. K. Shaw, W. I. Stephenson, Anteros, No. 142, Judge Stake, A. L. Bond, S. S. Carroll.

Boats leaving Williamsport up to 3 p.m. yesterday: Mary Mertens, W. H. Cooper, No. 130.

Mon. 5/25/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
W. D. L. Walbridge	112 14
New Alexandria	114 00
Mrs. McComas	117 18
J. K. Shaw	117 17
To Smith Bros., Williamsport	
J. R. Zimmerman	119 10
Consolidation Coal Co.	

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	19	2,201 02
Previously reported	562	66,081 12
Totals to date	581	68,332 14

Boats arriving at this port since yesterday at 3 p.m.: W. D. L. Walbridge, J. K. Shaw, No. 115, W. A. Smoot, Geo. S. French, J. P. Hewitt, W. R. Lewis, Sallie Irene, from Washington; Mary Mertens, W. H. Cooper, J. P. Zimmermann, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: J. H. Lee, No. 144, J. Bryan, Emma Mertens, No. 108, No. 124, G. W. Griffin, Round Top, F. T. Beale, Consolidation No. 14, No. 118, Consolidation No. 8, Judge McComas.

Boats leaving Williamsport up to 3 p.m. yesterday: B. S. Randolph, J. P. Zimmermann, J. H. Wilson, D. M. Shupp.

Tue. 5/26/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Arch Greenless	115 05
D. W. Sloan	112 00
A. G. Johnson	114 05
R. D. Johnson	110 12
C. W. Ridley	111 05
John Hanway	112 14
A. W. Nicholson	117 06

Consolidation Coal Co.		
To Winship, Meredith & Co., Washington		
No. 119	117	10
No. 141	119	11
No. 108	119	05
No. 103	119	05
Consolidation No. 8	117	10
No. 102	119	15
Judge Stake	116	10
W. I. Stephenson	119	18
S. S. Carroll	115	15
C. B. Bayley	117	04
Judge Bradley	119	05
No. 127	118	19
No. 117	114	02
To Cushwa & Son, Williamsport		
J. H. Wilson	120	04
No. 130	119	06
D. M. Shupp	121	00

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	23	2,692 02
Previously reported	581	68,332 14
Totals to date	604	71,024 16

Boats arriving at this port since yesterday at 3 p.m.: No. 119, No. 144, No. 118, No. 105, Consolidation No. 8, No. 142, Judge Stake, Arch Greenless, R. D. Johnson, from Washington; J. H. Wilson, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 119, T. L. Patterson, Judge Douglas, Consolidation No. 11, Consolidation No. 15, L. B. Agnew, T. A. McAboy, Consolidation No. 12, J. H. Mertens, W. T. Hassett, No. 111.

Boats leaving Williamsport up to 3 p.m. yesterday: Ed E. Reichter, J. D. Bryan.

Wed. 5/27/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.		
To J. P. Agnew & Co., Washington		
Anteros	90	12
Arch Greenless	114	10

Consolidation Coal Co.		
To Winship, Meredith & Co., Washington		
No. 108	121	02
Judge McComas	119	13
T. L. Patterson	116	16

J. H. Lee	118	18
No. 128	121	10
C. W. Adams	117	14
Jos. Bryan	117	03
To Cushwa & Son, Williamsport		
Ed E. Reichter	124	09
To Steffey & Findley, Williamsport		
B. S. Randolph	113	18

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	11	1,275 14
Previously reported	604	71,024 16
Totals to date	615	72,299 10

Boats arriving at this port since yesterday at 3 p.m.: No. 108, Judge McComas, T. L. Patterson, J. H. Lee, No. 138, Jos. Bryan, from Washington; Ed E. Reichter, B. S. Randolph, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: None.

Boats leaving Williamsport up to 3 p.m. yesterday: No. 126, Chas. Darrow, Gov. L. Lowndes.

Thu. 5/28/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.		
To J. P. Agnew & Co., Washington		
W. T. Hassett	114	09
Emma Mertens	115	15
J. H. Mertens	110	01
G. W. Griffin	116	01
A. H. Bradt	113	04

Consolidation Coal Co.		
To Winship, Meredith & Co., Washington		
Consolidation No. 9	122	14
Consolidation No. 12	118	13
No. 111	115	11
Consolidation No. 11	116	05
No. 124	120	02
Consolidation No. 14	120	04
Chas. F. T. Beale	117	08
To Cushwa & Son, Williamsport		
Chas. Darrow	118	07
Lutie & Monie	116	04

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	14	1,680 00

Previously reported	615	<u>72,299 10</u>
Totals to date	629	<u>73,229 10</u>

Boats arriving at this port since yesterday at 3 p.m.: Consolidation No. 15, Consolidation No. 12, No. 111, Consolidation No. 11, Chas. F. T. Beale, No. 124, Consolidation No. 14, from Washington; Chas. Darrow, Lutie & Monie, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 141, J. J. Alexander, T. K. Stuart, B. Budes, W. T. Coulehan, No. 138, C. K. Lord, No. 131, No. 114, S. C. Goddard, B. T. Johnson, No. 146.

Boats leaving Williamsport up to 3 p.m. yesterday: Mary, F. S. Mead.

Fri. 5/29/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

Consolidation Coal Co..		
To Winship, Meredith & Co., Washington		
No. 131	114	10
Hugh L. Bond, Jr.	113	10
J. D. Payne	115	01
L. M. Hamilton	117	17
T. A. McAboy	120	19
To Steffey & Findley, Williamsport		
Gov. L. Lowndes	116	17
George's Creek Coal & Iron Co.		
To J. P. Agnew & Co., Washington		
J. J. Alexander	114	08
R. L. Somerville	116	01

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	8	922 17
Previously reported	629	73,929 10
Totals to date	637	71,852 07

Boats arriving at this port since yesterday at 3 p.m.: No. 131, Hugh L. Bond, J. D. Payne, L. M. Hamilton, T. A. McAboy, J. J. Alexander, R. L. Somerville, from Washington; Gov. L. Lowndes, from Williamsport.

Boats leaving Georgetown up to 3 p.m. yesterday: J. C. Poor, Dan'l Linkins, W. C. Read, M. E. Grove.

Boats leaving Williamsport up to 3 p.m. yesterday: None.

News, Fri. 5/29/96, p. 4. **Inspecting the Canal.** - George L. Nicholson, president, and J. Graham Pearre, paymaster of the Chesapeake and Ohio Canal Company, were in Williamsport Wednesday. They were taking the usual monthly tour of inspection over the line of the canal on board the pay boat Candoc and were paying off the employees enroute. Both President Nicholson and Paymaster Pearre were delighted with the future prospects for the old waterway, and stated that the canal company, as a corporation, was paying very well at present, the business being done over the line now being better than it has been for many years.

Tue. 6/2/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of Friday's report:

George's Creek Coal & Iron Co.		
To J. P. Agnew & Co., Washington		
New Alexandria	114	07
Mary Mertens	113	14
Judge Douglas	112	03
To Smith Bros., Williamsport		
J. R. Zimmermann	122	03
Consolidation Coal Co.		
To Cushwa & Son, Williamsport		
Ed E. Reichter	116	06
D. M. Shupp	122	08
To Steffey & Findley, Williamsport		
Col. F. T. Goddard	117	19
Green Ridge	120	12
F. S. Mead	118	00
To Winship, Meredith & Co., Washington		
John C. Poor	107	12
No. 111	124	02
B. T. Johnson	117	12
T. K. Stuart	120	09
No. 105	120	12
W. T. Coulehan	118	19
No. 138	121	14
No. 126	123	11
C. K. Lord	122	12

Today's Shipments

George's Creek Coal & Iron Co.		
To J. P. Agnew & Co., Washington		
H. C. Winship	115	09
Sharpsburg	80	06
W. H. Cooper	113	18

Consolidation Coal Co.		
To Meredith, Winship & Co.		
Nelson C. Read	122	18
Geo. S. Reiman	116	19
To Steffey & Findley, Williamsport		
A. J. Mondy	123	06

Summary of Shipments to Date		
	Boats	Tonnage
Boats and tonnage today	7	833 14
Previously reported	655	<u>77,072 08</u>
Totals to date	662	77, 875 02

Boats arriving at this port since yesterday at 3 p.m.: W. H. Cooper, Margie E. Grove.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 122, No. 132, Consolidation No. 2, Consolidation No. 5, C. Weagley K., Chas. E. K., Jr., Judge Bradley, H. C. Winship, A. J. Mondy, Geo. S. French, Sharpsburg, Morning Star, Benj. Vaughan, C. W. Miller, Cora Lee.

Boats leaving Williamsport up to 3 p.m. yesterday: No. 130, W. H. Cooper, G. W. Mendenhall, J. H. Wilson, Ed E. Reichter, Lutie & Monie.

Sat. 6/6/96, p. 1. **Capt. James Little in the Canal.** - Everybody in this section knows Capt. Jas. Little, of Piedmont, and everybody likes him. The captain has friends by the hundreds, but yesterday one of them, a true and tested friend, put the captain in the canal just below the coal wharf. It was done slowly and deliberately, of malice aforethought, and, strange to say, the captain made no protest, but silently, and with dignity, went into the canal. In other words, Mertens' Sons launched a new boat in celebration of the continuance of the canal in its present hands under the recent decision of the court of appeals, and Mr. Will Mertens was permitted to christen the boat. In honor of the oldest coal operator of the region he caused the boat to be named "Capt. James Little," and forthwith the captain was put in the canal.

p. 4. THE CANAL TRADE.

The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
John K. Shaw	121 07
Fred Weiland	120 02
Little Fred	120 12
G. L. Nicholson	112 10
Ivy City	116 09
Little Walter	110 04

Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
W. S. Jacques	118 15
No. 115	120 19
No. 117	121 19
Consolidation No. 3	119 11
H. H. Keedy	119 04
James Goddard	117 10
No. 102	117 07
No. 40	120 11
No. 43	118 12
No. 116	119 03
To Cushwa & Son, Williamsport	
Mary	111 00
Ed E. Reichter	119 17
To Steffey & Findley, Williamsport	
Green Ridge	115 05

Summary of Shipments to Date		
	Boats	Tonnage
Boats and tonnage today	18	2,212 18
Previously reported	687	<u>81,896 16</u>
Totals to date	705	83,960 03

Boats arriving at this port since yesterday at 3 p.m.: No. 133, Judge McComas, Judge Alvey, A. G. Johnson, from Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: K. Fetcher, B. R. Mayfield, No. 134, No. 112, Ollie V., Geo. S. Reiman, No. 125, No. 109.

Boats leaving Williamsport up to 3 p.m. yesterday: Col. F. T. Goddard, F. S. Mead, A. J. Mondy.

ET, Sun., 6/19/96, p. 6. The following advertisement was published twice and the Lithographers Association chartered the barge for similar trips that same year.

GRAND PLEASURE TRIP,
Up the Chesapeake & Ohio Canal,
On the Barge MAMIE B.
BY T-E
LITHOGRAPHERS ASSOCIATION,
OF WASHINGTON, D. C.
ON SUNDAY, JUNE 21, 1896.
Refreshments Served. Tickets, 25 Cents.
Barge leaves 8:30 A. M. at the foot of 32d st.
Jun 19-21.

Tue. 6/23/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of Monday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
W. T. Hassett	117 05
D. W. Sloan	118 05
Little Walter	115 16
Cora Lee	112 17
Little Fred	115 13
Icy City	102 18
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
M. J. Adler	118 15
Margie E. Grove	112 10
George S. French	112 03
Consolidation No. 15	117 03
No. 112	121 03
C. K. Lord	121 02
T. A. McAboy	121 07
No. 111	112 02
Consolidation No. 12	119 04
A. H. Dowden	118 11
Chas. F. T. Beale	108 17
To Cushwa & Son, Williamsport	
Lutie & Monie	117 15
Ed E. Reichter	108 00
D. M. Shupp	123 08

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	20	
Previously reported	811	
Totals to date	831	

Boats arriving at this port since yesterday at 3 p.m.: B. T. Johnson, No. 135, Washington.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 114, No. 122, Ollie V., Consolidation No. 5, No. 113, Anteros, G. W. Griffin, C. Weagley K., Chas. E. K., Jr.

Boats leaving Williamsport up to 3 p.m. yesterday: B. S. Randolph, Green Ridge, Gov. L. Lowndes, J. H. Wilson.

Thu. 6/25/96, p. 4. THE CANAL TRADE.
The following boats left this port since the close of Tuesday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Victor	110 17
G. L. Nicholson	109 12
Mrs. McComas	113 00
Park Agnew	113 03
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
No. 111	112 02
T. K. Stuart	117 10
No. 108	120 07
Jos. Bryan	119 04
No. 135	117 14
B. T. Johnson	119 16
To Steffey & Findley, Williamsport	
Green Ridge	118 05
G. W. McCardell	101 02
Gov. L. Lowndes	118 05
B. S. Randolph	111 19
To Cushwa & Son, Williamsport	
No. 126	119 17
Today's Shipments	
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Anteros	92 05
Mertensville	117 02
Ollie V.	119 07
C. W. Ridley	115 01
G. W. Griffin	112 00
Hilda Chaney	101 14
W. D. L. Wallbridge	116 02
To Smith Bros., Williamsport	
Emma Mertens	111 18
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
No. 115	119 08
W. T. Coulehan	118 03
Consolidation No. 5	106 02
No. 112	118 08
L. M. Hamilton	112 03
John C. Poor	118 01
No. 83	118 01
C. W. Adams	113 04
To Steffy & Findlay, Williamsport	
A. J. Mondy	112 12

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	32	3,702 13
Previously reported	821	
Totals to date		

Boats arriving at this port since Tuesday at 3 p.m.: No. 136, John Hanway, W. H. Cooper, Washington, D. C.

Boats leaving Williamsport up to 3 p.m. Tuesday: A. J. Mondy, Emma Mertens, F. S. Mead, Col. F. T. Goddard, Charlie & Nellie, Charles Darrow, J. R. Zimmermann

Boats leaving Georgetown up to 3 p.m. Tuesday: No. 102, Consolidation No. 2, W. C. Read, W. S. Jacques, Consolidation No. 3, No. 136, Jas. Goddard, No. 115, Judge Alvey, No. 133, Geo. A. McIllhenny, No. 137, No. 149, No. 116, No. 113.

Fri. 6/26/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of Tuesday's report:

George's Creek Coal & Iron Co.		
To J. P. Agnew & Co., Washington		
John Hanway		116 08
Consolidation Coal Co.		
To Winship, Meredith & Co., Washington		
Hugh L. Bond, Jr.		117 09
No. 106		114 18
No. 111		118 08
No. 116		121 14
Chas E. K., Jr.		114 15
C. Weagley K.		117 19
James Goddard		116 07
To Steffey & Findley, Williamsport		
F. S. Mead		117 15
Charlie & Nellie		115 10
Col. F. T. Goddard		118 15
To Cushwa & Son, Williamsport		
W. H. Cooper		116 08

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	12	1,105 17
Previously reported	866	107,622 08
Totals to date	928	108,928 15

Boats arriving at this port since Tuesday at 3 p.m.: None.

Boats leaving Georgetown up to 3 p.m. yesterday: J. P. Payne, No. 136, Judge Bradley, No. 109, H. H. Keedy, No. 129, No. 121, Consolidation No. 10, A.

Greenless, Judge Cox, B. B. Winship, J. J. Alexander.

Boats leaving Williamsport up to 3 p.m. yesterday: Charlie & Nellie, Chas. Darrow, J. R. Zimmerman.

MT, Mon. 7/6/96, p. 2. **DROWNED IN THE CANAL.** - The body of Walter T. Ford, aged twenty-five, a stonecutter, employed by Joseph Fanning, a contractor, was found floating in the Chesapeake and Ohio canal between Twenty-eighth and Twenty-ninth streets, early Sunday morning by Charles Crompton, a lock tender. He secured the body and notified the police of station No. 7, who took it to the morgue, after which his father and sister, who live at 2311 L street northwest, were notified.

When the body had been fully identified as that of Ford Undertaker Gawler was directed to prepare it for burial.

How Ford met his death will perhaps never be known. He left his home Saturday night about 7 o'clock, but said nothing as to where he was going. It was learned today, however, that he went down to Georgetown, where he joined Michael Fanning, a brother of his employer. The two were together a good part of the evening and had several drinks in the Georgetown saloons. They celebrated a good deal, but about 12:30 Sunday morning Fanning tried to get Ford to go home, but he refused and the two separated.

Where Ford went after that is not known, as no one has been found who saw him after he left Fanning. It is supposed that he wandered down toward the canal in search of other companions and fell in. He was evidently under the influence of liquor and unable to save himself. There were no marks of violence on his person and his death is therefore thought to be purely accidental.

The deceased was a single man, but leaves a father and several brothers and

sisters. The funeral will be held Tuesday afternoon, and the interment will be in Mount Olivet Cemetery.

News, Mon. 7/6/96, p. 3. **Drowned in the Canal.** - Thomas Edward Burns, a fireman on freight engine No. 1234 of the Baltimore and Ohio railroad, whose home is at 1512 Williams street, Baltimore, was drowned about 10:30 a.m., Sunday at Brunswick, while bathing in the Chesapeake and Ohio canal.

Mr. Burns left Baltimore with his engine Saturday at 11 a.m., and while his engine was lying over at Brunswick he, in company with his two brothers, John V. and William T. Burns, and Howard Markey, went in bathing.

John Burns said they were all inexperienced swimmers and that his brother started to go across the canal. When he got some distance from the shore they noticed that he went under the water, but thought he was ducking himself. He came to the surface, made a few motions with his hands and then went under again, never to come up alive.

ET, Wed. 7/8/96, p. 8. **AFTER THE SPICE OF LIFE – Annie Westcott Found Canal Boat Existence Monotonous** – During the greater part of her life Annie Westbrook has lived on a canal boat, a weary, hum-drum existence, but the break came last night. As the twilight darkened the yellow waters of the canal, she left the scow and went ashore.

The first saloon she reached having a private entrance, she entered, and seating herself at a table, began ordering straight whiskeys, first carefully counting a lot of small change knotted in one end of her handkerchief.

The waiter, who would have brought her a vitriol cocktail if she had ordered it, was kept on the run by Annie. He saw a

port-wine-faced woman, stout and frowsy, taking enormous drinks and keeping as silent as a mute.

His surprise was great as he was returning with the tenth whiskey to see the quiet customer endeavoring to climb on the table, a feat she accomplished after breaking the castors and smashing several glasses.

In answer to the waiter's request that she resume her seat Annie shook out her skirts and aimed a kick at his head, yelling like a mad woman and bringing everybody in the bar around her.

No persuasion could quiet her. She was howling, crazy drunk, and was finally carted to the station-house, where she kept the officers awake all night with her screams.

A PENITENT WOMAN

She was penitent and sick as Kendig escorted her to the rail, under the stern gaze of his honor.

"Are you a married woman?" inquired the court.

"I am, sir," replied Annie.

"Any children?"

"Yes, sir," she answered, biting her lip.

She asked the judge please to let her go as the canal-boat left this evening, and her husband and children would not be able to account for her absence.

"You ought to be thoroughly ashamed of yourself," said the judge; "a mother and a wife, debauching herself. You got drunk most deliberately."

Annie's taste of city life evidently did not agree with her for she moistened her parched lips with her tongue as if she had taken some unpleasant medicine.

"I am not going to trust you by yourself," continued the judge. "I am going to send for your husband and let him take you home."

Later in the day he came and Annie was released.

ES, Wed. 7/8/96, p. 12. **FIRST MATE ARRESTED – She Was a Woman and Ran on a Canal Boat** – Mrs. Westbrook is captain of the canal boat “John H. Mertens,” and her daughter Annie, who is a full-grown woman, is first mate. Three days ago, the boat reached here from Cumberland with a load of grain and was sent to Alexandria to unload. When the boat was put in the river yesterday and sent to Alexandria, Annie remained in Georgetown, thinking she would spend her time among the boatmen until her mother returned this morning to start on the return trip to the Maryland coal region. She is a general favorite among the families of the boatmen, and any of them would have welcomed her to their cabins and entertained her until the return of the “Mertens.”

Annie had accepted the hospitality of one family and would have remained on the boat last night had she not indulged in several Georgetown “hummers” of beer and then gotten in the hands of E. C. Blake, one of the recently appointed policemen. This explained her presence in Judge Kimball’s court this morning as the leader of the procession.

“You are charged with having used profanity in a house on K street loud enough to be heard on the street.” read the clerk. “Are you guilty or not guilty?”

“Not guilty, I guess,” was her response.

“She was cursing and swearing so loud that I heard her nearly a block away,” was the policeman’s complaint.

“I don’t think I used bad language,” she said, “because I’m not in the habit of using bad language.”

“When were you in court before?” the judge asked her.

“She belongs on a canal boat,” volunteered Bailiff Kendig. “And the boat will leave here today.”

“Where’s your husband?” the court asked.

“I guess he’s in Georgetown,” was her response.

“Will he come for you?”

“I don’t know.”

“I’ll detain you until later in the day and see if he will come for you.”

ET, Mon. 7/13/96, p. 1. A SAD ACCIDENT - John W. Kane, of this City, Drowned Saturday Afternoon at Georgetown.

Chief of Police Steiner received a telegram from Washington yesterday afternoon stating that John W. Kane had been drowned in the canal and asking what disposition be made of the body.

Captain Steiner at once notified the unfortunate man's father, Mr. John Kane, a shoemaker, residing on Broadway, who at once wired to the chief of police at Washington to have the remains sent to Winchester, Va.

Mr. and Mrs. Kane and daughter left on the midnight train and met the remains at Harper's Ferry. The interment will be made at Winchester.

The Washington correspondent of today's Baltimore *Sun* gives the following additional facts:

"John Kane, of Cumberland, Md., employed on the canal boat J. W. Walker, was drowned yesterday afternoon, near the outlet lock. Capt. W. B. Lucas, who controls the boat, saw him a short time before 5 o'clock struggling in the water and threw him a rope, but he could not catch it. Then he stretched a long pole towards him, but he could not grasp it. and after twice rising sank for the last time.

"An hour later the body was recovered by Captain Lucas and John Mulligan and the corpse sent to the morgue, where the coroner gave a certificate of accidental drowning. The deceased is the

son of Jno. Kane, Broadway, Cumberland, Md., and the husband of Mrs. Ida Kane, of Winchester, Va. The remains are held at the morgue until the friends of the deceased can be heard from."

The deceased leaves besides a father, mother, several brothers and sisters, among whom are Frank, Walter & Albert, Mrs. McKnabb and Mrs. Howard Fuller.

Ibid, p. 4. THE CANAL TRADE.

The following boats left this port since the close of Friday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
G. L. Nicholson	113 12
Ollie V.	111 00
Park Agnew	120 12
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
T. A. McAboy	121 10
T. K. Stuart	117 02
No. 16	119 00
Consolidation No. 12	119 04
Jos. Bryan	116 17
No. 113	118 17
No. 135	121 02
Walter F. Grove	114 03
Consolidation No. 3	119 01
Chas. F. T. Beale	119 00
W. I. Stephenson	119 07
To Cushwa & Son, Williamsport	
D. M. Shupp	111 19
Sallie Irene	123 02
J. H. Wilson	120 08

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	17	2,011 14
Previously reported	1,087	128,289 17
Totals to date	1,101	130,261 11

Boats arriving at this port since

Tuesday at 3 p.m.: None.

Boats leaving Georgetown up to 3

p.m. yesterday: J. H. Mertens, No. 114, No. 143, No. 116, No. 137, C. Weagley K. Chas. E. K. Jr., No. 111, Consolidation No. 5, H. H. Keedy, W. B. Orme.

Boats leaving Williamsport up to 3

p.m. yesterday: Ed E. Reichter, F. S. Mead.

Thu. 7/16/96, p. 6. **Bicycling on the Tow Path.** - Officials of the Chesapeake and Ohio canal are exercising the strictest precaution to prevent bicycling on the tow path, yet, in defiance of a special order which was sent out from canal headquarters sometime ago prohibiting wheelman from traveling on the tow path, there have been many violations by touring bicyclists and those of this vicinity. The prohibitory order was issued in behalf of the safety of the boatmen, who were constantly complaining about the interruption to travel by the great numbers of bicycles, which also, in several cases, were the cause of frightening the mules, and placing the animals' lives in jeopardy by the teams plunging into the canal while scared.

Sat. 7/18/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of Thursday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Col. F. T. Goddard	116 15
A. J. Mondy	116 10
Laura P. Agnew	111 06
Fred Weiland	115 13
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
W. H. C. Bayley	118 12
No. 119	108 15
No. 101	121 09
Consolidation No. 8	118 05
James A. Garfield	110 17
Consolidation No. 18	119 11
To Steffey & Findley, Williamsport	
G. W. McCardell	121 01
Sallie Irene	121 12
To Cushwa & Son, Williamsport	
Mary	118 08
Green Ridge	121 10

Today's Shipments

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Anteros	91 10
W. T. Hassett	117 06
New Alexandria	118 17
A. W. Nicholson	117 19
R. D. Johnson	117 08

Consolidation Coal Co.

To Winship, Meredith & Co., Washington	
No. 121	111 18
Consolidation No. 10	120 10
No. 120	120 12
L. M. Hamilton	117 02
Linda	111 18
To Cushwa & Son, Williamsport	
Emma Mertens	120 06
No. 126	118 00
D. M. Shupp	127 08
J. H. Wilson	120 09

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	28	
Previously reported		
Totals to date	1,176	

Boats leaving Georgetown up to 3 p.m. today: Judge Alvey, N. C. Read, Judge Cox, J. Becker, M. F. Grove, No. 112, C. M. Beard, B. R. Mayfield, Ivy City, Little Fred, D. M. Shupp, No. 120, Amelia Moyer.

Boats leaving Williamsport up to 3 p.m. today: J. H. Wilson, D. M. Shupp, Emma Mertens, R. S. Arnold, Ed E. Reichter.

ES, Mon. 7/20/96, p. 12. **Going for the Bicyclists** – Bicyclists who use the towpath of the Chesapeake and Ohio canal are being proceeded against by the Maryland authorities, at the request of the canal officials, the boatmen claiming that traffic on the waterway is very seriously interfered with. In many cases the mules have been so frightened at the approach of wheels that they have gone into the water, where they were only rescued after much difficulty. Due notice some time ago was given the public to the effect that the towpath was not open to wheelmen.

Tue. 7/21/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.

To J. P. Agnew & Co., Washington	
C. W. Miller	116 10
Cora Lee	114 11
Judge Douglas	111 10

Consolidation Coal Co.

To Winship, Meredith & Co., Washington	
Judge W. S. Cox	122 02
W. L. Read	120 07
Geo. S. French	120 19
To Cushwa & Son, Williamsport	
Chas. Darrow	119 19

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	7	823 18
Previously reported	1,123	119,737 16
Totals to date		130,261 11

Boats leaving Georgetown up to 3 p.m. yesterday: Victor, Park Agnew, H. McIllhenny, G. W. Griffin, Ollie V., W. H. Robinson, Consolidation No. 19, Consolidation No. 1, No. 142, Alice Cable.

Boats leaving Williamsport up to 3 p.m. yesterday: Mary Mertens, B. S. Randolph, No. 120, Mary, Green Ridge.

MT, Tue. 7/21/96, p. 4. The Chesapeake and Ohio Canal officials are about proceed against bicyclists who use the tow-path. The bike and the canal mules don't gee.

Thu. 7/23/96, p. 1. THE CANAL TRADE. The following boats left this port since the close of yesterday's report:

George's Creek Coal & Iron Co.

To J. P. Agnew & Co., Washington	
Victor	114 15
Park Agnew	116 01
Little Walter	113 09
G. W. Griffin	118 11

Consolidation Coal Co.

To Winship, Meredith & Co., Washington	
W. H. Dunkinson	116 16
Consolidation No. 19	122 06
Consolidation No. 18	118 00
No. 112	116 03
To Steffey & Findley, Williamsport	
Green Ridge	118 18
To Cushwa & Son, Williamsport	
Mary	115 13
Mary Mertens	123 03

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	11	1,295 07
Previously reported	1,298	142,620 02

Totals to date 1,309 143,921 19

Boats leaving Georgetown up to 3 p.m. yesterday: No. 110, Geo. S. Reiman, J. K. Cowen, H. H. Keedy, W. S. Jacques, Consolidation No. 4, Consolidation No. 21, No. 118, J. K. McLean, Sharpsburg, J. J. Alexander.

Boats leaving Williamsport up to 3 p.m. yesterday: Emma Mertens, No. 126, Ed E. Reichter.

ET, Thu. 7/23/96, p. 1. **BIG BREAK IN THE CANAL.** - Collector T. N. McAboy, of the Chesapeake & Ohio Canal, was notified this morning of a break in the Fourteen-mile level above Big Pool, and about ten miles from Williamsport, Md.

The leak was discovered by General Superintendent Nicholson yesterday afternoon while on his monthly inspection of the waterway. Had the break not been apprehended in time serious damage might have resulted.

A large gang of men were dispatched and at once set at work to repair the bank and towpath.

Traffic will be interfered with for several days along the level, but it is not thought at the office in Georgetown that the damage will be great.

The point is about 112 miles from Washington, and transportation is heavy at this season of the year. Boats returning from here will not be delayed in leaving, but will necessarily be tied up at the level if they reach that point before the repairs are completed.

The coalers coming down the canal will be compelled to wait for three or four days, so that the effects of the break will not be felt here for that length of time.

General Manager Nicholson did not deem the break of sufficient magnitude to require his remaining to oversee the work, which he has left in the hands of Superintendents William T. Hassett and James T. Richards, with a large force of

men. He continued his tour of inspection, and will arrive at this end of the big ditch tomorrow.

Ex-Receiver Winship, who is one of the largest stockholders in the canal and the owner of many of the boats, stated this morning that any interference with navigation at this time by reason of a break would be most disastrous.

Large quantities of coal are just now being shipped from the Cumberland fields this way in canal boats and being transferred to schooners for Boston and other New England points. The heavy rains at intervals for the past two weeks, it is thought, have softened the earth and allowed the water to leak through, causing the break. It is possible that traffic may be tied up for a week or even ten days, but he did not think the delay would continue for more than half that time.

WT, Sat. 7/25/96, p. 3. **ALONG THE RIVERFRONT** – Business in shipping circles and along the river front is very quiet. Several of the big vessels that arrived last week laden with lumber, ice, cement and others with a miscellaneous cargo have passed out light for points East and South.

Some of the larger vessels are laying at the Georgetown docks waiting for a load of coal for some of the Eastern ports. There are a number of stevedores and longshoremen lying around waiting for a job but there is little hope of steady work for these men for a month at least. At every wharf, in all the offices of the steamboat companies, the answer as to the state of business is the same – “quiet, very quiet.”

The largest and most important vessel to arrive during the week was the four-masted schooner William C. Tanner of Bath. The Tanner came in Tuesday with a cargo of 18,000 tons of ice from Kennebec for the Independent Ice Company. The schooner was unable to get up to dock until

Thursday and has consequently been delayed in discharging. She will probably be cleared by tomorrow night when she will go to Georgetown for coal for Portland. Capt. Johnson of the Tanner reports an uneventful trip from the Kennebec river.

AG, Mon. 7/27/96, p. 3. There has been a break in the Chesapeake and Ohio Canal at Cherry Run, about 114 miles above Washington, which will detain many boats for two weeks. Among the number is that of Captain Sorrell, loaded with coal consigned to Messrs. W. A. Smoot & Co., in this city.

ES, Mon. 7/27/96, p. 3. AFFAIRS IN GEORGETOWN – **Notes** – The break in the canal at Big Pool, which made its appearance last Wednesday, quickly widening, so that navigation had to be suspended, has been repaired. Unusual efforts were used to facilitate the work. Late Saturday boats began to once more move over that part of the highway. It was thought at first that fully ten days would be consumed by the repairers.

Tue. 7/28/96, P. 1. **THE CANAL TRADE. Boats Crowd the Waterway at Washington - The Break at Big Pool.**

The Washington *Star* says that the officials of the canal consider the break near Williamsport of small import, as far as the canal trade is concerned. It is rather a "godsend." The reasons assigned are numerous, and the inconvenience occasioned is only to the canal men who were unfortunate enough to be in the level on which the break occurred and beyond it.

Owing to adverse winds there has been a scarcity of sail vessels to arrive in Washington, and as a result there are nearly 109 canal boats in the five mile level loaded with coal waiting to unload it. The boats are strung out from the end of the canal clear through the first lock, five miles away. Just

as soon as these vessels that are now on their way to Washington reach there the canal boats can begin to unload and release the crowded condition of the level here.

So fast were the loaded canal boats coming in that the officials were getting worried and were unable to determine what was best to do with them under the circumstances. The break in the canal at Big Pool, near Williamsport, prevented a further accumulation of loaded boats and by the time the break in the canal is repaired the crowded condition of the canal will have been considerably remedied.

"The break," said President Winship, "will practically have no effect whatever on the business, only so far as it will be the means of clearing the level before other boats arrive. You see," continued Mr. Winship, "adverse winds, southerly winds and other causes have delayed the sailing vessels that were expected to arrive, and in consequence the boats lying in the canal loaded with coal have been unable to discharge their cargo."

ET, Wed. 7/29/96, p. 8. **CANAL BOATS TIED UP.** The repairs to the break in the bank of the Chesapeake and Ohio Canal at Big Pool, on the fourteen-mile, near Williamsport, are not yet completed, but, in spite of the delay of through transportation, the jam in the five-mile level at this end of the canal is more serious than it was last Thursday, when the break occurred.

The cry is still for more sailing vessels, but there is no response. A large four-mast schooner, carrying 1,700 tons of coal, cleared yesterday morning for an Eastern port, and only one sailing vessel, the Edwin R. Hunt, of Bath, is now at the Consolidation dock, Georgetown, loading with coal. This is the only vessel north of the Long bridge, and there are in the basin of the canal over 100 boats, each loaded with an average of 117 tons of coal, waiting to be

unloaded into some sailing vessel for a down East port.

There is no prospect of an immediate change in the present condition of affairs unless it is to increase the number already in the lower basin by a hundred more heavily loaded boats which were in the canal this side of the break, near Williamsport. There are equally as many loaded boats beyond the break, which will come through as soon as the repairs are completed.

Unless there is a steady arrival of sailing vessels here within the next week the glut of coal in the canal will be a very serious one, and will mean a considerable loss to the canal men who have been compelled to wait to get their boats unloaded. There are a number of boats in the level now that have been there for two weeks, and there is no prospect of releasing them for two weeks more.

Thu. 7/30/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of last Thursday's report:

Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
Consolidation No. 1	110 14
Jos. Becker	121 18
W. R. Lewis	112 01
Geo. S. Reiman	122 06
No. 103	120 18
H. H. Keedy	116 11
John K. Cowen	114 04
Consolidation No. 22	123 01
Judge McComas	120 04
No. 131	118 00
W. A. Leetch	116 06
No. 118	117 11
J. H. Wilson	127 01
D. M. Shupp	125 01
H. G. Read	100 06
Mt. Vernon	119 11
To Steffy & Findley, Williamsport	
Sallie Irene	119 19
Chas. W. Miller	120 08
George's Creek Coal & Iron Co.	
To Smith Bros., Williamsport	
J. A. Zimmermann	120 11
To J. P. Agnew & Co., Washington	
H. Chaney	118 07

Arch Greenless	112 01
J. H. Wilson	119 15
R. L. Somerville	118 14
Mertensville	117 18
Sharpsburg	117 17
J. K. Shaw	116 08
Anteros	98 07
A. G. Johnson	116 10

Summary of Shipments to Date		
	Boats	Tonnage
Boats and tonnage today	28	
Previously reported		
Totals to date		<hr/>

ES, Thu. 7/30/96, p. 5. AFFAIRS IN GEORGETOWN – Only 5,065 tons of coal were shipped through the canal last week. This represented about one-thirteenth of the coal mined and shipped last week from Cumberland. The break was responsible for the short cargoes; this week there will be a swoop of boats upon the town. Sixty of the boats caught the other side of the break will come in today and tomorrow.

News, Mon. 8/3/96, p. 2. A survey is being made of the whole line of the Chesapeake and Ohio Canal under the direction of Superintendent Nicholson.

ES, Fri. 8/7/96, p. 12. AFFAIRS IN GEORGETOWN – The filling in of the channel just above the Long bridge has had a bad effect upon the shipping of the port of Georgetown, and driven away considerable trade. The channel has been filled in until the depth is now only twenty feet. For ordinary shipping this is plenty deep enough, but there are occasions when the draught of vessels demands a greater depth. An illustration happened only a few days ago. The schooner William H. Clifford came to Georgetown with a load of 1,800 tons of ice from Kennebec, consigned to the Independent Ice Company. The schooner would have left the port with a cargo of 2,600 tons of coal, but with that load on she drew twenty-two feet of water – too deep to

pass out the harbor. Consequently, she was forced to go to Newport News for a cargo. The depth at the wharves in this port is in most cases much greater than the depth of the channel at this place.

The hot weather has had an effect upon the coal trade, and there is very little coal at this end of the line – much less than for previous seasons at this time of the year. The hot weather has a noticeable effect upon the speed of the canal boats, the mules being unable to make the usual time. While there are a good many boats coming down with a load, there are only a few unloading at present at the wharves.

The schooner Mary E. Morse of Kennebec, Me., arrived at the port this morning with a cargo of 12,000 pounds of ice for the Independent Ice Company. The schooner Charles A. White of Kennebec is now unloading a cargo of 12,000 pounds of ice for the Great Falls ice Company.

During the week, the following vessels have taken on cargoes: Schooner Daylight of Boston, 1,000 tons of coal; schooner John H. Butrick of Lynn, 950 tons of coal; schooner Cox & Green of Boston, 1,000 tons of coal; schooner John J. Hanson of Boston, 1,000 tons of coal.

Tue. 8/11/96, p. 6. **A Mad Dog On a Boat.**

A mad dog created consternation among boatmen at Lock 51 on the Chesapeake and Ohio canal yesterday. It first attacked a mule team and the driver. The animal was kicked into the canal by the driver and swam to the shore, and then jumped on the boat and attacked the steersman, who sprang into the water to save himself and swam to the towpath. John Moses, locktender and owner of the dog, procured a gun and killed it.

AG, Tue. 8/11/96, p. 2. **Judgments Against the Canal.** - The first judgments against the Chesapeake and Ohio Canal

Company, under the new law, enacted by the last Maryland Legislature, were filed in the Circuit Court for Washington county, Md., yesterday. The law waives and releases the liens of the State of Maryland upon the corpus of the canal and upon its tolls and revenues in favor of certain creditors, chiefly poor people living along the canal who since 1877 furnished labor, supplies and materials for the company. The Governor appointed State's Attorney Charles A. Little to go into the counties where the claimants live and audit all claims against the canal. The judgments filed yesterday were gotten in Allegany county, and were in favor of William T. Coulehan, obtained in 1891, for \$3,600.31; William E. Walsh and Clara T. Walsh, obtained in 1881, for \$60, and William E. Walsh, obtained in 1889, for \$149.29. Judge Edward Stake ordered the judgments to be filed after they were certified to by the Allegany County court, clerk in the consolidated equity cases, involving all the litigation of the canal now pending in this court. Many persons who hold judgments against the canal cannot force execution, as they are out of date, judgments in Maryland expiring after twelve years if not renewed.

MT, Sun, 8/16/96, p. 3. **Cruise of the "Mule Yacht."** - The "mule yacht," a house-boat of the canal boat pattern, which now lies in the Chesapeake and Ohio canal, between Jefferson and Thirty-first street, is being refitted and overhauled preparatory to a cruise through the canal to Cumberland.

The "mule yacht" belongs to a party of Philadelphians, and is in charge of Capt. Joseph McGrunder. The party, numbering thirty ladies and gentlemen, will leave next week for Cumberland, and will visit Antietam to attend the erection and dedication of several monuments there before they return.

MT, Mon. 8/17/96, p. 5. **OUT ON THE RAGING CANAL. SAIL ON THE "MULE YACHT"** - Thirty-five jolly Philadelphians, seventeen of whom are young ladies, and all of whom are upper ten society in Quakerdom, under the care of J. M. Justis and wife, will leave Jefferson street and the Chesapeake and Ohio Canal, Georgetown, in a few days on their palatial canal boat, the "Mule Yacht," for a trip to Cumberland.

These young people have fallen in love with this kind of traveling and they never let a summer pass without including in the round of gaieties a canal voyage. Two years ago, when the party first conceived the idea of sailing over the pleasant waters of the Chesapeake and Ohio, Mr. Justis had already led successful canal exploring expeditions upon three successive summers. The trip up this waterway, which he then took, was so enjoyable that nothing would do but the voyage should be repeated this year.

Some difficulty was experienced in getting a suitable boat and finally after a conference with Capt. Joseph Magruder, who carried the party safely through all the adventures and dangers on the previous occasion, it was decided to have a boat built. Cumberland's yards were ransacked for suitable timber and the canal scoured for a fitting model. The "Mule Yacht" was the result of all these preparations and today she rides on the placid waters, a thing of beauty in the eyes of the boatmen.

THE CRAFT

The craft is one of the largest of its kind and is built for comfort rather than speed. The freshly applied paint reflects in an infinite variety of colors the rays of the sun. The name "Mule Yacht" is painted on the stern in an array of dazzling colors, while the pure white hull rising out of the water is pleasing to the eye. The deck is as unobstructed and free from all objects as a

ballroom floor, making a delightful promenade. An awning, which can only be described as of a "sky blue pink" protects the amateur boatmen from the midday sun's rays and tempers the heat of the morning. Such is the craft as she is today.

This evening or tomorrow the party are expected, and a grand transformation will take place. Dainty fingers will transform the bare boat into a boudoir. Rattan and camp chairs, rockers and invalid recliners will be placed in the most favorable positions on the large deck, where the cool breezes of the morning may be enjoyed and the pure zephyrs of the evening inhaled. Lolling in hammocks, lounging on the deck, or comfortably reclining on a chair, the young couples idly chat, while the moon beams softly on the water, as it gently taps the sides of the boat. This is pleasure of no common kind, and it is strange that this form of summer pastime has not more followers.

The motive power is a regular mule team, but their trappings and equipment will be bedecked and ornamented with all kinds of regalia, to let the people know and see that the party is not only coming, but is there. The boat proceeds at irregular intervals, according to the moving of the spirit. The party is likely to go anywhere from seven to twenty miles per day, and at other times prone to lie along the shore near a seductive scene for perhaps several days. The little hamlets along the route are subjected to careful exploration for historical and legendary lore. Fishing is indulged in the satiety, while all take a hand in hunting.

News, Sat. 8/22/96, p. 7.

GAITHERSBURG. - Special dedicatory services took place Sunday at the recently completed new Baptist mission at Edward's ferry, on the Chesapeake and Ohio Canal. A throng spent the day in the church grove and

witnessed the dedication. Those officiating were: Dr. James L. Lodge, of this town, who gave the dedicatory sermon in the morning; Dr. Jas. L. R. Milbourne, pastor of Rockville Baptist Church, the evening sermon; revival services at night. The building, now free of debt, is a frame one, well located and cost \$500 in cash, besides liberal donations of lot, material and labor. Most interesting circumstances are noted in connection with the establishing of this church. Rev. Messrs. Schorr and Cummings, of Baltimore, agents of the Maryland Bible House, organized a Sunday school in 1883. A vacant carpenter shop for several summers served as a meeting place, but, being turned out, an unused boat on the canal was secured. In May, 1889, the school then being a prosperous one, the boat was carried away by the flood, and the school property entirely destroyed. In this emergency, the mission dedicated Sunday was begun, Franklin Square Church, Baltimore, coming to the rescue with a contribution of \$25, enabling the school to secure an outfit and reorganize. The Sunday school numbers more than forty scholars. Mrs. James Elgin, its first superintendent, continues to the present time. The church is connected with the Poolesville circuit, Rev. Lewis Jones now minister in charge. Rev. H. M. Stricker and J. D. Rayfield formerly served the church.

Wed. 8/26/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of Monday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Benj. Vaughan	115 12
Little Fred	111 17
Mertensville	119 11
Arch Greenless	117 16
J. J. Alexander	116 16
Mabel	119 00
Anteros	92 01
R. L. Somerville	111 03
Consolidation Coal Co.	

To Winship, Meredith & Co., Washington	
No. 139	118 05
W. A. Smoot	119 10
No. 137	112 05
No. 133	121 00
Judge McComas	122 09
T. K. Stuart	112 05
W. A. Leetch	118 16
Consolidation No. 5	119 10
Judge Bradley	121 01
No. 142	120 01
Major H. D. Whitcomb	116 11
No. 101	128 08
Jos. Z. Williams	121 03
Chas. F. T. Beale	116 11
John C. Poor	117 11
Consolidation No. 14	117 16
Consolidation No. 17	121 04
To Steffey & Findlay, Williamsport	
Col. F. T. Goddard	119 17
Charlie & Nellie	120 01
J. R. Bee	122 19
A. J. Mondy	121 00
To T. K. Newkirk, Two Locks	
Mary	113 19
To Cushwa & Son, Williamsport	
Lutie & Monie	92 01

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	31	3,007 12
Previously reported	1,681	187,789 19
Totals to date	1,742	191,897 11

Boats leaving Georgetown up to 3 p.m. yesterday: Little Walter, No. 105, J. C. Hewitt, No. 128, Mabel, Anteros, J. H. Lee, No. 139.

Boats leaving Williamsport up to 3 p.m. yesterday: A. J. Mondy, Lutie & Monie.

Fri. 8/28/96, p. 4. THE CANAL TRADE. The following boats left this port since the close of Wednesday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Little Walter	119 00
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
Hugh L. Bond	111 03
L. P. Read	116 16
To Steffey & Findley, Williamsport	
Consolidation No. 12	119 09

F. S. Mead	121	08
Gov. L. Lowndes	130	06
To Cushwa & Son, Williamsport		
Chas. Darrow	117	03
J. H. Wilson	113	16

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	8	9,136 01
Previously reported	1,712	191,326 11
Totals to date	1,720	200,826 12

Boats leaving Georgetown up to 3 p.m. yesterday: Consolidation No. 10, C. W. Bailey, No. 122, A. W. Nicholson, W. H. Dunkinson, Consolidation No. 19, C. W. Miller, Consolidation No. 6, Consolidation No. 18, W. H. C. Bayley, Emma Mertens, No. 120, F. Weiland, Chas. E. K., Jr., C. Weagley K., Geo. S. French, Ivy City, Sharpsburg, M. E. Grove, J. K. Shaw, F. O. Beckett

Boats leaving Williamsport up to 3 p.m. yesterday: D. M. Shupp, G. W. McCardell, Green Ridge, J. R. Zimmermann

WT, Sun. 8/30/96, p. 16. SUNDAY ALONG THE CANAL – It has been a patent fact ever since the sad and lamented fall of our first parents from the state of primeval innocence and happiness that humanity has been divided into four distinct classes – the good, the indifferent good, the bad, and the indifferent bad. Just why such groups of people exist is a much mooted question which has agitated the minds of Messrs. Homer, Dante, Milton & Co., and caused them to twist their utterances into all inconceivable shapes for the sake of the sound and the meter. Each reached a conclusion at least satisfactory to himself, and then rested on his labors, asking no more than that his work should be looked upon by us latter-day mortals as immoral.

Yet, in spite of all the explanations offered and the rules laid down by them for the concentration of all mankind into the state where evil worketh not, their hard-hearted fellow-men have been content to

read their writings, admire the beauty of the language, and then go along in the same old furrow, regardless of the appeals and exhortations to put the share into new and better fields.

Hence it comes about that the indifferent good, the bad and the indifferent bad are still with us, and a part of us. In all walks and conditions of life they are to be found, but in some places and under certain conditions and times the contracts between them are brought out the stronger by the existing circumstances.

SUNDAY ON THE CANAL

There is no better way to observe the different actuations of the human heart than to study canal life on a Sunday. Sunday is the eminently proper time, for then it is that the cares of the workday world are thrown aside to a great degree and humanity basks itself in a world ideal to each individual. Then, too, the canal is the very spot, for those who “sail the storm-less deep” present human nature to the eye in all its phases and idiosyncrasies.

Washington is a good place to view canal life. The boats come down from Cumberland, the western terminus; Williamsport, Point of Rocks and other towns; with their cargoes of coal, during the week days, and tie up here on Sunday to await their turn to unload at the coal yards at the mouth of Rock Creek. That is, a great many of them do, while others, as one of the boatmen remarked philosophically to the writer, think “boatin’s boatin’,” and that Sunday is as good a day to ride the placid waters as any other.

On a recent Sunday, the line of boats extended all the way to Glen Echo. There were over 125, some gorgeously decorated with the Stars and Stripes and buntings and brilliantly painted, while others displayed not a sign of ornament, and the sides, the decks and the cabins apparently had never been introduced to the paint brush. Here

and there the weekly washing could be seen hung on a line stretched between one of the end cabins and the center cabins, where the “festive board” of the boatman is spread by the masculine hand of the boatman’s wife.

CHILDREN ARE PLENTIFUL

Tow-headed children of all sizes and ages, with a greater or less amount of clothing, bobbed up everywhere on the towpath, along the edges of the water, where the more timid ventured but a short distance in, and out into the canal where the more venturesome disported themselves in high glee and got rid of a week’s accumulation of dirt.

Small babies were on the decks, encased in soap boxes and sending forth spasmodic yells of delight or anger, or were hitched up in a sort of harness, to which was attached a strap of leather, the loose end being tied to an iron ring fastened in a plank, to prevent the little ones from rolling off the deck into the water, when the mother was giving her attention to some of the other manifold duties which devolve upon her.

Men were sitting about, idly dangling their bare feet over the edge of the boat, smoking their corn cob pipes or trying to discover, by the aid of their crude knowledge of mathematics, where any profit was to come from when the canal company had been paid \$15 for the use of the boat, \$16 for the hire of the four mules, the lock men the \$4.50 for their necessary services, the three or four hands their wages, the feed man for the hay and the oats for the stock, and grocer for the necessaries of life – canal men know not the taste of luxuries – during the trip down, the long wait of perhaps a week or ten days before their turn to unload, and the trip back, which is generally a moneyless one, for freight is rarely sent to the headwaters of the canal.

Sometimes a boatman is lucky enough to carry back a small cargo of lumber, but as the cases are isolated ones

and there are scores of applicants for the handling, the freight bill amounts to almost nothing. Perhaps half a dozen of the men were laboriously perusing the contents of a book, a magazine, or a newspaper, given them by some charitable person.

Those of the women who were not preparing the evening meal were sitting beside several of their numerous flocks of children, soothing them and snatching disconnected sentences from some periodical in their lap. A few of the coarser and masculine type, lolled around like the men and puffed away at a pipeful of tobacco.

The mules were tethered along the bank in groups of four. They contentedly grazed on the rank growth of weeds all about and seemed to ask nothing more than to be left to their own asinine thoughts and proclivities.

SUNDAY AIR OVER ALL

It was a varied scene and yet it seemed to be pervaded by the quiet which elsewhere distinguished Sunday from the other days of the week. And, pray, why shouldn’t there be a similarity? It was a scene where man was the chief figure, and is not man the same in generalities the world over?

A small square, one-storied brick structure, which used to do service in years gone by as a storage house for the cannon balls molded in the old, half-ruined mill in the rear and which stands on the left bank of the canal, about 300 yards west of the Aqueduct bridge, plays an important part in the religious life of the canal children and incidentally the lives of the fathers and the mothers.

Above the door is a small white wooden cross and underneath is a strip of white wood bearing the Scriptural verse, “Come unto me all ye that labor and are heavy laden and I will give you rest.”

Inside the unpapered walls are hung with charts of the Lord's prayer, quotations from the Scriptures and colored charts like those in vogue in the infant departments of church Sunday schools. A dozen or more plain white chairs were arranged in a circle, and in each one sat a child listening intently to a whole-souled, kindhearted woman, who was telling them the simple tales of the Bible, which children love so well to hear.

The lady, Mrs. S. E. Saffold, of this city, saw the little chance of religious instruction among the canal people, so she conceived the idea of carrying on a missionary work among the children on her own resources. Mrs. Saffold has been laboring at the little mission now for more than six months, and her patience and persistence to the cause have been amply rewarded in the good results which she declares she has witnessed.

Her classes for sewing and general instruction on Tuesday and Thursday afternoons and for religious teachings on Sundays have grown from a first attendance of two to an attendance of frequently forty or fifty children, who have looked anxiously forward to the arrival of the boats at the lower terminus that they might "go see Auntie Saffold." At first there were a great many obstacles to overcome – the opposition of outsiders, and the many causes which would naturally keep the parents and the children from looking with favor upon the enterprise. But all these drawbacks have been conquered, and the canal people have come to regard Mrs. Saffold and her mission as a part of their religious existence.

THE CANAL MISSIONARY

The work done by Mrs. Saffold is of a practical kind. She teaches the boys and girls how to sew and knit and to take proper care of their clothing, besides giving them instructions in the elementary branches. She distributes religious and other good reading matter among the men and women every

Sunday, and encourages the women in every manner she can in their work, which often, owing to the monotony day after day, with not much amusement or recreation to act as a condiment, becomes mere drudgery to many of them.

At the time of the visit to the mission Mrs. Saffold was much perturbed and saddened over the knowledge which had just reached her by a down boat of the drowning of two of her little pupils on the up trip of the boats, in charge of their fathers. Drowning of children is not uncommon, and almost every boat has its sad story of the sudden taking off of one or more of its members in this way. The children go too near the edge in their play, and fall over when no one is looking. Then the boat is stopped and the canal is dredged by the heart-stricken father and his hired hands for the little body, while the poor mother sits on the deck and weeps inconsolably. When the body is recovered, it is frequently buried alongside the bank of the canal. Then the boatmen and his wife return once more to the duties of running the old craft, and endeavoring to eke out a bare living for those remaining to be looked after and reared.

TIES UP WHERE HE IS

When a religiously inclined boatman cannot make the Washington terminus before the Sabbath is upon him or reach his little cottage up among the mountains, which, mayhap, he has secured through hard work and painstaking economy, he ties up the boat wherever he happens to be and awaits the arrival of Monday. He and his family observe the day in the good old-fashioned way of the Pilgrim fathers and are a religious assemblage in themselves.

The, when Monday, dawns, the mules, refreshed by the one day's rest, are again hitched to the towline, the driver swings and cracks his whip, the mules start along the towpath, and the boat is once more

moving toward its destination. But, as everywhere else in this variegated sphere of ours, the wicked have their inevitable inning. To put it in the language of the boatman quoted above: "In course some of them that says they be Christian folks tie up, but some of the others as boasts of no religious learnin' keeps right on and cusses at the mules and things the same as on Mondays or Saturdays. About the only difference is that the wimmin folks don't do any washin' on that there day."

So much for the better and the worse elements among the inhabitants of the craft of the canal.

Sunday is the one day to the canal men for recreation and amusement, the one day to break the continuous round of monotony of the other six, and those who hold it not a sin to so use the day, and they who consider it no loss of time to give their mules a much-needed rest for four and twenty hours – in other words, the indifferent good and the indifferent bad spend the day getting out of life what little enjoyment they can in the short space available to them for that purpose. Of course, a sprinkling of the other two classes always go to make up the aggregate number of the pleasure seekers.

HOLD FAMILY PARTIES

Where several boats are in close contact and the people are congenial, the different crews and families often visit one another, the men discussing the prospects for the shipping, the women exchanging their simple ideas of dress, decoration and cookery, and perchance, if there are youths and shy girls aboard, somebody goes "a-courtin'." The day to these people is a time for the interchanging of ideas and thoughts of mutual interest and vantage.

To another set the old-time art of the Greek muse, Terpsichore, holds over its devotees the same fascination that is seen in the modern ballroom. In this particular

instance an old deserted barn near Glen Echo does service as the ballroom, and the great floor is waxed to an astonishing smoothness. The orchestra, composed of the musically inclined boatmen, and there are not a few good musicians among their number, the range of instruments being from a jew's harp to the time-honored violin and cornet, strike up a lively tune and the dancing begins, such dancing as was in fashion fifty years ago – quadrilles, Virginia reels, and what not calling to mind the laughable dancing scene in "The Old Homestead."

DANCES AT GLEN ECHO

The men in their stocking-less feet, the women in their best bibs and tuckers, the youths of both sexes rigged our "fit to kill," all throw themselves into the spirit of the occasion and a merry time they have of it 'way into the early hours of Monday morning. It is a sight worth seeing. The men courtesy in their awkward, sincere manner, the women bow smilingly in return, the youth blushes when he offers his arm to the maiden for the "promenade all," while she reddens gorgeously through sympathy.

All the while the fiddler keeps time with head and feet, his bow vigorously grating back and forth on the fiddle strings; the cornetist blows himself red in the face, while the comical old negro, who can tell you innumerable tales of the times indefinitely characterized as "befoh de wah, sah," picks callous places on the ends of his stubby fingers in his energetic endeavors to get the best music possible out of the old banjo, which, if it could talk, might be able to tell of ante-bellum days, too.

It is a happy-go-easy time for all the participants, and when the dance finally breaks up the whole parcel of them are literally worn out from the night's exertions. Next day the mules receive the usual cuts of the whip, and perhaps an unusual amount of unparalleled swearing, for the little sleep has

been in no wise conducive to the compatibility of the tempers of the erstwhile revelers.

LODGE MEETINGS ON BOARD

Many of those who do not wish to observe a too quiet day or to attend the dances, as evening comes on gather in groups, according to the various secret and benefit societies to which they belong, and hold impromptu lodge meetings. A great many of the boatmen belong to some one or other of the societies, the most prominent being the order of Masonry, the Knights of Pythias, the order of Red Men and the Golden Eagle. A boatman usually paints on the lamp board at the bow of his boat the shield or other design of his organization, with the name of the chapters to which he belongs and its location.

The moon was shining high in the sky when the artist and the writer started on the return journey. The muddy water of the canal looked not unpleasingly in the silvery light; even the old hulks seemed changed for the better under the "moon's bewitching spell." From somewhere among the boats came the sounds of a banjo and a guitar, followed by the deep bass voices of some men and the treble notes of the women.

The words sounded strange, yet familiar, in that spot, but the singers sang with a feeling that came straight from the heart, with that simple melody so pleasing to the ear, only heard among those in the lower walks of life, and this was the song they sang: "Tho' be it ever so humble, there is no place like home."

And the artist and the writer departed, thinking to themselves that the people of the canal are not so different from the rest of human kind, after all.

Wed. 9/2/96, p. 7. **Police News.**

George Brown, a colored boy, formerly employed on the canal boat William Leetch, was arrested this morning

by Policeman Aug. brown, for assaulting Sommerfield Cross, the little son of the captain of the boat. The negro broke a flask over the child's head and knocked him down with a club.¹

MT, Thu. 9/3/96, p. 8. **Beat a Small Boy.**

George Brown, colored, employed as a canal boat driver, is locked up in the Georgetown station, charged with an assault upon the twelve-year-old son of Capt. Cross, with whom Brown has been recently employed.

Fri. 9/4/96, p. 8. **Turned His Mule Out to Die.**

- Nicholas Long, captain of a canal boat, was arrested yesterday on a charge of cruelty to animals. Long is charged with having turned loose in the streets a dying mule, which was shot by an agent of the humane society.

ES, Fri. 9/4/96, p. 7. **AFFAIRS IN**

GEORGETOWN – Canal Traffic –

The season on the canal so far has not quite equaled that of last year, so far as volume of traffic is concerned. Up to September 1 the total amount of coal brought down amounted to a fraction over 209,000 tons, a figure smaller than at the same period last year. This is not an indication of the total amount for the year, and it is expected that before the season closes the total amount will exceed that of last year. The canal will remain open until December 15, and water will not be drawn off until December 25, giving almost four more months of traffic. During that time it is expected that the total tonnage of coal carried over the waterway will amount to 350,000 to 400,000 tons. During the recent hot weather the traffic on the canal was affected, the boatmen being unable to push the mules as fast as ordinarily. At present there are about forty boats lying at this end of the line with

¹ *Evening Star*, Washington, D. C.

cargoes waiting to be discharged, while about the same number is at Cumberland taking on a load, and a large number plying between the two points.

Tue. 9/8/96, p. 4. THE CANAL TRADE.
The following boats left this port since our last report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Fred Weiland	117 08
A. W. Nicholson	119 10
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
C. R. White	117 09
No. 101	120 06
Judge W. S. Cox	117 09
Consolidation No. 4	123 07
No. 119	114 02
Judge Bradley	123 17
Consolidation No. 5	115 10
No. 139	122 13
No. 101	121 13
W. I. Stephenson	119 10
To Cushwa & Son, Williamsport	
Consolidation No. 18	120 14

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	13	1,548 27
Previously reported	1,885	222,681 15
Totals to date	1,895	223,611 02

Thu. 9/10/96, p. 4. THE CANAL TRADE.
The following boats left this port since Tuesday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
J. H. Mertens	120 04
G. W. Griffin	114 16
Morning Star	113 01
C. W. Ridley	114 10
W. T. Hassett	116 10
To C. W. Embrey, Williamsport	
Little Walter	114 01
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
Consolidation No. 10	122 10
Chas. B. Bayley	118 09
Consolidation No. 6	116 13
Jos. Z. Williams	120 03
No. 131	120 06
J. K. Cowen	113 09

No. 116	113 19
C. B. Winship	119 00
No. 103	118 00
To Cushwa & Son, Williamsport	
F. S. Mead	118 12
G. M. Winship	119 02
Mary Mertens	115 11
To Steffey & Findley, Williamsport	
Col. F. T. Goddard	122 19
G. W. McCardell	124 10

Today's Shipments

Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
W. A. Leetch	120 03
Maj. H. D. Whitcomb	118 07
Hugh L. Bond, Jr.	113 08
Consolidation No. 17	120 09
C. K. Lord	119 08
No. 113	116 00
J. C. Poor	118 14
Consolidation No. 14	120 03
Chas F. Beale	115 15
Consolidation No. 2	120 01
To U. Darby & Son, Seneca, Md.	
Hugh L. Bond, Jr.	101 14
To Cushwa & Son, Williamsport	
No. 108	116 01
No. 107	101 07
Lutie & Monie	121 10
W. H. Cooper	120 17
Mary	111 09
George's Creek Coal & Iron Co.	
To Smith Bros., Williamsport	
J. R. Zimmerman	122 06
To J. P. Agnew & Co., Washington	
Ollie V.	116 02

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	38	4,472 19
Previously reported	1,898	223,614 02
Totals to date	1,936	228,087 01

Boats leaving Georgetown up to 3 p.m. Tuesday, No. 128, No. 137, W. D. L. Walbridge, H. Chaney, W. R. Lewis. Thursday - Victor, D. W. Sloan, John Hanway, L. P. Read, C. E. Ways, No. 115, Consolidation No. 8, No. 127, No. 106, No. 140, T. L. Patterson, Consolidation No. 9, W. H. Dunkinson, No. 135, No. 143, Geo. A. McIllhenny, J. H. Lee.

Boats leaving Williamsport up to 3 p.m. Tuesday: Lutie & Monie, W. H. Cooper, Chas. Darrow, H. H. L. Read, Gov. Lowndes, No. 130, Jas. Goddard, Green Ridge.

Fri. 9/11/96, p. 4. THE CANAL TRADE. The following boats left this port since Tuesday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Victor	115 13
A. H. Bradt	118 08
Hilda Chaney	120 01
New Alexandria	119 03
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
W. R. Lewis	115 05
Consolidation No. 11	117 19
No. 115	116 18
James Goddard	120 07
Gov. L. Lowndes	120 07
Consolidation No. 15	121 01
To Cushwa & Son, Williamsport	
No. 130	117 06
D. M. Shupp	116 07
Chas Darrow	117 10

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	13	1,536 10
Previously reported	1,936	228,087 01
Totals to date	1,949	229,623 11

Boats leaving Georgetown up to 3 p.m. yesterday: Consolidation No. 1, Anteros, John Leetch, No. 122, H. H. Keedy, W. H. C. Bayley, Mrs. McComas, No. 120, No. 102, Geo. S. French, R. D. Johnson, S. C. Goddard, Ivy City, W. B. Orme, No. 138, F. O. Beckett, No. 136, James Little, Mt. Vernon, Consolidation No. 20, No. 13.

Boats leaving Williamsport up to 3 p.m. yesterday: J. H. Wilson, Sallie Irene, Ed E. Reichter.

Sat. 9/12/96, p. 4. THE CANAL TRADE. The following boats left this port since yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	

John Hanway	116 15
D. W. Sloan	112 12
Anteros	121 03
Arch Greenless	114 07
Green Ridge	118 13

Consolidation Coal Co.

To Winship, Meredith & Co., Washington	
No. 117	118 12
T. L. Patterson	116 09
No. 135	119 09
M. E. Grove	118 19
T. K. Stuart	117 19
Consolidation No. 8	116 07
No. 128	119 00
No. 127	114 02
No. 137	120 14
To Steffey & Findley, Williamsport	
Sallie Irene	119 12
To Cushwa & Son, Williamsport	
J. H. Wilson	121 11
C. E. Ways	118 07
No. 139	117 06

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	18	2,133 03
Previously reported	1,949	229,623 11
Totals to date	1,967	231,725 18

Boats leaving Georgetown up to 3 p.m. yesterday: M. J. Adler, Jos. Becker, Cora Lee, Amelia Moyer, Park Agnew, No. 121, C. Weagley K, Consolidation No. 21, Chas. E. K., Jr., S. S. Carroll, No. 124.

Boats leaving Williamsport up to 3 p.m. yesterday: S. S. Randolph, Consolidation No. 18, No. 126.

ES, Sat. 9/12/96, p. 12. **SUPPORTS SIX CHILDREN – A Mother Who is the Captain of a Canal Boat** – There is at present running into Washington a little woman who has for the past three years been captain of a canal boat, and makes as good time as any of the men. Mrs. Eugene Stephens is captain of canal boat No. 124, running on the Chesapeake and Ohio canal between this city and Cumberland, a distance of 184 miles.

The round trip generally takes about twelve days, and Mrs. Stephens is always on time, doing all the work herself, with the

help of her six children, three boys and three girls. The eldest boy is sixteen, the next thirteen and the youngest boy is ten. The girls are too young to be of much service, but with this crew Mrs. Stephens manages to run her boat without outside help, and brings down her boat loaded to its full capacity of 120 tons of coal. In person Mrs. Stephens is small, weighing less than 100 pounds. When young she must have been good-looking, but care and hard work have left their traces, although it does not appear to have soured her temper, as everyone who knows her has a good word for her, and she is respected by every boatman on the canal. To a representative of *The Star* she said: "My home is in Shepherdstown, W. Va., and I have been on the canal for five years. For two years, my husband ran this boat, but three years ago, he dropped dead while we were making a trip.

"I didn't know what to do, as I had six little children, and my husband, although a hard-working man, had not left any money. However, I managed to take the boat through, and acting on the advice of friends I hired help and took my husband's place. It was a hard tussle, as my children were too small to help me, and hired help is generally unreliable.

"Those were hard times for me, but I could see no other way to provide for my children, so I persevered until they grew large enough to help me, and I could dispense with hired labor.

"Now we run the boat ourselves, and run night and day, too. One of my girls can now take a turn at steering when the boat is light, but of course when loaded that work falls on me and my eldest son, as the other children are not strong enough.

"Yes, it's a hard life, but then I am raising my family far more comfortably than I could anywhere else, as I could not pay rent and support these six children in any other way.

"Oh, yes, I hope to be able to leave the canal as soon as my children are large enough to find employment elsewhere, but in the meantime, it is the best we can do."

With all the hard work, Mrs. Stephens' boat is neat and clean, and her children show a mother's careful attention.

Ibid, p. 16. **USE OF THE TOWPATH** – There was an opinion gaining ground among the local wheelmen that the officials of the Chesapeake and Ohio canal had decided to throw open the use of the towpath to the local cyclists. Upon investigation, this was found to be a delusion. The canal officials have no such idea in view and do not contemplate taking any action in the matter. A *Star* reporter called upon Mr. G. L. Nicholson, the superintendent of the canal, during the week and had a talk with him about the matter, but that individual expressed no inclination to rescind the order against bicyclists using the towpath. On the contrary, he gave out the impression that the order would be as rigidly enforced as ever.

The suggestion was brought up that the towpath be thrown open to the wheelmen, and that a toll for the use of the towpath should be charged. The superintendent was opposed to this, and stated that he would as soon throw the path open free of charge to the wheelmen as to charge a toll.

"Since I have been superintendent of the canal," said Mr. Nicholson, "I have refused to issue any permit to ride over the towpath. Only one exception was made to this, and that was at the time the League of American Wheelmen had a relay run from this city to Denver, Col. I at first refused to give a permit, but considerable pressure was brought to bear, and I at last consented and gave a permit for the cyclists to ride only one way, from Williamsport to Cumberland. They had to return by another route. The presence of the bicycles on the towpath

frightens the mules and causes more or less damage. The mules and canal boats are to our company what passengers are to a railroad train. If through the negligence of the railroad people a passenger is hurt, the company is libeled for damage, and the same is the case with us, and we are obliged to look out for our own interests.”

It is to be regretted that the use of the towpath cannot be secured. While not of an extraordinary smooth character, it has one advantage – it is almost a dead level from Georgetown to Cumberland, and in traversing it a cyclist avoids the hills and mountains that he would otherwise encounter on such a trip. Since the towpath has been closed to riders communication with Leesburg has been practically shut off, as the roads leading to that place are too bad to be ridden. Another thing that would be of advantage would be the run from Angler’s Club House to great Falls, doing away with the necessity of a cycle path. It might be added here that in a good many places up north there is no objection to riding on the towpaths.

Tue. 9/15/96, p. 4. THE CANAL TRADE.
The following boats left this port since Saturday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
R. D. Johnson	115 13
Mrs. McComas	117 08
James Little	112 01
W. D. L. Walbridge	113 12
Ivy City	117 03
Consolidation Coal Co.	
To Winship, Meredith & Co., Washington	
John Leetch	112 03
W. B. Orme	120 00
No. 129	116 12
No. 102	115 05
No. 136	115 16
No. 140	119 13
H. H. Keedy	119 13
No. 143	117 00
To Steffey & Findley, Williamsport	
B. S. Randolph	113 07
Charlie & Nellie	117 13

To Cushwa & Son, Williamsport	
W. H. Cooper	115 00
Consolidation No. 18	113 05
Ed E. Reichter	119 13

Today's Shipments.

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
C. W. Millar	112 03
Mt. Vernon	118 19
Sallie C. Goddard	116 09
Sharpsburg	106 18
Amelia Moyer	115 14
To Smith Bros., Williamsport	
J. R. Zimmerman	120 03
Consolidation Coal Co.	
To Steffey & Findley, Williamsport	
Col. F. T. Goddard	117 04
To Cushwa & Son, Williamsport	
Mary	112 14
No. 126	116 17
To Meredith Winship & Co., Washington	
Judge Hagner	116 04
Consolidation No. 21	121 08
W. H. C. Bayley	117 13
No. 110	121 00
G. M. Winship	117 17
No. 122	119 12
S. S. Carroll	113 04
M. J. Adler	110 04
Consolidation No. 20	118 05
No. 116	117 11
Consolidation No. 14	120 12
Jas. H. Lee	116 15
Geo. A. McIllhenny	116 16
W. T. Coulehan	121 03

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	41	4,808 16
Previously reported	1,967	231,725 13
Totals to date	2,008	236,533 09

Boats leaving Georgetown up to 3 p.m. Saturday: No. 112, T. A. McAboy, Sharpsburg, D. Linkins, Consolidation No. 7, Mabel, No. 111, No. 123, H. C. Winship, Consolidation No. 2, J. D. Payne, Kate Fulcher, A. H. Dowden, Emma Mertens, Libbie, J. P. Hewitt, No. 105, C. W. Miller, No. 118, No. 125, Geo. S. Reiman, No. 109, Little Fred, B. Vaughan, Judge McComas, No. 119, Consolidation No. 3, J. J. Alexander, Judge Cox, B. R. Mayfield.

Boats leaving Williamsport up to 3 p.m. Saturday: G.M. Winship, W. H. Cooper, Mary, J. R. Zimmerman, G. W. McCardell, Col. F. T. Goddard, Mary Mertens, Lutie & Monie, No. 108, Little Walter.

ET, Tue. 9/15/96, p. 3. **CLAIMS FOR GREAT FALLS DAM. - Chesapeake and Ohio Canal Company to Receive \$15,000.**

Messrs. John K. Cowen, Joseph Bryan and Hugh L. Bond, surviving trustees of the Chesapeake and Ohio Canal, filed a petition in court at Hagerstown, Md., yesterday, asking that the court sign an order authorizing the trustees to receive \$15,000 from the United States. Judge Edward Stake set September 21 for hearing arguments on the petition.

On March 2, 1895, Congress passed an act appropriating \$125,000 for the purpose of raising two and a half feet the government dam at Great Falls, in the Potomac River, to increase the water supply for Washington city. The canal company protested against the raising of the dam, claiming it would damage the canal banks and towpath. A committee was appointed consisting of Major H. M. Adams, of the corps of engineers, U. S. A., representing the United States, and George L. Nicholson, general manager of the canal, for the canal company.

This committee decided that the estimated damages would aggregate \$15,000. The work of raising the dam is about completed, and the trustees want the authority to receive the money from the United States.

Wed. 9/16/96, p. 4. **THE CANAL TRADE.** The following boats left this port since yesterday's report:

Consolidation Coal Co.	
To Meredith Winship & Co., Washington	
No. 121	121 02
Chas. E. K., Jr.	116 01

Jos. Bucker	119 11
Consolidation No. 19	123 03
L. P. Read	118 01
W. H. Dunkinson	122 12
No. 138	117 15
No. 121	116 08
No. 139	111 18
T. A. McAboy	122 18
Daniel Linkins	115 05
F. O. Beckett	118 00
C. Weagley K	113 08
No. 118	118 19
To Cushwa & Son, Williamsport	
Lutie & Monie	113 12
Mary Mertens	121 02
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Park Agnew	115 09
Cora Lee	116 09
Benj. Vaughan	115 14
H. C. Winship	116 05
Emma Mertens	117 18

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	21	2,476 10
Previously reported	2,008	236,533 09
Totals to date	2,029	249,019 19

Boats arriving at this port since yesterday at 3 p.m.: Lutie & Monie, T. A. McAboy, J. J. Alexander, W. H. Renshaw, Consolidation No. 19, Judge McComas, C. Weagley K., Chas. E. K., Jr., A. H. Dowden, Mabel, No. 12, F. O. Beckett, Emma Mertens, Daniel Linkins, Mary Mertens.

Boats leaving Georgetown up to 3 p.m. yesterday: Judge Alvey, A. G. Johnson, E. R. Ladew, N. C. Read, J. B. Agnew, Consolidation No. 12, W. T. Hassett, C. W. Adams, No. 131, B. T. Johnson, No. 142, A. L. Miller.

Boats leaving Williamsport up to 3 p.m. yesterday: No. 107, No. 130, D. M. Shupp, F. S. Mead.

Thu. 9/17/96, p. 4. **THE CANAL TRADE.**

The following boats left this port since yesterday's report:

Consolidation Coal Co.	
To Meredith Winship & Co., Washington	

Jos. Bryan	117 06
A. H. Dowden	115 01
Judge McComas	120 11
Consolidation No. 7	119 00
No. 108	120 17
Geo. S. French	114 05
No. 111	120 19
Consolidation No. 1	117 01
F. S. Mead	116 09
To Cushwa & Son, Williamsport	
D. M. Shupp	123 19
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Mabel	121 01
J. J. Alexander	115 04
J. K. Shaw	119 12
Libbie	110 19
To Steffey & Findley, Williamsport	
G. W. McCardell	126 01

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	15	1,778 11
Previously reported	2,029	249,019 19
Totals to date	2,044	240,788 10

Boats arriving at this port since yesterday at 3 p.m.: No. 108, Libbie, D. M. Shupp, G. W. McCardell, Geo. S. French, Consolidation No. 7, No. 111, Consolidation No. 1, F. S. Mead.

Boats leaving Georgetown up to 3 p.m. yesterday: R. L. Somerville, No. 114, Fred Weiland, No. 132, A. J. Mondy, Judge Douglas, W. A. Smoot, C. B. Winship, L. M. Hamilton, Alice Cable, Judge Stake, Morning Star.

Boats leaving Williamsport up to 3 p.m. yesterday: Sallie Irene, Chas. Darrow, G. H. Wilson.

Fri. 9/18/96, p. 4. THE CANAL TRADE.

The following boats left this port since yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Little Fred	113 13
Mertensville	114 06
Little Walter	116 17
A. G. Johnson	113 16
W. T. Hassett	117 11
Laura B. Agnew	116 11

Consolidation Coal Co.

To Meredith Winship & Co., Washington	
Consolidation No. 2	116 15
Consolidation No. 3	112 06
No. 138	120 12
J. P. Hewitt	116 10
No. 128	118 19
No. 131	107 15
No. 142	116 11
To Cushwa & Son, Williamsport	
J. H. Wilson	121 11
No. 129	120 19
C. Darrow	116 01
To Steffey & Findley, Williamsport	
Sallie Irene	120 07
Charlie & Nellie	120 14

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	18	2,308 16
Previously reported	2,044	240,788 10
Totals to date	2,062	242,897 06

Boats arriving at this port since yesterday at 3 p.m.: No. 130, W. T. Hassett, J. H. Wilson, L. B. Agnew, Chas. Darrow, Sallie Irene, Charlie & Nellie, J. P. Hewitt, No. 123, No. 131, No. 142, No. 145, A. G. Johnson.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 144, Ollie V., G. W. Griffin, G. L. Nicholson, No. 104, No. 141, A. W. Nicholson, C. W. Ridley, No. 139, C. K. Lord, Anteros, Judge Bradley, Judge Bradley, No. 116, No. 129, J. H. Mertens, Hilda Chaney, Consolidation No. 6, No. 103, No. 101.

Boats leaving Williamsport up to 3 p.m. yesterday: Charlie & Nellie, Consolidation No. 18, Ed E. Reichter, C. E. Ways, J. R. Zimmerman, W. H. Cooper, B. S. Randolph.

Sat. 9/19/96, p. 4. THE CANAL TRADE.

The following boats left this port since yesterday's report:

Consolidation Coal Co.	
To Meredith Winship & Co., Washington	
No. 145	117 05
G. S. Reiman	118 12
E. R. Ladew	117 12
W. A. Smoot	120 03
N. C. Read	121 11

No. 107	118 11
Judge Alvey	113 01
B. R. Mayfield	120 17
No. 132	120 17
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Anteros	91 07
A. J. Mondy	123 07
R. L. Somerville	111 15
Consolidation Coal Co.	
To Cushwa & Son, Williamsport	
Consolidation No. 18	117 09
To Steffey & Findley, Williamsport	
B. S. Randolph	120 01
George's Creek Coal & Iron Co.	
To Smith Bros., Williamsport	
J. R. Zimmermann	121 05

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	15	1,361 00
Previously reported	2,062	242,897 00
Totals to date	2,077	244,261 00

Boats arriving at this port since

yesterday at 3 p.m.: Consolidation No. 18, B. S. Randolph, G. S. Reiman, E. R. Ladew, W. A. Smoot, Anteros, G. L. Nicholson, N. C. Read, No. 107, A. J. Mondy, R. L. Somerville, Judge Alvey, B. R. Mayfield, No. 132, J. R. Zimmerman, B. T. Johnson.

Boats leaving Georgetown up to 3 p.m. yesterday: Consolidation No. 9, Jas. Z. Williams, Consolidation No. 4, C. R. White, Consolidation No. 10, J. W. Walker, No. 115, Consolidation No. 5, W. I. Stephenson, Jas. Goddard.

Boats leaving Williamsport up to 3 p.m. yesterday: No. 126, Mary, F., T. Goddard.

Mon. 9/21/96, p. 4. THE CANAL TRADE. The following boats left this port since Saturday's report:

Consolidation Coal Co.	
To Meredith Winship & Co., Washington	
B. T. Johnson	114 10
Consolidation No. 12	116 11
No. 105	122 01
No. 144	117 00
Judge W. S. Cox	116 00
C. W. Adams	115 09
C. E. Ways	121 00

J. K. Cowan	108 12
No. 104	113 00
No. 141	120 13
C. K. Lord	119 02
J. R. McLean	122 01
Consolidation No. 16	118 19
No. 112	118 15
Consolidation No. 6	118 11
George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
G. L. Nicholson	114 18
Judge Douglas	112 03
Morning Star	116 00
Hilda Chaney	116 08
G. W. Griffin	110 19

Consolidation Coal Co.

To Cushwa & Son, Williamsport	
Ed E. Reichter	119 00
W. H. Cooper	118 13
Mary	111 08
Lutie & Monie	112 17
F. T. Goddard	119 19

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	25	1,925 17
Previously reported	2,077	244,261 00
Totals to date	2,072	247,196 17

Boats arriving at this port since

yesterday at 3 p.m.: Consolidation No. 12, B. T. Johnson, No. 105, No. 144, Judge W. S. Cox, C. W. Adams, C. E. Ways, J. K. Cowan, No. 124, No. 141, C. K. Lord, J. R. McLean, Consolidation No. 16, No. 112, Consolidation No. 6, G. L. Nicholson, Judge Douglas, Morning Star, Hilda Chaney, G. W. Griffin, Ed E. Reichter, W. H. Cooper, Mary, Lutie & Monie, F, T. Goddard.

Boats leaving Georgetown up to 3 p.m. Saturday: C. B. Bayley, H. S. Bond, W. A. Leetch, Victor, C. F. T. Beale, Consolidation No. 14, New Alexander, J. C. Poor, Green Ridge, Jas. A. Garfield.

Boats leaving Williamsport up to 3 p.m. Saturday: Lutie & Monie, Mary Mertens, D. M. Shupp.

Tue. 9/22/96, p. 4. THE CANAL TRADE. The following boats left this port since yesterday's report:

Consolidation Coal Co.

To Meredith Winship & Co., Washington		
Judge Stake		120 11
Geo. Hamilton		114 17
No. 125		115 19
No. 139		120 12
No. 115		120 15
C. B. Winship		116 07
A. L. Miller		118 11
No. 127		112 12
George's Creek Coal & Iron Co.		
To J. P. Agnew & Co., Washington		
C. W. Ridley	120	01
Fred Weiland	123	12
A. S. Nicholson	118	16
John H. Mertens	118	15
Kate Fulcher	119	18
J. D. Payne	120	00
Alice Cable	117	17
Consolidation Coal Co.		
To Cushwa & Son, Williamsport		
D. M. Shupp	117	01
Mary Mertens	122	18
H. H. L. Read	104	07

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage today	18	2,127 10
Previously reported	2,072	247, 198 17
Totals to date	2,090	249,221 07

Boats arriving at this port since yesterday at 3 p.m.: H. H. L. Read, A. L. Miller, C. B. Winship, Consolidation No. 10, Judge Bradley.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 113, D. W. Sloan, Ivy City, W. S. Jacques, Consolidation No. 17, A. H. Bradt, A. Greenless, No. 138, M. E. Grove, Jas. Little, W. R. Lewis, No. 134, Governor Lowndes, Consolidation No. 11, R. D. Johnson, H. H. Keedy.

Boats leaving Williamsport up to 3 p.m. Saturday: Chas. Darrow, J. H. Wilson.

MT, Tue. 9/22/96, p. 4. Traffic of the Chesapeake and Ohio Canal is very heavy now, the amount of coal coming through being something enormous. Dealers and canal men are rushing the coal through as fast as possible, to avoid the early closing of the waterway.

Wed. 9/23/96, p. 4. THE CANAL TRADE.
The following boats left this port since yesterday's report:

Consolidation Coal Co.	
To Meredith Winship & Co., Washington	
Consolidation No. 10	117 10
Judge Bradley	119 06
No. 106	118 07
No. 114	121 07
J. Z. Williams	113 01
Consolidation No. 9	122 00
No. 103	127 01
O. A. Lynch	121 00
James Goddard	108 05
J. W. Walker	120 02
No. 129	117 08
C. R. White	118 17
No. 101	120 19
Judge Bradley	117 06
C. B. Bayley	108 04
No. 113	114 17

George's Creek Coal & Iron Co.

To J. P. Agnew & Co., Washington	
Ollie V.	112 07
A. Greenless	120 16
Victor	113 16
Green Ridge	116 08

Consolidation Coal Co.

To Bridges & Henderson, Hancock	
W. I. Stephenson	117 10
To Cushwa & Son, Williamsport	
Chas. Darrow	115 13
J. H. Wilson	123 10
No. 126	115 16

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage	24	2,826 19
Previously reported	2,090	249, 324 07
Totals to date	2,114	252, 151 06

Boats arriving at this port since yesterday at 3 p.m.: A. Greenless, Green Ridge, Ivy City, Chas. Darrow, John H. Wilson, W. I. Stephenson.

Boats leaving Georgetown up to 3 p.m. yesterday: No. 137, Amelia Moyer, John Hanway, No. 140, Consolidation No. 13, S. C. Goddard, No. 102, W. B. Orme, M. D. L. Walbridge, C. W. Miller, T. K. Stuart, No. 129, Consolidation No. 8, Sharpsburg, G. M. Winship, S. S. Carroll.

Boats leaving Williamsport up to 3 p.m. yesterday: F. S. Mead, G. W. McCordell, No. 130, Ed E. Reichter, J. R. Zimmerman, Sallie Irene.

Thu. 9/24/96, p. 4. THE CANAL TRADE. The following boats left this port since yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Ivy City	116 14
D. W. Sloan	117 19
A. H. Bradt	112 17
R. D. Johnson	116 01
James Little	115 01
Amelia Moyer	115 17
To Smith Bros., Williamsport	
J. R. Zimmerman	124 04
To Cushwa & Son, Williamsport	
F. S. Mead	117 00
Ed E. Reichter	118 02
To Steffey & Findley, Williamsport	
Sallie Irene	125 18
Consolidation Coal Co.	
To Meredith Winship & Co., Washington	
Consolidation No. 11	118 03
No. 136	115 19
No. 140	118 03
Consolidation No. 14	120 02
Chas. F. T. Beale	121 18
Hugh L. Bond, Jr.	115 01
Gov. L. Lowndes	116 10
W. R. Lewis	117 08
M. E. Grove	113 16
Consolidation No. 5	117 08

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage	29	2,365 13
Previously reported	2,114	<u>252,151 06</u>
Totals to date	2,131	254,516 19

Boats leaving Georgetown up to 3 p.m. yesterday: Consolidation No. 15, Maj. Whitcomb, Mrs. McComas, T. L. Patterson, No. 143, No. 136, Mt. Vernon, No. 127, Judge McComas, No. 128, B. Vaughan, No. 106, J. Leetch, M. J. Adler, J. H. Lee, No. 124, No. 101, A. C. Winship.

Boats leaving Williamsport up to 3 p.m. yesterday: Charlie & Nellie, Consolidation No. 18, Mary, Lutie & Monie.

Fri. 9/25/96, p. 4. THE CANAL TRADE. The following boats left this port since yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
Sallie C. Goddard	112 09
John Hanway	115 06
C. W. Miller	110 07
Sharpsburg	124 07
Consolidation Coal Co.	
To Meredith Winship & Co., Washington	
W. B. Orme	119 05
James A. Garfield	119 07
No. 137	120 18
H. H. Keady	117 11
T. L. Patterson	116 04
G. M. Winship	118 03
S. S. Carroll	112 12
Consolidation No. 13	118 03
No. 102	116 15
No. 140	123 07
To Steffey & Findley, Williamsport	
Charlie Miller	120 01
G. W. McCardell	124 12
To Cushwa & Son, Williamsport	
Mary	117 18
No. 180	120 18

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage	18	2,128 07
Previously reported	2,131	<u>254,516 19</u>
Totals to date	2,152	256,645 06

Boats leaving Georgetown up to 3 p.m. yesterday: Anteros, Consolidation No. 21, A. H. Dowden, W. H. C. Bayley, Consolidation No. 20, Geo. S. French, Cora Lee, No. 102, J. K. Shaw, W. T. Coulehan, T. A. McAboy, W. H. Dunkinson, Consolidation No. 10, Geo. A. McIlhenny.

Boats leaving Williamsport up to 3 p.m. yesterday: B. S. Randolph, D. M. Shupp.

Sat. 9/26/96, p. 4. THE CANAL TRADE. The following boats left this port since yesterday's report:

George's Creek Coal & Iron Co.	
To J. P. Agnew & Co., Washington	
New Alexandria	117 17
Mt. Vernon	113 18
Benj. Vaughan	114 09

H. C. Winship	119 03
Consolidation Coal Co.	
To Meredith Winship & Co., Washington	
No. 120	116 05
No. 134	116 01
Judge McComas	126 10
Consolidation No. 8	118 16
John C. Poor	110 17
No. 109	119 08
Consolidation No. 18	115 13
No. 143	101 05
No. 124	114 15
To Cushwa & Son, Williamsport	
D. M. Shupp	121 15
To Steffey & Findley, Williamsport	
B. S. Randolph	122 01

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage	15	1,773 08
Previously reported	2,152	256,645 06
Totals to date	2,167	258,418 14

Boats leaving Georgetown up to 3

p.m. yesterday: No. 110, J. J. Alexander, Libbie, Park Agnew, No. 138, Emma Mertens, No. 108, No. 121, W. T. Hassett, No. 142, Mabel, Daniel Linkins, Jos. Bryan.

Boats leaving Williamsport up to 3

p.m. yesterday: H. H. L. Read, Mary Mertens, Chas. Darrow.

Mon. 9/28/96, p. 4. THE CANAL TRADE.

The following boats left this port since Saturday's report:

George's Creek Coal & Iron Co.

To J. P. Agnew & Co., Washington	
W. T. Hassett	120 01
Park Agnew	117 04
Cora Lee	113 16
J. J. Alexander	117 04
J. K. Shaw	115 08
Mrs. McComas	120 04
W. D. L. Walbridge	115 08

Consolidation Coal Co.

To Meredith Winship & Co., Washington	
Consolidation No. 21	120 06
Consolidation No. 17	123 15
No. 130	123 05
No. 128	112 03
A. H. Dowden	121 03
T. K. Stuart	115 17
M. J. Adler	120 00
Geo. S. French	113 11

J. H. Lee	117 16
Consolidation No. 4	121 16
To Cushwa & Son, Williamsport	
J. H. Wilson	121 12
Mary Mertens	121 00
H. H. L. Read	97 04
Consolidation No. 18	120 02
Lutie & Monie	113 00

Summary of Shipments to Date

	Boats	Tonnage
Boats and tonnage	22	2,594 06
Previously reported	2,167	258,418 14
Totals to date	2,189	262,013 00

Boats leaving Georgetown up to 3

p.m. Saturday: Judge Hagner, No. 131, No. 133, No. 123, No. 118, Cubs, A. G. Johnson, F. O. Beckett, Little Fred, W. A. Smoot, Consolidation No. 1, A. J. Mondy, No. 144, No. 111, C. Weagley K, Chas. E. K., Jr., G. L. Nicholson.

Boats leaving Williamsport up to 3

p.m. Saturday: F. F. Goddard, No. 126, J. R. Zimmerman, Ed E. Reichter.

ET, Wed. 9/30/96, p. 2. There were few vessels at the navy yard wharf, and no great damage was done to them. The Ella Treadwell was driven ashore and several small boats and yachts were overturned. A large canal boat loaded with coal was sunk in the channel just off the navy yard, but the captain and family escaped to the shore, with their mules and animals.

IN THE SOUTHWEST

The southeastern part of the city shared in last night's awful destruction of property. It caught the full force of the gale, and the streets today present tangible evidences of the power of the elements. There were no fatalities and scarcely any injuries, but there were many victims of freight and fear.

There were few vessels at the navy yard wharf, and no great damage was done them. The Ella Treadwell was driven ashore and several small boats and yachts were overturned. A large canal boat loaded with coal was sunk in the channel just off the

navy yard, but the captain and family escaped to shore, with their mules and animals.

ES, Sat. 10/3/96, p. 8. **ON THE UPPER POTOMAC** – A special from Frederick, Md., dated the 2nd, to the Baltimore *Sun*, says: From 12 o'clock Wednesday night up to 10 o'clock Thursday morning the Potomac river at Point of Rocks, Frederick county, rose twenty-nine feet. The freshet has inundated miles of country along the Baltimore and Ohio railroad, doing great damage to property between harper's Ferry and Boyd's station along the Metropolitan branch.

For many miles the river and canal are one vast body of mad, rushing water. The freshet is carrying down thousands of shocks of corn, portions of dwellings, stabling, buggies, light wagons, canal boats, trees, chicken coops, lumber, fencing and everything of a moveable nature that came in contact with the rising flood.

Twenty-five houses in the Point of Rocks neighborhood were entirely surrounded and the first floors were covered with from two to three feet of water. Several small houses at the Point were moored with ropes to trees to keep them from floating off.

The county road leading from the high bridge was covered with five feet of water, and people going or coming from Leesburg, Va., were ferried for nearly half a mile.

WT, Sun. 10/11/96, p. 4. **City Brevities**

The coal boat Waters, which sank off the Navy Yard during the recent storm with 121 tons of coal on board, has been raised and is now on its way to Cumberland, Md.

MT, Mon. 10/12/96, p. 4. The coal traffic on the Chesapeake and Ohio canal is very heavy at this season of the year, the boatmen

trying to get as much coal through to tidewater as possible before the cold weather closes up the canal.

WT, Fri. 10/16/96, p. 4. **City Brevities**

Bell divers are working night and day trying to raise the sunken coal boat C. A. Adams, which is lying off the wharf of the Washington Gas Light Company, at the foot of Twelfth street southeast.

ET, Sat. 10/24/96, p. 3. **SAVING THE POTOMAC BASS - CANAL**

MANAGERS GIVE AID. - Active steps are being taken by the Game and Fish Protective Association, which has a large membership in this city and the adjoining counties of Maryland and Virginia, to preserve the bass in the Potomac River. The executive committee is working out a plan which the members claim will result in the saving of more than a million bass to that stream every year.

The Chesapeake and Ohio Canal, which runs parallel with the river, is drained during the first part of each December. When the water is drawn off there are many deep and shallow pools left. In these pockets the young black bass, large and small, take refuge until the canal is again flooded. In the past it has been the custom to allow all comers to fish these pools with line, scoop-net or small seine, and the fish have been captured by the wholesale. The association has arranged, it is said, to prevent this indiscriminate destruction of the future.

For more than a week Deputy Game Warden George W. Massamore has been along the river and canal arranging the plan. The fishing clubs and individual anglers of this city have expressed their determination to cooperate with him, as have many of the farmers whose places adjoin both streams.

ORDERS GIVEN TO LOCK TENDERS.

Col. G. L. Nicholson, superintendent of the Chesapeake and Ohio Canal, has volunteered to assist in the praiseworthy work. As a preliminary move, he has issued to all lock tenders and other employees of the canal company, an order, instructing them to prohibit the fishing of the canal by any persons except those in the employ of the Game and Fish Protective Association, who will carefully capture the bass in the pools in the canal bed and deposit them in the river, where they can multiply without danger from the pot fishers, who formerly took them in great numbers to supply the Washington market.

As soon as the water is drawn off operations will be commenced. They will at first extend from Little Falls to Hancock, Washington county, Md. The bass will be caught in dip nets and seines. A seine about thirty feet in length and five feet deep will be drawn through the shallow pools, and a seine fully 100 feet in length in the larger and deeper holes. Three men will be assigned to each small seine and six to the big ones.

The fishermen will have to work quickly, as it is estimated that they will have to haul seine in pools extending over sixty miles of canal, which will require at least fifteen days. As fast as the bass, big and little, are caught they will be at once thrown into the Potomac.

WILL MAKE THE BEST BASS STREAM.

The pools will also be found to contain myriads of catfish, eels, sunfish, carp and suckers. The pick of these will be sold to help pay the expenses attending the seine-hauling. Orders have been issued to destroy the smaller carp, as that species is said to be destructive to other fishes.

The latter-day Isaak Waltons are enthusiastic over this project. They claim that by faithfully carrying out the proposed program for several years the Potomac will become the best bass stream in the United

States. Through the efforts of the game-protecting organizations, the Virginia and Maryland legislatures have passed excellent laws to protect fish in the river from other than sportsmanlike methods of taking them. Efforts will be made to have the West Virginia legislature pass a similar law this fall.

In the past seasons, when the fish were caught in the pools left at the draining of the canal, the poorer varieties were sold to the farmers, while the bass were usually picked out and sent to this city.

The season for catching bass in Maryland and West Virginia is from June 1 to April 15.

It is said the first bass placed in the canal were carried in a bucket by Conductor Dukehart, of the Baltimore and Ohio Railroad, who is deceased, and deposited them in the stream at a point near Harper's Ferry.

ET, Mon. 11/2/96, p. 8. **Police Court**

"I wanted a friend of mine to go somewhere with me and she wouldn't, so I jes' cussed her," was the defense Mary Reed made before his honor in answer to the charge of profanity preferred against her, the offense having been committed on Thirty-third street Saturday night.

"Do you consider that sufficient provocation for breaking the third commandment and violating the law?" inquired his honor.

"No, sir, Mister Jedge: but I was awful mad," pleaded Marty, who carried in her arms an eighteen-months-old babe, and both were weeping profusely.

"You work on a canal boat, don't you?" put in Prosecutor Pugh. Mary said she did.

"Oh, well then, Judge, it's impossible for anyone to work on a canal boat who doesn't swear. I would recommend that you take her bonds."

“I can’t send that little child to the workhouse,” responded the court in a tone of pity, “so I’ll let you go this time.”

Mary was making promises and good resolutions as she passed Doorman Flynn, going out of the court.

MT, Fri. 11/13/96, p. 5. ROCKVILLE.

Albert Young, a boatman, was drowned in the Chesapeake and Ohio canal a day or two since at Seneca lock. While entering the lock Young was standing near the edge of his boat, which gave a sudden lurch and threw him overboard.

Young was twenty-three years of age, and resided at Point of Rocks. He was well known here as well as in Gaithersburg, where he recently married Miss Ella Taylor.

MT, Sun. 11/15/96, p. 7. **MAY SCUTTLE THE BOAT. - Canal Sailors Angry Because Refused Attachment for Wages.**

Two canal boat sailors called upon Justice Lewis I. O’Neal yesterday and requested him to attach the craft Marcus, now lying at Georgetown, because the captain owed them \$2 each for wages.

The justice informed them that he could not seize the canal boat, and the men, after leaving his office, threatened to either scuttle the vessel or else go outside of the District lines, play pirates and capture her as security for the wages due them.

ES, Sat. 11/28/96. p. 10. **Some Cycle Chat.**

The season on the Chesapeake and Ohio canal will close by the 15th of next month, or possibly sooner, the weather determining this fact. During the working season Superintendent Nicholson, whose office is on 31st street below M, has steadfastly refused to permit wheelmen to use the path, claiming that the presence of the wheels frightens the mules and causes them to do more or less damage, for which the canal company was directly responsible

to the boatmen. In fact, through the aid of the Maryland authorities there have been laws passed making it an offense to ride on the towpath, as more than one local wheelman has found out to his sorrow. Now that the season will shortly close the chief objection to cyclists using the towpath will be removed. It is suggested to those wheelmen who desire to use the towpath for a trip during the coming winter months that the superintendent would most likely issue a permit to ride on the path. A permit is absolutely essential, and like a passport in a foreign country is apt to prevent the holder from many petty inconveniences. The canal will remain closed until March, at any rate, and though this season of the year is not the most favorable for bicycle riding, it is the only season when there is any possibility of using a towpath for a cycle path.

AG, Mon. 11/30/96, p. 1. **SAVING THE BASS** - The New York *Sun* contained the following from the Shepherdstown, W. Va.:

"The game and fish protective associations of Maryland and West Virginia have made plans for restocking the Potomac with bass. About December 1 of each year the water is drawn from the Chesapeake and Ohio canal, and in most of the levels pools are left. In these pools great numbers of bass, carp and catfish take refuge, and the pot hunters have things their own way. With small seines, they can get almost every fish in the canal, and they lose no time in bagging everything in sight. If the cold weather comes too suddenly they kill the fish through the ice. This wholesale destruction will not be permitted hereafter. Dr. George W. Massamore, deputy game warden for Maryland, has enlisted the assistance of the various fishing clubs along the river and of the resident sportsmen to save the bass. A valuable ally has been secured in Col. G. L. Nicholson, superintendent of the canal, who has issued

orders to lock tenders and other employees, instructing them to prohibit any person from fishing in the canal except the employees of the Game and Fish Protective Association, who will secure the bass in the pools and deposit them in the river to increase and multiply. The section of the canal that will be fished as soon as the water is drawn off extends from Little Falls, just above Washington, to Hancock, a distance of about 100 miles. Hand seines will be used, and the work will be done thoroughly. The bass of all sizes will at once be placed in the river. The catfish, carp and other fish of good size will be sold.

Special war will be made on the carp, which have proved to be very destructive to other fish. The carp have a decided preference for spawn, and this fondness is having a serious effect on the quantity of bass and other game fish in the Potomac.

ES, Tue. 12/1/96, p. 6. **AFFAIRS IN GEORGETOWN - Protecting the Mules** – The regular winter crusade against the canal boatmen at this end of the line was commenced yesterday by Humane Officer Rabbitt. Every year about this time the boatmen, just as the season closes on the canal, leave the mules out on the towpath all day and night. The officers of the Humane Society insist that this is cruelty, and endeavor to force the boatmen to keep the mules overnight in the small stables on the boats. Six captains were arrested last evening on this account, but they were subsequently released on collateral. They gave their names as George Hite, William Anderson, William Patten, Lafayette Dick, Jacob Johnson, O. G. Hammond and Daniel Sailor.

ET, Tue. 12/8/96, p. 3. **ANGLERS MAY REVEL THEN – Potomac to be Made a Great Bass Stream** – *From the Baltimore*

Sun – Dr. George W. Massamore, of the Maryland Game and Fish Protective Association, has arranged to seine the Chesapeake and Ohio Canal, in order to transfer all the black bass in the canal to the Potomac River, a scheme which he has been following up since last spring. All the German carp caught in the canal will be destroyed, as they are considered a nuisance, being of no account as food fish, and a destroyer of other fish and their spawn.

Last week Dr. Massamore went to Washington to perfect the arrangements. He first visited Col. G. L. Nicholson, at Georgetown, general superintendent of the Chesapeake and Ohio Canal, who assured him that he was willing to lend assistance to the scheme. He gave to Dr. Massamore, as the representative of the Maryland Game and Fish Protective Association, permission to seine the canal, the work to be done in sections.

STOCK THE POTOMAC

“Our object,” said Dr. Massamore last night, “is to make the Potomac one of the greatest bass streams in the country. The bass in the Potomac will be protected by laws already passed by the legislators of Maryland and Virginia, and the laws to be passed next year by the West Virginia legislature. These laws provide that bass cannot be taken except by hook and line. Having obtained permission of Colonel Nicholson, I went to Washington, and saw United States Fish Commissioner J. J. Brice. Members of the Blue Ridge and the Woodmont Clubs were with me.

“Mr. Brice entered heartily into the spirit of the scheme and commended the enterprise. He said he would assist us by furnishing men and material to do the work. We will, of course, attend to the transportation of the nets, and will take care of the men while they are at work. Every year the water in the canal is allowed to run out, except what is left in the holes or pools,

and people living along the canal used to seine out thousands of bass.

“The water will be drawn from the canal this month, and then our work will begin. We will divide the canal into four sections, and take out all the bass in the holes, and transfer them, in baskets, to the Potomac. It is probable that we may repeat this year after year.

AN ANGLER’S PARADISE

“The Potomac is adapted to bass, and we want to make it an angler’s paradise. There are accommodations all along the river. Boatmen will be on hand to wait on the fishermen. All the expense of the work will be borne by the fishing clubs and our association. The work can be done in one week at a cost of about \$1,000.

“We will clean out the canal from a point just above Hancock down to Little Falls, just above Washington. Thus, in a few days we can put bass into the Potomac that it would require years to propagate. The nets we will use can catch fish from three inches to twenty-two inches in length. We will be amply repaid for our work. Anglers all over the State are interested in the enterprise, and are willing to lend a helping hand.”

Dr. Massamore is a representative sportsman. He is experienced and expert as an angler, is an excellent shot, and a hearty and vigorous champion of any method which seeks to protect fish or game, and increase the supply. The idea of seining the canal and saving the quantities of bass, which would otherwise be killed, originated with Dr. Massamore, and he placed himself in correspondence with Dr. Walter S. Harban, of the Blue Ridge Rod and Gun Club.

CANAL FULL OF BASS

There was some correspondence upon the subject, and it became evident that there would have to be co-operation among the Maryland and District anglers, in order

to meet the expense of the proposed undertaking.

The canal is full of bass. It is fed from the Potomac, and when the water is let in, the bass come in with it, and remain between the narrow banks until the water is withdrawn in winter. Heretofore the fish thus left in the mud and pools that remain after the water is taken out of the canal have either been smothered in the slime or frozen when cold weather came.

Some idea of the scope of the operations to be undertaken may be gained from the fact that the canal is 186 miles long, and will be seined at the points where the water collects in the pools and small lakes, from Cumberland to Georgetown.

Asked whether he thought that the carp could be gotten out of the Potomac, Dr. Massamore said: “There are professional carp catchers, who are familiar with the habits of the carp, and who know where to locate them. They have cleaned out some of the streams in New Jersey. These fish move in schools, and can be easily gobbled up by professional carp catchers. We might possibly consider the matter later, but it seems rather remote.”

News, Fri. 12/11/96, p. 3. **CANAL SUPERINTENDENT NICHOLSON.** -

Dr. Massamore during his visit yesterday also saw Col. G. L. Nicholson, the efficient superintendent of the Chesapeake and Ohio Canal, who immediately promised to cooperate in the work in every way possible. Col. Nicholson will give the necessary permits for the seining of the various pools and when the water is drawn off the canal he will have it drawn off slowly, so that none of the fish in it will leave. Some idea of the scope of the operations to be undertaken may be gained from the fact that the canal is 185 miles long and will be seined at the points where the water collects in the pools and small lakes

from Cumberland to Georgetown. Cr. Massamore returned to Baltimore this morning, and in a few days all the plans will be completed for the prosecution of the work described. There will be some funds necessary for the prosecution of the work and it is believed that the fishermen who are devoted to bass fishing will subscribe the small sum necessary and a subscription paper will be circulated in Washington and in Baltimore in a few days.

MT, Mon. 12/14/96, p. 2. **STOLE MONEY AND A RING.** - James Shaw, an employee of the Chesapeake and Ohio Canal, had a gold ring and \$25 in money stolen from him at the company's house, on the Canal road.

The theft was traced to Jerome Shipman, another employee of the company, who disappeared at the time, and has been in hiding since. Last night Mounted Policeman Bradley found him concealed in a house on the Conduit road, and locked him up in the Seventh precinct station.

The case will be brought up in the police court today.

ET, Mon. 12/14/96, p. 4. **STOLE HIS SAVINGS.** - Jerome Shipman, who is employed by the Chesapeake and Ohio Canal Company, was brought before Judge Miller today by Policemen Bradley and Settright, charged with stealing \$25.63, a gold ring and pocketbook from James H. Shaw, a fellow-worker on the canal. Shaw had saved the money to keep him during the winter, when his job of work was finished, and he is out of employment.

Shipman, who knew this, entered Shaw's room and stole the money. The owner came in and found him there, when Shaw pretended he had an attack of cramps. Shaw applied restoratives, and when he missed his "rainy day" fund, Shipman had fled to Maryland. He returned and was

arrested last night while hiding in a little house, near the receiving reservoir.

Judge Miller fined him \$20 or sixty days, and ordered the prisoner to repay Shaw the money he had stolen.

ES, Wed. 12/16/96, p. 6. **AFFAIRS IN GEORGETOWN – Season for Shipping**

The season for shipping on the canal and river has about stopped. The last load of coal from this port will be shipped in a day or two. A three-masted schooner is lying at the wharf, taking on a cargo of 1,000 tons of coal for Boston, and as soon as this is completed the shipping on the river front will be over for the year. On the canal the season will close in a few days. The year has been prosperous, and the weather remained open long enough to keep the traffic up to this date. The break in the canal the early part of the present month at Brick House level [M.P. 147] has been repaired, and shipments of coal are now coming down. When the boats reach the city, they will tie up for the season.

AG, Wed. 12/16/96, p. 2. **Saving the Bass.** - The experiment of saving bass fish in the Chesapeake and Ohio Canal will shortly be made. Mr. G. L. Nicholson, manager of the canal, lately wrote a letter to Dr. George W. Massamore, assistant state game warden and secretary of the Maryland Game and Fish Protective Association, advising him that the water would possibly be drawn from the canal between December 19 and 21. Mr. Nicholson added that he had issued preemptory orders that no persons other than those carrying orders from Dr. Massamore should be allowed to fish any parts of the canal when the water is drawn off. The canal where the Protective Association proposes to operate by taking bass from the canal and transferring them to the river extends from Hancock, Md., to a point near Washington, a distance of about 168 miles.

United States Fish Commissioner J. J. Brice will send four experts from his department to superintend the work. These men will be clad with rubber clothes and armed with seines. Each of the four men will have a divisional part of the canal to direct.

News, Thu. 12/17/96, p. 3. **Held Up.**

Frank Ingram, living near Sandy Hook, Washington county, says he was held up by strangers while making his way home from Mountain Lock, along the Chesapeake and Ohio canal, Saturday night, and robbed of \$65.

AG, Mon. 12/21/96, p. 3. Mr. George W. Massamore, secretary and treasurer of the Maryland Game and Fish Protective Association, will start tomorrow for Harper's ferry, from which point he will superintend the transfer of bass from the Chesapeake and Ohio Canal into the Potomac river. The water will begin to be drawn from the canal today by a slow process, so as to leave the fish in the pools.

ET, Thu. 12/24/96, p. 3. **POTOMAC TO GET MORE BASS. - Seining of Chesapeake and Ohio Canal Begins Today.**

- Plans are being perfected which will be soon carried into execution for seining the Chesapeake and Ohio Canal and removing the bass and transferring them to the Potomac. Col. W. G. Nicholson, the superintendent of the canal, will have charge of the work, which will probably begin today.

The seining operation will be conducted in four divisions. The first, from Little Falls to Harper's Ferry, will be under the direction of Mr. Leighton R. Harron, of the United States Fish Commission; the second, from Harper's Ferry to Williamsport, will be in charge of Dr. Walter S. Harban, of this city, member of the Blue Ridge Fishing Club. Dr. Harban

will be assisted by Col. William H. Love and Mr. C. S. Schermerhorn of Baltimore.

Division No. 3, from Williamsport to Hancock, will be superintended by Mr. J. Scott Bowers, of Hagerstown, and that portion of the canal from Hancock to Cumberland, will be looked after by Mr. James M. Green, of this city, who is also a member of the Woodmont Fishing Club.

The feeders which connect the canal and the river have been closed up, and the water is slowly leaking out. A sharp lookout will be kept up all along the line, to see that none except the duly authorized seining parties molest the fish, and a corps of assistants will be stationed at various points upon the waterway. Instructions have been issued by Col. Nicholson to separate the bass from the carp, and to kill the latter.

Hereafter it is proposed that the bass in the Potomac shall be better protected. The legislatures of both Maryland and Virginia have passed laws expressly forbidding the use of the trap or outline in catching bass, and providing that no bass shall be taken from the water save by hook and line. The spawning season, between May 15 and June 15, inclusive, is stipulated as a time when they shall not be molested in any manner.

However, to assure protection to Potomac bass, it is also necessary that the fishing laws of the State of West Virginia should conform to those of the two other States which border on the river. The fishing clubs who are interested in seining of the canal have also taken steps to secure the passage of a proper bill by the West Virginia legislature, which meets on the 13th of next month. Congress will also be asked to pass a law embodying the same provisions, which shall apply to the Potomac from the point where it reaches the District line at Little Falls to the lighthouse point below Alexandria.

Several Congressmen who are followers of Isaak Walton and adept with the rod and line have already interested themselves in the scheme, and will urge the passage of a law for the proper protection of the bass.

News, Tue. 12/29/96, p. 4. **Bass Seining Postponed.** - The seining of the Chesapeake and Ohio Canal by the Maryland Game and Fish Protective Association for the purpose of turning the bass into the Potomac river has been postponed until more moderate weather allows the work to be prosecuted without the obstruction of the constant freezing of the water.

Seines, long boots and other necessary articles have been shipped to points along the canal and everything is in readiness to begin with eight or ten squads of men at a few hours' notice by wire from Dr. G. W. Massamore, secretary of the association.