

**“Difficulty on the Chesapeake and Ohio Canal”: The Struggles and Successes of  
Black Laborers and Freedom Seekers along the Canal**

By Sabrina Romain

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## Executive Summary

The purpose of this document is to act as a guide and provide insight into the life experiences of some Black laborers along the Chesapeake and Ohio Canal (C&O Canal) to inspire and direct further research. The C&O Canal played a large role in the creation of jobs, communities, and opportunities for both whites and Blacks during its operational years. While many white individuals in high positions have been studied, the experiences of Black laborers and freedom seekers along the C&O Canal have not been deeply researched. Scores of Black men, women, and children worked in various capacities along the canal and deserve to be recognized for the part they played to keep the company and local communities thriving.

Current historical trends are focused on highlighting the agency of enslaved and free Blacks in the United States, and this report contributes by sharing information about approximately one hundred Black men's work history along the C&O Canal. A biographical chart of the men accompanies this report. Brief summaries are included, along with primary and secondary sources, which document particular circumstances of their work lives or experiences along the C&O Canal. The report is organized chronologically, providing overviews and examples of Black labor on the canal during its construction and early operations (1828-1861), the Civil War (1861-1865), and after the war to the termination of canal operations (1865-1924).

During its commercially operational years, the C&O Canal Company employed thousands in its construction, operations, transport, trade, and other functions. Major themes in the antebellum years include the canal's use of enslaved and free Black laborers and comparisons with the experiences of white indentured servants. The ephemeral descriptions of Black laborers in canal records of this period contrast strongly with the details of runaway advertisements enslavers placed in newspapers, highlighting both the underrepresentation of

Black canal workers in accounts of the period, and the importance of the canal to the Underground Railroad.

The C&O Canal was not only used as a mode to transport for products like coal, but as a passage for enslaved Blacks to transport themselves to freedom. Scores of Blacks used the riverway as a guide to freedom, and records indicate that the C&O Canal may have helped provide work and cover during some individuals' journeys to the free state of Pennsylvania and beyond. Selected case studies offer compelling insights into the lives, families, and journeys of freedom seekers in this period, and indicate a promising field for future research.

The Civil War era saw the canal rise in importance as a boundary and battleground between the United States and Confederate armies, and a place of both danger and opportunity for freedom seekers assisting and following Union soldiers in search of protection. During Reconstruction, emancipation and civil rights for Black citizens led to increased opportunities for work and wealth building along the canal, the growth of free Black communities and institutions in settlements across the region, and constant risks of white violence. These trends continued to shape Black life along the canal even as many of the reforms of Reconstruction evaporated.

This document is not an exhaustive list of Black laborers, but a survey of Black men who worked various positions, locations, and time periods along the C&O Canal throughout its construction and commercial navigation period spanning from 1828 – 1924. By studying the sources and stories associated with these men, we hope to uncover more information on their lives and the communities that supported them, and to help the National Park Service bring acknowledgment and respect to their journeys and time along the C&O Canal. Hopefully, future studies will reveal more of these individuals' lives, and more stories of Black women living and working along the C&O Canal.

## Preface

When this research was conducted in 2020, resources and travel to obtain research materials were largely restricted due to the outbreak of the COVID-19 (coronavirus) pandemic, which led to the closure of countless facilities including libraries, archives, and National Park Service sites. In addition to this global pandemic, the Chesapeake & Ohio Canal National Historical Park (CHOH) was relocating their archival materials at the time of research, so on-site park sources were not available. The conclusion of this report highlights topics recommended for future research in additional sources and repositories.

All research was conducted remotely utilizing available online research outlets, i.e. newspapers, online databases, and digitized park reports. This report is based largely on previous studies, including but not limited to the following:

- James J. Broomall's *Special History Study, "This Debatable Land": The Chesapeake and Ohio Canal's Civil War*, 2017
- Harlan D. Unrau's *Historic Resource Study: Chesapeake & Ohio Canal*, 1976 edited by Karen M. Gray 2007
- C and O Canal Network to Freedom Application, 2013

## PRE-CIVIL WAR (1828 – 1861)

### Construction and Early Operation of the Canal

Much research has been done to reflect Boards Members' decisions, the constant labor and finance shortages required to maintain the Canal, and disputes amongst workers. Some early high level Canal engineers have full biographies written on them and yet, despite the readily accessible records on these men, little is known about Black participation in the construction and operation of the Chesapeake and Ohio Canal.<sup>1</sup> This report aims to begin telling their stories.

The Chesapeake and Ohio Canal (C&O Canal) operated as a route of commercial navigation from 1828 – 1924, with many interruptions due to floods, labor shortages, Civil War, financial crisis, and lack of repairs.<sup>2</sup> Endeavors to make the Potomac River profitable through trade started long before the Chesapeake and Ohio Canal Company (C&O Canal Company) was chartered in 1825. The C&O Canal was developed as a continuation of several previous efforts to improve the Potomac River for navigation and trade. The 1976 *Brief History of the C&O Canal National Historical Park* (abbreviated CHOH) named the C&O Canal “the heir apparent of the Old Potowmack Company.”<sup>3</sup> At the turn of the 19<sup>th</sup> century, as settlers continued to push for territorial control westward into and beyond the Ohio River Valley, George Washington’s Patowmack Canal Company was the first to try to link the Potomac with the western frontier. The C&O Canal Company took on unmet goal of its predecessors to make the dangerous

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<sup>1</sup> Unrau, *Historic Resource Study*.

<sup>2</sup> James J. Broomall, *Special History Study: “This Debatable Land”: The Chesapeake and Ohio Canal's Civil War* (Shepherdstown, WV: Shepherd University, 2017), 7-13; Walter S. Sanderlin, *The Great National Project: A History of the Chesapeake and Ohio Canal* (1946; reprint, Fort Washington, PA: Eastern National, 2005), 69; Harlan D. Unrau, *Historic Resource Study: Chesapeake and Ohio Canal* (Hagerstown, MD: U.S. Department of the Interior, 2007) 35, 40, 57.

<sup>3</sup> *A Brief History of the C&O Canal National Historical Park*, May 25, 1976.

Potomac River navigable by boat for commercial gain.<sup>4</sup> By the start of its construction, the United States was beginning its industrial revolution, making coal a key cargo to transport east. The C&O Canal planned to become one of the major links in this trading network. Yet by the time of its completion in the mid-19<sup>th</sup> century, instead of dominating trade, the C&O Canal Company found itself vying against the railways.<sup>5</sup>

Many of the struggles faced by the C&O Canal Company were caused by its leadership's initial failure to acknowledge the true cost of designing and constructing a canal to the scale and quality necessary to achieve the goal of making the Potomac a commercially viable route. Originally, the C&O Canal Company placed its trust and trust funds into the estimates conducted "by Engineers Moore and Briggs at a cost of between \$4,000,000 and \$5,000,000."<sup>6</sup> The plan quickly changed when the United States Board of Engineers conducted its own survey for estimates of the canal costs. When the Board of Engineers numbers came in at nearly six times the Moore and Briggs survey, at a total of \$22,375,427.69, the C&O Canal Company Board took action to ease the minds of potential stakeholders. Rather than readjusting the budget, a committee was formed to undermine the cost submitted by the United States Board of Engineers. James Geddes and Nathan Roberts, who formerly worked as engineers on the innovative Erie Canal and Ohio and Erie and Pennsylvania Main Line, were brought in to review previous surveys and to provide their own estimate. Predictably, the costs estimated by the

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<sup>4</sup> Harry I. Stegmaier, Jr., et. Al., *Allegheny County: A History* (Parsons, West Virginia: McClain Printing Co., 1976), 120-121; Edward D. Smith, *Historic Resource Study: Cumberland, Maryland* (Denver, Colorado: Denver Service Team, 1978), 5-7 and 13-14; Unrau, *Historic Resource Study*, 49-54; Broomall, "This Debatable Land," 7.

<sup>5</sup> Unrau, *Historic Resource Study*, 26 and 37; Broomall, "This Debatable Land," 4 and 7.

<sup>6</sup> Unrau, *Historic Resource Study*, 49 – 51; U.S., Congress, House, Committee on Roads and Canals, *Report of the Committee on Roads and Canals*, Rept. No. 90, 19<sup>th</sup> Cong., 2d sess., 1827, Appendix 3, 33-35.



newest assessors came in significantly lower at \$4,479,346.93.<sup>7</sup> Unfortunately, all three firms largely underestimated the construction and maintenance costs of the Canal.<sup>8</sup>

While free and enslaved Black laborers worked on the early construction of the C&O Canal, they did not make up the largest workforce demographic. This was a significant change, as the use of enslaved labor was the standard practice for improvement projects in the South and played a major role in early public works projects in Washington, DC.<sup>9</sup> C&O Canal Company president Charles Fenton Mercer requested the purchase or hiring out of an enslaved labor force. The idea of investing in enslaved people was dismissed by the stockholders.<sup>10</sup> The high cost of an enslaved workforce would have been further increased due to the need for laborers with specialized skills. The construction of the C&O Canal required the use of explosives, experienced stone cutters and construction masons. The risk of losing enslaved laborers to injury in the intense work conditions or escape also proved too high. Company directors and stockholders overwhelmingly rejected the purchase request during their June 1830 meeting.<sup>11</sup> This discouraged the committee from purchasing enslaved laborers in large numbers and instead turned their sights across the Atlantic Ocean to Europe.<sup>12</sup> While the C&O Canal Company chose to hire indentured servants from Europe rather than directly purchase enslaved people, Black laborers, free and enslaved, were contracted and utilized throughout the canal's construction prior to the Civil War.

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<sup>7</sup> Unrau, *Historic Resource Study*, 55 – 56.

<sup>8</sup> Unrau, *Historic Resource Study*, 53 – 56.

<sup>9</sup> Broomall, "This Debatable Land," 8; Robert S. Starobin, *Industrial Slavery in the Old South* (New York: Oxford University Press, 1970), 28; Chris Myers Asch & George Derek Musgrove, *Chocolate City: A History of Race and Democracy in the Nation's Capital* (Chapel Hill, NC: University of North Carolina Press, 2017), 30-32.

<sup>10</sup> *Second Annual Report* (1830), 28; Unrau, *Historic Resource Study*, 121.

<sup>11</sup> Proceedings of the President and Board of Directors, A, 352; Unrau, *Historic Resource Study*, 121.

<sup>12</sup> Unrau, *Historic Resource Study*, 113 – 122; Broomall, "This Debatable Land," 7 – 10; Snyder, "The Chesapeake & Ohio Canal and the Underground Railroad," 13.

The C&O Canal Company pushed to recruit experienced canallers from the United States, Germany, the Netherlands and England, Wales, and Scotland to work as excavators.<sup>13</sup> Indentured Irishmen made up the bulk of the early labor force and were considered difficult employees, but all of the indentured servants were a risky investment for the C&O Canal Company. Many laborers broke their contracts by leaving their posts and running away from the C&O Canal.<sup>14</sup> Henry Richards, a Welshman who formerly worked on more successful canals, was hired as a recruiter for the C&O Canal Company. Richards noted that he aimed “to select men of good character, steady, and industrious. . . Some few Irishmen are among them but all these have worked some time in England & amongst Englishmen and are good workmen and peaceable.”<sup>15</sup>

Richards’s opinion of Irishmen, their poor behaviors, and their work habits was widespread.<sup>16</sup> He and other Canal leaders often noted that Irishmen in particular were one of the more difficult groups to manage, especially when adding the liquor allowance to the mix. The men maintained their grievances with other gangs and families that also took up the offer to work for the Canal Company in trade of passage to the United States. This led to a number of notable skirmishes, which often involved the Irish.<sup>17</sup> Their low status in the nation and along the Canal was noted by Frances Milton Trollope, an English lady who spent the summer of 1830 in the Potomac Valley:

There is a strong feeling against the Irish in every part of the Union, but they will do twice as much work as a Negro, and therefore they are employed. When they fall sick, they may, and must look with envy on the slaves around them; for they are cared for; they are watched and physicked, as a valuable horse is watched and

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<sup>13</sup> Unrau, *Historic Resource Study*, 111-116; Mercer to Cope, November 18, 1828; and Mercer to Barbour, November 18, 1828, Ltrs. Sent C&O Co., and Proceedings of the President and Board of Directors, A, 105.

<sup>14</sup> Unrau, *Historic Resource Study*, 117 - 122; Broomall, “*This Debatable Land*,” 8 – 9; Snyder, “The Chesapeake & Ohio Canal and the Underground Railroad,” 13.

<sup>15</sup> Unrau, *Historic Resource Study*, 115; Richards to President and Directors, August 21, 1829, Ltrs. Recd., C&O Co., quoted in Sanderlin, *The Great National Project*, 73-74.

<sup>16</sup> Unrau, *Historic Resource Study*, 142-146.

<sup>17</sup> Unrau, *Historic Resource Study*, 129-138.

physicked: not so with the Irishman: he is literally thrown on one side, and a new comer takes his place.<sup>18</sup>

This account speaks to both the perceived costs that motivated the C&O Canal Company to avoid purchasing an enslaved workforce, and the ways whites protesting anti-immigrant sentiment in the 19<sup>th</sup> century United States could draw on racist arguments to do so. All workers – free Blacks, contracted enslaved laborers, Welsh, Germans, and others on the canal – risked illness and the potential halt in pay due to the work slow-downs that followed.<sup>19</sup> Counter to Trollope’s perception, upon arriving to the canal, sick indentured servants were able to seek medical attention from Dr. Joshua Riley before working, but they in turn were charged with the fees.<sup>20</sup> Whether many men were able to afford the medical fees even with the discounted rates they were provided is another question.

Trollope’s biased account favors and pities the Irishmen’s health, but life in bondage or even as a free Black was not comparable to whites who had contracts with an end date. Enslaved people were seen as a compounding investment, and the Irish were not, so more attention might have been given by some enslavers to ensure and maintain the quality of their property. At the same time, the C&O Canal Company had avoided direct ownership of enslaved individuals to control its own costs, so it cannot be assumed that enslaved laborers received sufficient medical attention while working on the canal. Employers responsible for food, housing, and medicine for both indentured and enslaved workers during their contracts on the canal sought to maximize profits by minimizing the amount they spent on sustaining the workforce.<sup>21</sup>

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<sup>18</sup> James E. Mooney, ed. *Domestic Manners of the Americans* by Francis Milton Trollope (Barre, 1969); Unrau, *Historic Resource Study*, 120.

<sup>19</sup> Unrau, *Historic Resource Study*, 119; Proceedings of the President and Board of Directors, A, 335.

<sup>20</sup> Unrau, *Historic Resource Study*, 116; Ingle to Riley, October 21, 1829, Ltrs. Sent, C&O Co., and Watts to President and Directors, November 4, 1829, Ltrs. Recd., C&O Co.

<sup>21</sup> Peter Way, *Common Labour: Workers and the Digging of North American Canals, 1780-1860*, (Baltimore: John Hopkins University Press, 1997), 32, 128-136

The English woman was not the only one to voice her grievances. Throughout the years, the C&O Canal Company received complaints and “charges of mistreating immigrants.”<sup>22</sup> Peter Way also commented that canal laborers, whether free or in bondage, were all relatively powerless when it came to their workloads and safety. The early excavation work was backbreaking, and laborers faced potential injury from the dangerous tasks needed to clear the landscape in order to construct the C&O Canal. The first stage required removing all trees and vegetation, the likely occupation of laborers identified as “axemen,” as well as pulling up stumps. Next it was necessary to excavate the channel for the canal, doing difficult work removing dirt, sand, and rock with hand tools or dangerous work with blasting using explosives, then hauling it all away in wheelbarrows and carts. Building locks, culverts, dams, and aqueducts required quarrying, more blasting, stonecutting, and masonry. Laborers did this physically exhausting work on industrial schedules, working from sunup to sundown for ten to fifteen hours at a time depending on the season, or in some cases working on round-the-clock shifts.<sup>23</sup>

Workers also faced injury, boredom (which often led to drinking) and sickness, namely cholera, in the swamp-like climate.<sup>24</sup> There was a brief push to allow families to accompany the working men during their contracted time, in hopes that it would encourage them to stay their full term and to improve the C&O Canal Company’s reputation, but this policy ended soon after it started. The Company learned the hard way that some men were willing to abandon more than their contracts. John Wiley’s wife passed away a few months after she arrived with their three children. In an attempt to help Wiley and their image, the Company offered assistance. “The board granted him a discharge from his indenture and authorized the contractors to pay him any wages he might have earned above the expenses of his passage. Within several weeks,

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<sup>22</sup> Unrau, *Historic Resource Study*, 122.

<sup>23</sup> Way, *Common Labour*.

<sup>24</sup> Unrau, *Historic Resource Study*, 123-127.

Wiley abandoned the children,” leaving the board to tend to them.<sup>25</sup> Few measures taken by the C&O Canal Company improved their relationships with workers to motivate them to stay.

Problems with low morale, cholera epidemics, and unpleasant working conditions led to continued challenges maintaining a labor force.<sup>26</sup> The high number of indentured servants that attempted to escape their contracts factored into future decisions made by the board to not directly purchase an expensive enslaved labor force. While they maintained their stance and made Europeans and white Americans the main source of labor along the C&O Canal, records of numerous Black laborers, free and enslaved, exist.

These records show the presence and involvement of Black workers from the start of construction in 1828. One of the earliest liability settlements made by the C&O Canal Company was to John Stubblefield, a free Black man who lost his left arm in a work accident. Stubblefield received a stipend of \$2 per month for a year following the December 1828 blasting incident.<sup>27</sup> Stubblefield was neither the last to be injured, nor the last Black man hired to work on the construction of the C&O Canal.

Despite early division on the use of enslaved labor, by 1842 the state of company finances had demanded the C&O Canal Company rethink the budget for employees, in part through reliance on hired out enslaved labor. This practice of contracting with enslavers allowed employers like the C&O Canal Company to secure cheap labor without committing to the costs of enslavement, such as housing and medical care, for longer than the contract period. Enslaved workers were also much less mobile than free white workers, who frequently left for other work, and could be forced to work in physical conditions free laborers would not.<sup>28</sup> “One

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<sup>25</sup> Unrau, *Historic Resource Study*, 122; Proceedings of the President and Board of Directors, A, 395, 424.

<sup>26</sup> Unrau, *Historic Resource Study*, 123; Broomall, “*This Debatable Land*,” 8

<sup>27</sup> Unrau, *Historic Resource Study*, 121; Proceedings of the President and Board of Directors, A, 149.

<sup>28</sup> Asch & Musgrove *Chocolate City*, 32; Way, *Common Labour*, 128

scheme that was attempted in December 1842 by Superintendent John Y. Young was in an effort to reduce repair costs on the 1<sup>st</sup> Division was that of contracting for the hire of Negro slave work gangs.”<sup>29</sup> Invoices from the 1<sup>st</sup> Division over a decade earlier in 1830 reflect the presence of Black laborers. This decade proved to be a peak time for hiring out enslaved labor. Regin and Robert were both employed as axemen by the Corps of Engineers during this time, although it is unknown whether these men were free or enslaved.<sup>30</sup> Payroll records from 1839 show a man named William employed by the C&O Canal Company in an unknown capacity. Each employee recorded on the company’s invoice is listed with their full name, job title, and compensation - all except William. The file lists “William, (negro)” without recognizing his job or last name. He is listed alongside a chainman and five axemen who all received higher compensation. While it is likely that William’s salary was lower due to his race and potential status as a hired out enslaved laborer, it is difficult to confirm due to the lack of information provided through the document.<sup>31</sup>

This scant record keeping regarding the canal’s Black laborers sharply contrasts with the detailed information and descriptions written in runaway ads of the time. Many of the surviving records found on Black men who were hired out to work on the C&O Canal stem from runaway ads following their attempts to use this situation as an opportunity to seek their freedom. Others were rumored to have found work on the canal, or to be receiving help from family members who worked on the canal, after their escapes.<sup>32</sup> Enslaved laborers working on the C&O Canal

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<sup>29</sup> Proceedings of the President and Board of Directors, F, 513; Unrau, *Historic Resource Study*, 548.

<sup>30</sup> WHILBR... <http://www.whilbr.org/itemdetail.aspx?idEntry=5955&dtPointer=1>;  
<http://www.whilbr.org/itemdetail.aspx?idEntry=5954&dtPointer=0>

<sup>31</sup> Chesapeake and Ohio Canal Company Records. National Archives, College Park, MD. Record group 79. July 1, 1839. Trans. William Bauman

<sup>32</sup> “Runaway Advertisement Records,” *Legacy of Slavery in Maryland: An Archives of Maryland Electronic Publication*, <http://slavery2.msa.maryland.gov/pages/Search>

were not the only ones to use the waterway as a guide to freedom; many more who had little or no connection with the C&O Canal also followed its path.

## Freedom Seekers and the Underground Railroad

The Chesapeake and Ohio Canal was seen as a potential escape route for freedom seekers long before the Civil War.<sup>33</sup> Much like disgruntled European indentured servants, a number of enslaved Blacks took flight while working on the C&O Canal. Runaway ads from the period indicate enslavers' presumptions that freedom seekers followed the C&O Canal to the District of Columbia or north to Cumberland, one of the locks closest to the free state of Pennsylvania.<sup>34</sup> Research for this report produced nearly thirty runaway ads with specific references to the C&O Canal between 1830 and 1840, decades before the Civil War broke out. Broomall noted that:

In the antebellum era, it is estimated that between one thousand and five thousand slaves ran away each year—these figures are a guess only in historian Eric Foner's estimation. *Some* of these fugitives used the canal or its towpath on their journeys to freedom; however, the extent of usage is difficult to gauge.<sup>35</sup>

Freedom seekers can be divided into two main camps: those contracted to work on the C&O Canal and those following the C&O Canal for safe passage. Ben Addison (1829), Robert Simmes (1829/1835), and Charles Ringold (1838) stand as examples of countless contracted enslaved laborers that took the opportunity to abscond while working along the C&O Canal.<sup>36</sup>

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<sup>33</sup> Snyder, "The Chesapeake & Ohio Canal and the Underground Railroad," 13-14; C&O Canal 2013 Network to Freedom Application.

<sup>34</sup> Sam Shawver, "City celebrates bring part of Underground RR," *The Cumberland Times-News*, February 24, 2003.

<sup>35</sup> Eric Foner, *Gateway to Freedom: The Hidden History of the Underground Railroad* (New York: W. W. Norton, 2015), 4; Snyder, "The Chesapeake & Ohio Canal and the Underground Railroad;" Broomall, "This Debatable Land" 112.

<sup>36</sup> Snyder, "The Chesapeake & Ohio Canal and the Underground Railroad," 14; Broomall, "This Debatable Land," pg. 122-125; "Fifty Dollars Reward," *Frederick Town Herald*, December 26, 1829, in "Runaway Advertisement Records," *Legacy of Slavery in Maryland: An Archives of Maryland Electronic Publication*, <http://slavery2.msa.maryland.gov/pages/Search>; "One Hundred Dollars Reward," *Daily National Intelligencer*, November 26, 1829, in "Runaway Advertisement Records," *Legacy of Slavery in Maryland: An Archives of Maryland Electronic Publication*, <http://slavery2.msa.maryland.gov/pages/Search>; "One Hundred Dollars Reward," *Washington Daily Globe*, May 25, 1835, in "Runaway Advertisement Records," *Legacy of Slavery in Maryland: An Archives of Maryland Electronic Publication*, <http://slavery2.msa.maryland.gov/pages/Search>; "Ran Away," *Daily National Intelligencer*, May 1, 1838, in "Runaway Advertisement Records," *Legacy of Slavery in Maryland: An Archives of Maryland Electronic Publication*, <http://slavery2.msa.maryland.gov/pages/Search>.



Ben Addison was hired out to work on the early construction of the C&O Canal in Georgetown, starting around October 1829. While contracted at the C&O Canal, he took the chance to escape his enslavement, running away on December 18, 1829, only a few months after arriving. Addison was described as being “about 21 years of age, dark color, 5 feet 9 or 10 inches tall...stoutly built, and left handed.” He had a brother named Edward Addison who was set free in Washington City by a Dr. Bradley, and his enslaver suspected that Ben Addison would visit his brother to obtain free papers.<sup>37</sup> Ben’s contracted work in Georgetown placed the Addison brothers in close proximity, so the plan to obtain free papers from his brother was entirely plausible. Ben Addison’s enslaver, a man named Levin J. Wilson, who lived in Frederick County, placed his runaway ad. Before taking the immense risk of absconding, Addison may have resisted his enslavement in more day-to-day forms such as working slowly, breaking tools, or feigning illness. These methods of defiance stood as small and persistent acts of protests by enslaved populations throughout the United States.<sup>38</sup>

Another active resister to the state of his enslavement was Robert Simmes, who was contracted to work on the 7th section of the C&O Canal in late 1829. While Simmes and Addison worked on the Canal during the same time frame, it is unclear whether they ever met or spoke of their plans for freedom. What is clear is that the men were around similar heights and age. The runaway ad placed described Simmes as “about 5 feet 10 or 11 inches tall, 22 years of age, well made, not very black, [with] a scar or mark on his lip and right side from the bite of a horse, when young.”<sup>39</sup> Unlike Addison’s, Simmes’s ad does not give any indication to whether

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<sup>37</sup> “Fifty Dollars Reward,” *Frederick Town Herald*, December 26, 1829; Snyder, “The Chesapeake & Ohio Canal and the Underground Railroad,” 14.

<sup>38</sup> Larry Eugene Rivers, *Rebels and Runaways: Slave Resistances in 19<sup>th</sup> Century Florida* (Champaign: University of Illinois Press, 2012); Cheryl Janifer LaRoche, *Resistance to Slavery in Maryland: Strategies for Freedom*, Special History Study, National Underground Railroad Network to Freedom (Washington, DC: prepared for the Organization of American Historians and the National Park Service, 2007.)

<sup>39</sup> “One Hundred Dollars Reward,” *Daily National Intelligencer*, November 26, 1829.

Simmes had friends or family in the area to turn to for help following his flight from the C&O Canal.

The ad placed by John Peerce of Prince George's county, Maryland, and John D. Clark of Georgetown, D.C.. noted that Simmes's former enslaver, "Richard Johnson, former collector of Washington County, D.C." passed away and that Simmes belonged to Johnson's estate. While contracted out, Simmes may have been informed of the death of his enslaver and took the opportunity to abscond. Times of transition were quite worrisome for enslaved people as they did not know what might happen next or if their families would be able to stay together. Unfortunately, Simmes was captured and was forced to go through the transition of being sold to another enslaver. His recapture did not change or halt his desire to obtain his freedom. An ad from 1835 indicates that Simmes also fled from his new enslaver, Thomas Ferrel. There was no mention that Simmes returned to the C&O Canal, but this escape was different because Simmes may have had support. Ferrel suspected that he ran with another man named Charles Lee.<sup>40</sup>

Another enslaved contractor who took flight from the Canal in this decade was Charles Ringold. Ringold was also hired out to work on the C&O Canal and absconded on April 30, 1838. Ringold was described as being a "good blacksmith, butcher, and fiddler" so he may have served in multiple capacities at the Canal – providing entertainment, preparing food, or forging metal. He "worked a long time on the canal," so Ringold might have had more insight on how to safely navigate the C&O Canal to freedom.<sup>41</sup>

Ringold's enslaver, Eleanor Brooke, described him as being "between 20 and 22 years of age, low, stout built, and of dark copper color; remarkably polite and smart, talks quick, and gives correct answers." In the runaway ad, Brooke also mentions that "he pretends to have a

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<sup>40</sup> "One Hundred Dollars Reward," *Daily National Intelligencer*, November 26, 1829; "One Hundred Dollars Reward," *Washington Daily Globe*, May 25, 1835.

<sup>41</sup> "Ran Away," *Daily National Intelligencer*, May 1, 1838.

wife” who may have been owned by a Mr. Abraham Barne’s in Washington County. Brooke suspected that after seeing his unnamed wife, Ringold went on to Pennsylvania from the District of Columbia, “where he once resided, and has a number of relatives and acquaintances.” Through the text of the runaway ad, it is clear that Ringold maintained his familial ties, whether or not his enslaver formally recognized them.<sup>42</sup>

While Brooke assumed that Charles Ringold might change his name after absconding, the name appears again in an arrest record on April 1, 1845, almost eight years to the date of his 1838 escape. A man named Charles Ringold was jailed in Baltimore and committed as a runaway. The imprisoned Ringold claimed to be from Annapolis and to have his free papers there. He was released from the jail the following day.<sup>43</sup> There is no further detail included to confirm that they are one and the same. If this was the “remarkably polite and smart” Ringold who was formerly enslaved by Eleanor Brooke, this indicates that he managed to successfully live as a free man and talk himself out of sticky situations for a number of years to maintain the freedom that he risked his life for.<sup>44</sup>

Contracted laborers had the advantage of gaining familiarity with the C&O Canal and people along the sections they worked. They might have had insight on the safest routes to take to their destinations, stations on the Underground Railroad, or common paths taken by slave catchers. Contracted enslaved laborers fled the C&O Canal when they saw the chance, while other enslaved people went towards the riverway to seek shelter and wages on their journey to freedom. Frank (1834), Sandy (1841), and Ben Julip (1852) were all suspected of heading to the C&O Canal to look for work or passage to a free state after fleeing their enslavers.<sup>45</sup>

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<sup>42</sup> “Ran Away,” *Daily National Intelligencer*, May 1, 1838.

<sup>43</sup> MSA C 2064-2 Baltimore City and County Jail (Runaway Docket), 1836-1850 2/72/4/20.

<sup>44</sup> “Ran Away,” *Daily National Intelligencer*, May 1, 1838.

<sup>45</sup> “Forty Dollars Reward,” *Daily National Intelligencer*, April 8, 1834, in “Runaway Advertisement Records,” *Legacy of Slavery in Maryland: An Archives of Maryland Electronic Publication*,

A young man only referred to as Frank absconded while hired out in the District of Columbia. The 19 or 20 year old “received a pass to go to Saint Mary's county, early in July” but never appeared. His enslaver, J. L. Millard, knew that while living in DC, Frank “had formed an attachment for a free worthless black woman,” named Mary Parrott. While hunting for Frank, Parrott’s home was searched and she was jailed after some of Frank’s possessions, including his pass to St. Mary’s cCounty, clothing, and some stolen goods, were found at her residence. Millard suspected that Frank would find work in the District or along the C&O Canal where he would blend in with free and enslaved Black laborers. It is unknown when Mary Parrott was released from jail or whether she and Frank were ever able to reconnect following his escape to freedom.<sup>46</sup>

It is clear that Frank’s enslaver, much like Eleanor Brooke, who enslaved Charles Ringold, did not approve of his relationship with Mary Parrott, who was referred to as “a free worthless black woman” in the runaway ad.<sup>47</sup> Mary Parrott was her own person and anything she created, including children, would be hers alone. As a free woman, Parrott’s body and potential ability to produce more enslaved people for profit was null. White slaveholders often saw the presence of free Blacks as a threat to the institution of slavery.<sup>48</sup>

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<http://slavery2.msa.maryland.gov/pages/Search>; “One Hundred Dollars Reward,” *Daily National Intelligencer*, June 16, 1841, “Runaway Advertisement Records,” *Legacy of Slavery in Maryland: An Archives of Maryland Electronic Publication*, <http://slavery2.msa.maryland.gov/pages/Search>; “Two Hundred Dollars Reward,” *Daily National Intelligencer*, February 24, 1842, in “Runaway Advertisement Records,” *Legacy of Slavery in Maryland: An Archives of Maryland Electronic Publication*, <http://slavery2.msa.maryland.gov/pages/Search>; “\$10 Reward,” *Daily National Intelligencer*, April 20, 1852, in Runaway Advertisement Records,” *Legacy of Slavery in Maryland: An Archives of Maryland Electronic Publication*, <http://slavery2.msa.maryland.gov/pages/Search>.

<sup>46</sup> “Forty Dollars Reward,” *Daily National Intelligencer*, April 8, 1834.

<sup>47</sup> “Forty Dollars Reward,” *Daily National Intelligencer*, April 8, 1834.

<sup>48</sup> Richard S. Dunn, *Sugar and Slaves: The Rise of the Planter Class in the English West Indies, 1624-1713* (Chapel Hill: University of North Carolina Press, 2000) 224-246; Donald R. Wright, *African Americans in the Colonial Era: From African Origins through the American Revolution* (Wheeling: Harlan Davidson, Inc., 2010): 74-76, 89-90, 162-172; Rivers, *Rebels and Runaways*; Nathaniel Millet, “Defining Freedom in the Atlantic Borderlands of the Revolutionary

Many believed that all Blacks were in cahoots and would assist any enslaved person seeking their freedom. This was true to a certain degree as enslaved people often turned to loved ones or trusted leaders for reprieve during their escapes. Numerous ads claim that enslaved people “ran away without cause,” as if seeking their freedom and some semblance of humanity was not reason enough; others made their desire for freedom clear after specific instances of fear, anger, or trauma. While motivations differed, the end goal remained the same.

Sandy’s flight took place after a bad fight in which he “injur[ed]” his enslaver, George Kerby. Sandy was described as “about 22 years of age, has a young look, no beard perceivable. . . dark copper color, stout, no scars except upon his back. . . about five feet five or six inches high, with soft voice and rather a down look when spoken to.” Sandy was whipped for the incident and left soon after. Early on, Kerby perceived that Sandy would seek out his family “in the city of Washington, where he may no doubt go and procure other clothing and free papers and push for a free state.” It is very likely that Sandy did in fact meet with family members in Washington D.C. because another ad published eight months following Sandy’s escape, noted that he was last “heard from in December last, in the District of Columbia.” Sandy was not limited to Maryland or the District of Columbia when it came to seeking help, because details from his runaway ads showed that his support network expanded much further than the region.<sup>49</sup>

Sandy’s father, Robert Holland, was also previously enslaved by Kerby, until he was sold off “for the same fault, of running away.” Holland continued that “fault” with his new enslaver in Baltimore, and it seems that he successfully made it to back to New York City, where he was

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Southeast,” *Early American Studies*, Vol. 5, no. 2 (Fall 2007): 368-369; Herbert Aptheker, “Maroons Within the Present Limits of the United States,” *The Journal of Negro History* 34, no. 2 (April 1939): 167-171.

<sup>49</sup> “One Hundred Dollars Reward,” *Daily National Intelligencer*, June 16, 1841.

originally sold to Kerby. Kerby suspected that Sandy “made his way along the canal line, and across to Pennsylvania” and felt “certain that Sandy heard from his father and [was] making his way to him.”<sup>50</sup> It is possible that Robert Holland returned to the place of his enslavement to help guide his son Sandy to freedom in 1841. This already difficult feat would become even more challenging for other brave men and women with the passage of the 1850 Fugitive Slave Act. This act reinforced and expanded the reach of slavery while seeking retribution from anyone who may have assisted the freedom seekers on their journey.<sup>51</sup>

Ben Julip absconded on April 15, 1852, two years after the passage of Fugitive Slave Act of 1850, and this is clear by the warning added by his enslaver, Elizabeth Plant. In addition to including Julip’s description and last whereabouts, a cautionary notice states, “I hereby forewarn all persons from harboring or employing him, as he is my legal property.” Plant believed that Julip followed the C&O Canal to Cumberland, one of locks before the free state of Pennsylvania.<sup>52</sup>

These runaway ads provide information, but not the full story, as the enslavers placed the ads infused with their own racism and personal biases. One newspaper article telling the journey of freedom from an enslaved person’s point of view was published in the January 10, 1840 print of *The Liberator*. *The Narrative of James Curry, A Fugitive Slave* reflects Curry’s flight in his own words.<sup>53</sup> Like many others, James Curry followed the path of the C&O Canal to freedom. He recounted a bit of his life story while detailing his flight north for the 1840 publication. Curry’s narrative begins with the life of his mother, who remains nameless. Her

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<sup>50</sup> “One Hundred Dollars Reward,” *Daily National Intelligencer*, June 16, 1841; “Two Hundred Dollars Reward,” *Daily National Intelligencer*, February 24, 1842.

<sup>51</sup> U.S. Constitution, **Article IV, Section 2, Clause 3.**

<sup>52</sup> “\$10 Reward,” *Daily National Intelligencer*, April 20, 1852.

<sup>53</sup> “Narrative of James Curry, A Fugitive Slave,” *The Liberator*, January 10, 1840; James Curry, “Narrative of James Curry, A Fugitive Slave,” Chapel Hill, NC: Academic Affairs Library, University of North Carolina at Chapel Hill, 2003.

status as human chattel condemned her children to the same cruel fate of being born and listed as property. Curry described his mother as a “proud-spirited woman. . .and tender mother” who also attempted to reach a place where she could be free.<sup>54</sup>

Curry first recounts his mother fleeing her cruel enslavers at the age of fifteen, before being caught and brought back three weeks later. Her next attempt was with her husband, sister Ann, and Ann’s husband. The group had free papers made for the escape, but were stopped and jailed after a magistrate examined them, and stated: “these won’t do. . .girls, we don’t doubt that *you* are free, and if you choose, you may go on; but *these boys* you have stolen from their masters, and they must go to jail.” Curry identified his mother and Aunt Ann as “bright mulattoes [who] would be allowed to pass along the road unmolested,” before the laws against emancipation were passed. Rather than continuing their journeys to freedom, both women stayed and were jailed with their husbands until their enslavers came for them.<sup>55</sup> Curry noted that this was his mother’s last attempt because “having young children soon, it tied her to slavery.” Much like his mother, from a young age Curry desired his freedom and “resolved, if [he] was ever whipped after [he] became a man, [he] would no longer be a slave.” This promise led Curry to the C&O Canal on his way to the free state of Pennsylvania.<sup>56</sup>

Like Frank, Curry started a relationship with a free Black woman. When he asked his enslaver, Moses Chambers, for consent to the marriage, Chambers swore he would “cut [Curry’s] throat from ear to ear, before [he] should marry a free nigger.” Curry knew it was a baseless threat, because of his property value as a young and healthy male. He married his wife in secret and while Chambers continued to threaten Curry’s life nothing came to fruition. Curry managed to avoid any violence against him due to his mother’s strict care over his performance,

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<sup>54</sup> “Narrative of James Curry, A Fugitive Slave,” *The Liberator*, January 10, 1840.

<sup>55</sup> “Narrative of James Curry, A Fugitive Slave,” *The Liberator*, January 10, 1840.

<sup>56</sup> “Narrative of James Curry, A Fugitive Slave,” *The Liberator*, January 10, 1840.

or dual consciousness, in front of whites. Her lessons protected him until May 1837, after Curry's twenty-second birthday.<sup>57</sup>

After a full day of work around nine or ten at night, a boy stopped Curry, who was on his way to his uncle's hatter's shop to complete some night work. "The overseer sent [the] boy, with a horse, bidding [Curry] go with him to feed him." The feed was ready so Curry told the boy where to take the horse and continued on his way to his uncle's shop. The overseer came in minutes after Curry arrived and questioned why he did not follow his orders by going with the boy. Curry "went to the house to obey him, and [the overseer] followed; but the horse was fed" when they arrived. The angered overseer then started to assault Curry with a hickory rod. Curry kept the promise he made to himself and was gone within the month.<sup>58</sup>

When Chambers left for a slave-driving expedition to Alabama, Curry left for freedom in the company of two of his brothers on June 14, three weeks following his assault. They fled after all receiving a threat of beating by the overseer earlier that day. While the overseer went out to seek out the assistance of other white men to whip Curry and his brothers, they headed to his wife's house. "There [Curry] changed [his] clothes. . . with the hope of being soon able to send for her from a land of freedom and left her in a state of distress." On their way to freedom, the brothers only interacted with free and enslaved Black people to ask for food, and they "were never refused, if they had food to give." Unfortunately, during one of their few and far between meal breaks, they were spotted by slave catchers and separated. Curry never saw his brothers again. After losing his way, Curry followed the towpath of the C&O Canal for a few days looking for refuge.<sup>59</sup>

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<sup>57</sup> "Narrative of James Curry, A Fugitive Slave," *The Liberator*, January 10, 1840.

<sup>58</sup> "Narrative of James Curry, A Fugitive Slave," *The Liberator*, January 10, 1840.

<sup>59</sup> "Narrative of James Curry, A Fugitive Slave," *The Liberator*, January 10, 1840.



Once again, Curry experienced kindness, receiving breakfast at a Black person's home along the C&O Canal. He continued on through the towns of Williamsport and Hagerstown, "and, on the 19<sup>th</sup> day of July, about two hours before day. [Curry] crossed the line into Pennsylvania, with a heart full of gratitude to God, believing that [he] was indeed a free man." These early thoughts of complete safety quickly faded when a Black woman warned Curry not to stay the night, cautioning him that "the people about here are very ugly, and they take [freedom seekers] and carry them back" to enslavement. Curry heeded her advice and left for Philadelphia where he befriended an abolitionist group, then went on to New York, and Massachusetts, before ending his narrative with a plan to go to Canada to call for his wife from a place where he could maintain his safety and freedom.<sup>60</sup>

The commonality between nearly all of these men is that they were able to seek assistance from loved ones or trust advice and kindness from other enslaved and free Blacks along the way. These individuals stand to represent the brave men and women who risked their lives and the lives of others by seeking their independence. They also give light to the strong Black community in the region and the risks they were willing to take for one another. Although the cruel institution of slavery constantly ignored Black family ties or used them as leverage, the shared experiences of Charles Ringold, Frank, Sandy, James Curry, and others whose names and stories have been lost to us show that the bonds never died.

As previously discussed, absconding was not the only way that Blacks fought their oppressors. The fight for wages and human decency was not limited to enslaved Blacks. Free Blacks, like Mary Parrott and workers on the C&O Canal, were often subject to the whims of whites, but this did not stop them from working hard and attempting to build better lives for themselves.

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<sup>60</sup> "Narrative of James Curry, A Fugitive Slave," *The Liberator*, January 10, 1840.

## Rising Tensions Along the C&O

During the end of the Canal's early era, the ambitions of Blacks soared past white comfort. According to historian Unrau, "several blacks either attempted to purchase boats or were hired by the owners of large fleets of vessels to be captains of several barges in" 1856.<sup>61</sup> The "heightened negrophobia following John Brown's Raid on Harpers Ferry" in October of 1859 probably only increased concerns of white resident about the presence of Black workers along the C&O Canal.<sup>62</sup> Displeased whites called for the canal company to intervene, which resulted in the board passing a measure requiring the presence of "at least one white person above the age of 18 years" to act as "master" on all boats using the canal.<sup>63</sup> The banning of Black boat captains further restricted and limited the opportunities available at the time. It highlights the power of white fear and anger towards Black achievement and the dedication of some in the Black community to assist freedom seekers.

Despite the terror and animosity from parts of the white workforce, some Blacks were able to work along the C&O Canal peacefully. A man recounted his journey on the C&O Canal and the Black canallers he interacted with in an anonymous manuscript. The author of the manuscript was a man from New England "in the summer of 1859" who "made the round-trip voyage along the 184 ½-mile Chesapeake and Ohio Canal" after being laid off during the "financial panic of 1857."<sup>64</sup> He recounted his journey decades later and in it, he logged some of the experiences of the Black canallers he interacted with, namely Henry Butler and his son.

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<sup>61</sup> Unrau, *Historic Resource Study*, 838.

<sup>62</sup> Unrau, *Historic Resource Study*, 147, 562.

<sup>63</sup> Proceedings of the President and Board of Directors I, 303 and 319; Unrau, *Historic Resource Study*, 838.

<sup>64</sup> Ella E. Clarke and Thomas F. Hahn, eds., *Life on the Chesapeake and Ohio 1859*, (York, PA: American Canal and Transportation Center, 1975); Ella E. Clarke, ed., "Life on the C&O Canal: 1859," *Maryland Historical Magazine*, 55 no.2 (June 1960): 82-122.

Butler was a free man from Williamsport who stood at six feet tall and was known as “Pic.” He worked as a boat man on the *Caroline of Williamsport* captained by Henry Artz ‘Captain Coss.’<sup>65</sup> Census records show that Butler and his wife Julia had three children by 1860.<sup>66</sup> One of the sons (either John or Henry) also worked with him on the boat. The anonymous manuscript averaged the two tow boys to be around twelve years of age so, twelve year old John, Butler’s oldest child, most likely worked on the C&O Canal with his father and was referred to as “Little Pic.”<sup>67</sup> The anonymous traveler complimented the father and son duo for being proficient workers; both helped teach the traveler the tricks and trades of working a canal boat. From teaching the traveler words to stop the mules, to impressing him by skillfully thinking on their feet, to narrowly avoiding boating accidents, both Pics showed the immeasurable value of reliable boat hands.<sup>68</sup>

Conversations between Pic and the traveler reveal that Pic previously worked on a brickyard floor and that the Butler family attended services at Zion Wesleyan First Colored Methodist Episcopal Church of Williamsport.<sup>69</sup> During their days off in Williamsport for July 4, the traveler “spent the day alone in the boat thinking over the declaration of independence, how all men (except negroes) were made free and equal.”<sup>70</sup> Despite the lessons and praise given to the Butlers, the traveler still made a number of prejudiced comments, jokes, and jabs at Pic and other “darkeys” noted throughout the manuscript. Compliments of Pic’s strength, trustworthiness, and skills quickly turned sour with the mention that he “was also the source of much amusement on board for Pic had a lot of vacant shelves in the back of his cranium.”<sup>71</sup>

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<sup>65</sup> Clarke, *Life on the Chesapeake and Ohio*, 5, 8.

<sup>66</sup> *U.S. 1860 Census*

<sup>67</sup> Clarke, *Life on the Chesapeake and Ohio 1859*; Clarke, ed., “Life on the C&O Canal: 1859,” 82-122.

<sup>68</sup> Clarke, *Life on the Chesapeake and Ohio*, 11, 13, 17.

<sup>69</sup> Clarke, *Life on the Chesapeake and Ohio*, 20, 25.

<sup>70</sup> Clarke, *Life on the Chesapeake and Ohio*, 25.

<sup>71</sup> Clarke, *Life on the Chesapeake and Ohio*, 8.

The high praise given to the Butlers as great boat hands contrasted starkly with their living quarters, which were reflective of their racial status. The anonymous traveler depicted that “behind the rear cabin was the tiller deck from which the cabin stairs went down, and under it a kind of cockpit, about four feet high, where Pic and his boy slept and no place could suit them better as it was the hottest and least ventilated part of the boat.”<sup>72</sup> The discriminatory undertone seeping from the anonymous traveler from New Hampshire, a state with a majority white population (unlike regions in Maryland, Virginia, and the District of Columbia), makes it clear that racist ideologies were not only a Southern trait, but spread far and wide.

Whites continued to restrict Black opportunities along the C&O Canal through legal and lethal methods. The 1857 board restriction which banned Black boat captains was an outright declaration of racism, but other methods were more subtle. For instance, Pic and Little Pic lived in the worst cabin on the boat in spite of their work ethic and effectiveness. The traveler’s account of another interaction, Captain Coss’s purchase of a pig from an enslaved man, also provides some insight on the expectations that enslavers put on all whites to respect and uphold slavery by refusing to trade with enslaved people. He stated:

The darkey ran but little risk in the business...if he was caught his master might whip him, take away some of his liberties, or change his work. . . With the white man it was very different. There was nothing that was considered so mean by the slave holders as to purchase anything from a slave, and the law took the same view, for the judges were all slave holders.<sup>73</sup>

Since the foundation of the United States of America, one of the most pervasive and debated topics from the Congressional conventions to the courthouses was the institution of slavery. The conflicting dogmas of people in all regions of the country spanned across various states, religions, sexes, ages, and political parties. One of the greatest sources of conflict was over

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<sup>72</sup> Clarke, *Life on the Chesapeake and Ohio*, 13.

<sup>73</sup> Clarke, *Life on the Chesapeake and Ohio*, 43.

the spread and reach of slavery in the growing nation. After states began to secede from the United States of America to create the Confederacy at the start of the Civil War, the C&O Canal acted as a physical barrier between the border state of Maryland and the Confederate state of Virginia.<sup>74</sup> As Confederates campaigned through the Shenandoah Valley and into Maryland seeking to wrest control of this borderland, freedom seekers continued to use the riverway as a guide and a means of escape. Union camps quickly became beacons of reprieve for the freedom seekers and their presence influenced the United States' success in the Civil War.<sup>75</sup>

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<sup>74</sup> Walter S. Sanderlin, "A House Divided – The Conflict of Loyalties on the Chesapeake and Ohio Canal, 1861-1865," *Maryland Historical Magazine*, 42, no. 3 (September 1947): 207-213.

<sup>75</sup> Broomall, "This Debatable Land," 113-135.

## THE CIVIL WAR (1861 – 1865)

During the Civil War, free and formerly enslaved Blacks acted as guides, spies, and laborers for troops attempting to navigate the Canal's footpaths and keep track of the other forces. United States (known as Federal or Union) troops, unfamiliar with the terrain, often followed the guidance of Blacks while traveling through the region.<sup>76</sup> Generals regarded traveling and local Blacks as reliable guides, in spite of the racist ideologies and stereotypes depicting Blacks as lazy, uneducated, and undependable. Free and enslaved Blacks, and later on Black soldiers, played a pivotal role in the Union's success. Despite continued instances of free and formerly enslaved Blacks proving themselves as valiant soldiers, dependable guides and dedicated workers, not all white Union soldiers were glad to have the added manpower.

Formerly enslaved Blacks often flocked to Union soldier bases for a semblance of protection from the leaders of the Confederate forces that were bent on maintaining their enslavement. This protection was not a guarantee. After reaching Union camps, some enslaved people were forced to return to their enslavers at the hand of Union soldiers.<sup>77</sup> This injustice occurred until General Benjamin Butler's contraband clause was widely enforced after the passage of the first Confiscation Act on August 6, 1861.<sup>78</sup> Butler's argument used the slaveholding states' view of enslaved people as property to his advantage, because in times of war, contraband property was not returned to the enemies. Butler's approach became United States federal policy under Secretary of War Simon Cameron's assertion that the army "should

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<sup>76</sup> Broomall, *"This Debatable Land,"* 114, 131; Mary Furlong Minkoff, "Making Sense of the Fort: Civically-Engaged Sensory Archaeology at Fort Ward and Defenses of Washington," University of Maryland, 2015, 107 – 110.

<sup>77</sup> Broomall, *"This Debatable Land,"* 118-119.

<sup>78</sup> *U.S. Senate* August 6, 1861.

not return fugitives of either loyal or disloyal masters in seceded states.”<sup>79</sup> Freedom seekers quickly caught on. Recognizing the advantages given to their counterparts from Virginia and other rebelling states, freedom seekers from Maryland also claimed neighboring Confederate states as their own “to gain asylum and use federal policy to their advantage.”<sup>80</sup>

As more freedom seekers flocked to Union lines, some soldiers used them to conduct labor and other menial tasks along the Canal.<sup>81</sup> Others grew irritated with the burden of a growing population following. A wide spectrum of commanding officers served along the C&O Canal. Some, like Major Alfred B. Soule, who served in the 23<sup>rd</sup> Maine, attempted to start their own Underground Railways.<sup>82</sup> Others remained mostly disinterested in Black welfare, or more keen on using Blacks to provide comfort during the war by easing the soldiers’ workloads.

The C&O Canal was a known pathway for freedom seekers long before the War, and the newfound chaos made it a prime time for enslaved people in the region to take flight.<sup>83</sup> One survey of Maryland newspaper slave advertisements reveals that between the years 1829 and 1860, thirty-one fugitives were linked to the canal. Broomall notes that these numbers undercut the true numbers of freedom seekers. He is correct, as research for this report produced nearly thirty runaway ads from 1830 – 1840 alone.<sup>84</sup>

The canal’s vital role as a route of travel and connection, for freedom seekers, traders and armies alike, made it a site of conflict and contention during the war. Soldiers set up camp

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<sup>79</sup> Broomall, *“This Debatable Land,”* 123; Barbara Jeanne Fields, *Slavery and Freedom on the Middle Ground: Maryland during the Nineteenth Century* (New Haven: Yale University Press, 1985), 107-108.

<sup>80</sup> Broomall, *“This Debatable Land,”* 123; Barbara Jeanne Fields, *Slavery and Freedom on the Middle Ground: Maryland during the Nineteenth Century* (New Haven: Yale University Press, 1985), 108.

<sup>81</sup> Broomall, *“This Debatable Land,”* 123; Fields, *Slavery and Freedom on the Middle Ground*, 101

<sup>82</sup> Broomall, *“This Debatable Land,”* 120.

<sup>83</sup> Eric Foner, *Gateway to Freedom: The Hidden History of the Underground Railroad* (New York: W. W. Norton, 2015), 4; Snyder, *“The Chesapeake & Ohio Canal and the Underground Railroad;”* Broomall, *“This Debatable Land”* 112.

<sup>84</sup> Snyder, *“The Chesapeake & Ohio Canal and the Underground Railroad;”* Broomall, *“This Debatable Land.”*

along the canal, and military activity frequently disrupted access to transportation and trade. As James J. Broomall's 2017 Special History Study, *"This Debatable Land": The Chesapeake and Ohio Canal's Civil War* details, commanders in both the United States and the Confederate armies understood the importance of the river as a supply line and defense.<sup>85</sup> Damaging, defending, and attempting repairs along sections of the C&O Canal became major tasks for soldiers. When they targeted attacks disrupting enemy supply lines, they interfered significantly with civilian work and commerce. In one instance from 1861, military activity over the C&O Canal left hundreds of boats in Williamsport and other towns unable to navigate after shots broke out and Confederate troops seized a ferry, temporarily suspending all business. The Hagerstown, Maryland newspaper, *Herald of Freedom & Torch Light*, noted that the military interference with trade along the C&O Canal caused public outcry as "thousands directly and indirectly interested in its trade and commerce [were] thrown out of employment."<sup>86</sup> This was only to be one of the impacts of the war on the C&O Canal.

While Confederate troops worked to prevent the movement of trade and freedom seekers along the C&O Canal, they too used its paths to conceal themselves from the United States Army. An ad from the *Herald of Freedom & Torch Light* stated that Union defenses guarded the Potomac against potential Confederate advances. The article also noted the presence of a potential pathway used by freedom seekers:

The 1<sup>st</sup> Maryland Regiment, under Col. Kenley, together with Capt. Kennedy's Company of Col. Lamon's Regiment, is vigilantly guarding the Potomac river at Williamsport and other points above and below, whilst the 13<sup>th</sup> Massachusetts Regiment is stationed in the vicinity of Sharpsburg for the same purpose. . . it is

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<sup>85</sup> Baron Antoine Henri de Jomini, *The Art of War*, trans. G.H. Mendell and W.P. Craighill (Philadelphia: J.B. Lippincott and Co., 1862), 76; Broomall, *"This Debatable Land,"* 29-38.

<sup>86</sup> "Flour Brought to Hagerstown," *Herald of Freedom & Torch Light* (Hagerstown, MD), May 29, 1861, p. 2D, *Crossroads of War: Maryland and the Border in the Civil War*, <http://www.crossroadsofwar.org/research/newspapers/?id=2101>; "A Sharp Skirmish at Williamsport," *Herald of Freedom & Torch Light* (Hagerstown, MD), June 5, 1861, p. 2D, *Crossroads of War: Maryland and the Border in the Civil War*, <http://www.crossroadsofwar.org/research/newspapers/?id=2104>; Broomall, *"This Debatable Land,"* 33-35.



believed that there is an “under-ground railroad” in operation higher up on the Potomac river.<sup>87</sup>

Early ads referring to the Underground Railroad almost explicitly meant freedom seekers, but the article later comments that the regiments were keeping watch for “traitors” passing through the lines by way of the C&O Canal. This means that some Confederate forces knew of some paths that freedom seekers usually took when attempting to evade them and pass through the Canal. The Confederates may have used these concealed paths to help them in their efforts to barricade and destroy trade along the C&O Canal. Their destruction of Union camps surrounding the canal created work opportunities for free and newly self-emancipated people alike to help rebuild<sup>88</sup>

Broomall notes that “at the canal’s terminus, Washington, DC, became a major destination point for African Americans during the war. Many of these fugitives had come in from Maryland and Virginia plantations.”<sup>89</sup> A number of them arrived in the nation’s capital through routes along the C&O Canal. During the war, repair work was plentiful, and Blacks took advantage of the increase need for labor. They worked to make repairs along the Canal, inside the army camps, and to enhance the fortification of the United States capital in the District of Columbia, which stood mere miles from the traitors’ borders.<sup>90</sup> The flooding of free and newly freed people to nearby camps meant that “each Officer had his pick of a servant.”<sup>91</sup>

Despite this increase in available laborers, the United States army struggled to effectively utilize the contraband workers. Union Generals often spent more time requesting labor than

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<sup>87</sup> “Guarding the Potomac,” *Herald of Freedom & Torch Light*, August 21, 1861.

<sup>88</sup> Broomall, “*This Debatable Land*,” 125-127.

<sup>89</sup> Broomall, “*This Debatable Land*,” 117-129; Robert Harrison, *Washington during Civil War and Reconstruction* (Cambridge, UK: Cambridge University Press, 2011), 29; Catherine Barbara Hopkins Broun Diary, May 5, 1862, folder 1855-1885, box 1, Catherine Hopkins Broun Diary, 1885-1899, accession #6132 (Special Collections, University of Virginia Library, Charlottesville).

<sup>90</sup> Broomall, “*This Debatable Land*,” 119-120; Harrison, *Washington during Civil War and Reconstruction*, 29.

<sup>91</sup> Austin C. Stearns, *Three Years with Company K*, ed. Arthur A. Kent (London: Associated University Presses, 1976), 52; Broomall, “*This Debatable Land*,” 127.

hiring people to get the work done. The laborers moved onto other opportunities quickly, so labor shortages were once again an issue on the C&O Canal.<sup>92</sup> Shamefully, despite their hard work, free Black men, women, and children remained subject to low wages, if and when they received any compensation at all.<sup>93</sup> Once again, this racial injustice did not stop them from working to improve their families' livelihoods. White violence, which continued on land and on water, did hinder some of their efforts.

During the Civil War years, violent animosity towards employed Blacks seemed to increase along the canal - possibly in reaction to the war's destruction, displacement, and the growing free and newly freed Black population in Washington, D.C. and along the C&O Canal. On Wednesday, August 28, 1861 the *Daily National Republican* reported that a Black boy was shot and killed by a man later identified as Thomas Wettill after asking "for a chew of tobacco" earlier that week on Monday afternoon. The unnamed boy may have been enslaved, as the article noted him as "belonging to and in the employ of Mr. W. Fletcher." After the boy approached Wettill on his longboat to ask for the tobacco, Wettill angrily replied, "you black son of a bitch, I'll give you a chew," then shouted to a boy on his boat to get his gun. Without a second thought, Wettill turned his gun on the boy, "took deliberate aim and fired, killing the boy almost instantly." A nearby squad of provost guards arrested Wettill before he got away. They brought him before Justice Dunn who imprisoned him for the murder. Wettill lived to tell authorities his name, but the young boy never had the chance.<sup>94</sup> This was one of numerous unjustified murders of Black laborers along the C&O Canal, which deserve further research and remembrance.

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<sup>92</sup> Broomall, "This Debatable Land," 126-127.

<sup>93</sup> <https://www.nps.gov/articles/living-contraband-former-slaves-in-the-nation-s-capital-during-the-civil-war.htm>

<sup>94</sup> "Murder in the First Ward," *Daily National Republican* (Washington, DC), Wednesday, August 28, 1861; C&O Canal Association, 1861 newspaper reports.

In the later years of the war, attacks by ill-tempered racist individuals quickly escalated to violent white mobs. In April of 1864, at least three boats with Black crews were met by white mobs, and the boats were physically torn apart by the angry hordes. This was the case of the *Waldo Hutchins*, which was attacked while passing the guard lock No. 4 in Washington county, Maryland. The *Evening Star* reported that:

She was attacked by a number of rioters armed with guns and clubs, and the colored crew driven off and a woman, wife of the master, was beaten severely. The assailants were not satisfied with driving off the crew, but went to work and tore the boat to pieces. . . Two other boats were following the *Hutchins*, the crews of which were colored. The crews getting the information of the riot, deserted their boats and fled. There is a disposition to drive the colored crews from the canal. . . manifested by some of the white boatmen at Georgetown.<sup>95</sup>

The Baltimore *Sun* also reported on the riot, stating, “There is a difficulty on the Chesapeake and Ohio Canal in regard to colored boatmen, the white boatmen attacking and driving them off.”<sup>96</sup> These assaults were just a few examples of the many violent acts committed against Blacks during and following the Civil War. The racially charged violence and terror did not start at the locks on the canal, but were widespread throughout the region in the aftermath of emancipation. Many of the postwar records of Black workers along the C&O Canal stem from newspaper reports of the accidents and assaults that took place on the waterway.

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<sup>95</sup> “Riotous Boatmen on the Canal,” *Evening Star* (Washington, DC), April 1864; C&O Canal Association, 1864 newspaper reports.

<sup>96</sup> *Sun* (Baltimore), Thursday, April 28, 1864, p.4; C&O Canal Association, 1864 newspaper reports.

## POST-CIVIL WAR (1865-1924)

The period of Reconstruction (1865-1877) was one of hope, growth, and opportunity for Black communities following the Civil War and the passage of the Thirteenth, Fourteenth, and Fifteenth Amendments. Each of these amendments worked in conjunction with the others to increase equality for Black men. The Thirteenth outlawed the institution of slavery in the United States, the Fourteenth guaranteed citizenship for all people born in the United States, and the Fifteenth stated that all men, regardless of race, were eligible to vote based upon their status as United States citizens.<sup>97</sup> These federal laws recognizing rights for African Americans led to a brief time period with record numbers of Black leaders in government pushing for advances to ensure equality and the pursuit of happiness for all.

In the area surrounding the C&O Canal, this period was characterized on a local and regional level by the growth of free Black communities, institutions like churches and schools serving Black students, and increasing Black representation in local and state governments. The story of how the C&O Canal connected to these self-determination efforts as an important source of employment is only beginning to be told, with this study's identification of individuals working on the canal in this period being one step, and more work to be done in future studies of the communities they were part of.

In spite of continued financial struggles, the C&O Canal Company did eventually find its stride after the Civil War. The financial state of the company was constantly in flux, but surprisingly, the damages and disruption of trade due to Confederate attacks did not increase the costly burden of maintaining the waterway in the immediate postwar years. Repairs to the C&O Canal meant new efficiency and an immediate increase in earnings following the war.

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<sup>97</sup> *U.S. Constitution*, amend 13; *U.S. Constitution*, amend 14; *U.S. Constitution*, amend 15.

“The canal company was able to finally note in its annual report for 1865 that revenues had ‘exceeded those of any previous year, and amount in the aggregate to \$359,734 56, being \$125,035 26, in excess of the revenues of 1864.’”<sup>98</sup>

The Company peaked from 1868-1880, and in its prime year of 1871, “more than a hundred boats passed through a single lock in one day. The lock tender’s hours of duty ran from ‘dawn to dawn.’”<sup>99</sup> This period of massive trade meant increased workloads on boats and locks, and with the increase in work came an influx of Black laborers. Luckily for the C&O Canal Company, shipyards, and mines, thousands of free and newly freed Blacks stayed in the area looking for work.

The employment of Black employees as boat hands, mule drivers, cooks, and more was nothing new on the Canal, but records detailing their work post-war are more accessible. Newspapers, free from documenting the terrors of the war, were able to shift their focus to highlighting the frights of working on a dangerous waterway. News stories about accidents and violence provide a brief window into the lives of 49 Black canal workers on the canal from 1866 to 1907. Articles collected in the appendix show that Black men performed a variety of jobs working directly on the canal as boat captains, crew members, and mule drivers. They hint at the roles of women with a “canal boat woman” and cook (common roles for white women on northern canals, who also did work such as sewing, laundry, and operating boarding houses). Approximately 5% of canal workers were children, who often performed lighter tasks on boats or drove horses and mules.<sup>100</sup> The number of newspaper stories describing “boys” as boat hands or simply employed on the canal indicates that for many Black youth on the C&O Canal, this work started at a young age. This may have been necessary in a period when new free Black

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<sup>98</sup> Broomall, “This Debatable Land,” 154.

<sup>99</sup> William Clague, *Synopsis. An excerpt from A Collection of Maps of the Chesapeake and Ohio Canal*, 3.

<sup>100</sup> Way, *Common Labour*, 84-85.

communities were forming, establishing and funding their own schools, and working to support families without inherited property, when youth could have contributed to economic survival.

Unfortunately, the outcome of the Civil War, the emancipation of enslaved people, and the passage of new civil rights laws under Reconstruction did not dictate any changes in racist behaviors or an end to racial prejudices in daily life. These news stories also show how unequal treatment could derail Black workers' efforts to earn a living on the canal.

The C&O Canal's rising financial success meant more bodies and boats on the waterway. The jobs were dangerous, but especially so for Blacks aboard, as they could be randomly targeted for their race, or refused medical assistance after enduring an injury. This was the experience of Isaac Robinson from Prince George's County, Maryland. On Thursday, August 18, 1870, the *National Republican* questioned the "charity of Georgetown and Washington" for their poor treatment of Robinson, who was left "in destitute circumstances" due to their lack of care:

[Robinson] was a hand onboard a canal boat which traded to Georgetown; his leg was accidentally broken while on his way down the canal; when he arrived in Georgetown he applied for pecuniary and surgical assistance, which were refused to him, and he was directed to go to Washington; in Washington his appeals received a similar response, and it was not until he managed to reach this city [of Alexandria] that his wound was even dressed.<sup>101</sup>

The discrimination Robinson faced in his injured state speaks volumes to the ever-present racism in the country and along the C&O Canal. Racist medical staff forced Robinson to travel miles to receive any form of assistance. A professional listed as Dr. Powell eventually set Robinson's fractured leg and then sent him onto the almshouse in Alexandria to recover.<sup>102</sup> Many almshouses existed in the area, but when it came to providing medical assistance to Blacks, it seems there were specific locations in Alexandria and Williamsport that housed

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<sup>101</sup> "Alexandria Affairs," *The National Republican* (Washington, DC), Thursday, August 18, 1870.

<sup>102</sup> "Alexandria Affairs," *The National Republican* (Washington, DC), Thursday, August 18, 1870.

injured Black canal laborers.<sup>103</sup> Injuries along the C&O Canal were commonplace and Black laborers took the risks associated with the work to support themselves and their families.

Drowning was always a concern even for the strongest swimmers, as whiskey and other liquors were readily available to the boatmen, lockkeepers, and pedestrians attempting to walk along the canal. Henry Parks, John Thomas from the *Dove*, John Wilson, George Whalen, and Jerry Carder reflect a small number of Black boatmen who accidentally drowned on the C&O Canal in the five years following the War.<sup>104</sup> Most of the drownings were accidental, but others were result of assaults and attempted murder. Benjamin Whiting of the *Andrew Johnson* and Charles Johnson are among the men who drowned in more sinister circumstances.

Whiting may have been the victim of an unprovoked racial attack. Four canal men identified as Charles Miller, F. Chaney, Frisby Wyatt, and Jas. H. Garrett beat Whiting, knocked him overboard and “refused to lend assistance to save him from drowning.” The men were arrested by Officer Burrell and committed to jail by Justice Buckey.<sup>105</sup> Charles Johnson, who worked as a hand on a Seneca stone boat, also drowned. His body was exhumed by Dr. J.F. Hartigan after his friends insisted that an investigation be opened for foul play. The doctor reported that “he found a cut in the head, over the left eye, which had been made before death.” The jury acknowledged that Johnson was injured before his death, but because no other evidence was gleaned from the exhumation or ensuing investigation, his alleged attacker

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<sup>103</sup> “Alexandria Affairs,” *The National Republican* (Washington, DC), Thursday, August 18, 1870; “A Painful Injury,” *Herald of Freedom and Torch Light* (Hagerstown, MD), August 17, 1863.

<sup>104</sup> “Affairs in Georgetown – Drowned,” *Evening Star* (Washington, DC), Tuesday, November 27, 1866; “Drowned,” *The Alleganian* (Cumberland, MD), December 1866; “Drowned,” *Alexandria Gazette* (Alexandria, VA), Saturday, August 17, 1867; “Drowned,” *Shepherdstown Register* (Shepherdstown, WV), Saturday, May 14, 1870. “Drowned,” *Herald and Torch Light* (Hagerstown, MD), Wednesday, May 18, 1870; “Drowned,” *Herald and Torch Light* (Hagerstown, MD), Wednesday, May 25, 1870; “Drowned,” *The Alleganian* (Cumberland, MD), Wednesday, May 18, 1870.

<sup>105</sup> “Georgetown News – Severe Assault,” *The National Republican* (Washington, DC), Wednesday, December 11, 1867.

Captain Kramer, was released.<sup>106</sup> Whiting and Johnson represent two of the numerous victims of the C&O Canal. Working in most capacities along the canal created opportunities to make money and maintain steady work during its operational seasons, but it also created risks – competition amongst crews, racist attacks, drunken accidents, and assaults flooded newspapers surrounding the canal. While many Black workers found employment, and some Black workers made it as boat captains (a position in which they were previously banned), others did not make it through alive.

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<sup>106</sup> "Drowned," *The National Republican* (Washington, DC), Tuesday, August 23, 1870; "Coroner's Inquest," *The National Republican* (Washington, DC), Tuesday, September 6, 1870.



## Post – Reconstruction (1877 – 1924)

The post-Reconstruction era largely negated leaps of progress made by Black communities following the Civil War and the passage of the Thirteenth, Fourteenth, and Fifteenth Amendments. Laws can create changes, but only when they are enforced. By 1877 nearly all Reconstruction measures were rescinded on the federal level, and all federal troops stationed in formerly seceded states were officially removed. United States forces had been placed on the ground to maintain order and to protect the rights of newly recognized Black citizens. With their removal, the Confederacy's ideals of white supremacy and suppression of Black advancement reemerged throughout parts of the country. As former Confederate leaders and sympathizers reassumed control, they enforced a nightmarish return to the Old South. Oppressive violence and restrictions came in varying manifestations in the "border state" of Maryland and even the Union stronghold of Washington, DC. Instead of the promises of promotion and new privileges, African Americans faced a new battle against the expansion of black codes (which can be traced back to antebellum slave laws) through the means of Jim Crow. All Blacks in the United States were freed from enslavement, but not the ever-present system of racism and violent attacks that came with it.

Black men, women, and youth continued to work on the canal throughout these legal and social turning points; seventeen of the individuals identified in the Appendix are mentioned in newspaper articles from 1878-1907. There were no pirates, but bandits and accused criminals were common along the C&O Canal. The waterway stood as a place of high crimes as attacks on Black boat hands like the one that occurred on *Waldo Hutchins* continued. Some of these incidents arose from disagreements or disputes, while others were solely racially motivated assaults.

In late November of 1882, John Summers, a steersman on the *M.A. Shupp*, shot the thirty-five-year-old captain of the *Weyand Doerner*, Henry Arnold. The attack was due to a longstanding disagreement after Arnold accused Summers of being a robber.<sup>107</sup> Summers shot Arnold in the arm and leg with an old army musket while his boat passed by near Paw Paw outside of Cumberland. Denton Shupp, captain of the *M.A. Shupp*, and David A. Wolf, the boat's stable boy, testified that Summers saw Arnold steering his boat and told Shupp that he planned to shoot him. The *Alexandria Gazette* took reports from the *Cumberland News* which recorded the testimonies against Summers. They stated that, "Shupp tried to dissuade him," but Summers started shouting at Arnold and then fired shots after Arnold told Summers that he wanted nothing to do with him. Arnold's wife, who was on the boat, tried to take him home to Alexandria.<sup>108</sup>

The *Alexandria Gazette* also reported that "[t]he trouble between Arnold and Summers is said to have originated several trips back, when the former accused the latter of stealing a tow-line."<sup>109</sup> Arnold, who was often taken "for a white man," was noted as being well-known, involved in several Black societies in Alexandria, and as "generally quiet and peaceable." Later in the month, the newspaper followed up on Summers awaiting trial before a grand jury. Summers remained in jail for about a month to allow the courts to "await the result of Arnold's injuries," before attributing charges. Arnold's injuries were not as severe as previously thought and he was

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<sup>107</sup> *Evening Star*. "Shooting Affair on the Canal." Friday, December 1, 1882; "The Canal Shooting Affair," *Alexandria Gazette* (Alexandria, VA), Friday, December 1, 1882; "Local Brevities," *Alexandria Gazette* (Alexandria, VA), Saturday, December 2, 1882; "Affairs in West Washington – Shooting Affair on the Canal," *Alexandria Gazette* (Alexandria, VA), "Canal Commerce," *Alexandria Gazette* (Alexandria, VA), Tuesday, December 5, 1882; Thursday, December 21, 1882; *Alexandria Gazette* (Alexandria, VA), Saturday, December 23, 1882.

<sup>108</sup> "The Canal Shooting Affair," *Alexandria Gazette* (Alexandria, VA), Friday, December 1, 1882.

<sup>109</sup> "The Canal Shooting Affair," *Alexandria Gazette* (Alexandria, VA), Friday, December 1, 1882.

able to walk off the boat the week following the shooting to the wharf when he arrived for surgery.<sup>110</sup>

Since newspaper reporters of the time simply reported these as individual events, it is important for historians to situate the violence against Black canal workers within the larger context of Reconstruction and its aftermath, as eruptions of white hostility would have been a daily risk and concern from their perspectives. Nevertheless, Black efforts to advance as individuals and succeed as communities continued in the face of the human and physical dangers of canal work throughout the nineteenth and into the twentieth century. In spite of the waterway assaults, accidents, and the dangers of racially motivated mobs, some Black men prevailed and made it on the C&O Canal working as boat captains.

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<sup>110</sup> "Shooting Affair on the Canal," *Evening Star*, Friday, December 1, 1882; "The Canal Shooting Affair," *Alexandria Gazette* (Alexandria, VA), Friday, December 1, 1882; "Local Brevities," *Alexandria Gazette* (Alexandria, VA), Saturday, December 2, 1882; "Affairs in West Washington – Shooting Affair on the Canal," *Alexandria Gazette* (Alexandria, VA), "Canal Commerce," *Alexandria Gazette* (Alexandria, VA), Tuesday, December 5, 1882; Thursday, December 21, 1882; *Alexandria Gazette* (Alexandria, VA), Saturday, December 23, 1882.

## Black Boat Captains

Seeing Black boat hands, drivers, and cooks was a daily occurrence on the Canal, but spotting Black boat Captains was rare. While the 1857 board policy banning Black captains was not formally repealed, its enforcement following the Civil War is questionable, as the Register of Boats taken on January 1, 1878 indicated at least four Black boat captains.<sup>111</sup> Louis Roberson, captain of *Viola H. Weir*, Wilson Middleton, captain of *Dr. F. N. Davis*, Kirk Fields, captain of *John W. Carder*, and J.M. Johnson, captain of *John Sammon*, all worked to transport goods for New Central Coal, New Central Coal, Hampshire Coal, and Maryland Coal respectively. While none of these Black captains owned the boats they commanded, they all stood as leaders in a position that was previously legally denied to anyone who looked like them. Their employers provide insight to the C&O Canal's most profitable cargo.<sup>112</sup> Coal quickly surpassed the marginal profits made by flour, grain, stone, fish, salt, and whiskey-based trade from the Canal's earlier years. The aforementioned Captain Henry Arnold also worked to transport coal for the American Coal Company. These men transported the same goods along the C&O Canal during the same time period, and while it is not confirmed that they directly interacted it is possible that they ran in similar social circles.

They may have encountered one another at a lock, coal shipyard, or in their communities if they were also involved in Black society organizations as Henry Arnold was. Following the war, in 1866 Black members of a Methodist Episcopal Church in Sharpsburg, Maryland established their own congregation. They constructed Tolson's Chapel that same

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<sup>111</sup> Unrau, *Historic Resource Study*, 838; Chesapeake and Ohio Canal Official National Park Handbook, 1991, <https://archive.org/details/chesapeakeohioca00nati/page/44/mode/2up?q=black>; Register of Boats Employed on the Canal, January 1, 1878, C & O Co.

<sup>112</sup> Clague, *Synopsis*, 2.

year, and a deed of land the following year to expand the property listed Wilson Middleton as one of the church's trustees.<sup>113</sup> This Middleton was remembered as "an aged and highly respected colored man and ex-union soldier" after he passed in 1891.<sup>114</sup> At this time, it is not confirmed whether the Tolson's Chapel trustee Wilson Middleton also worked as a Captain for the New Central Coal Company in January 1878. If they are one and the same, the examples of Arnold and Middleton indicates that these captains' knack to lead did not stop when they got off their boats. They contributed to larger efforts of the first generation of fully free Black communities to build and lead independent institutions.

While more detailed information could not be gathered on the other three Black captains, records show that they were not the last Black men to lead crews before the canal's closure. Andrew Jenkins worked as a Captain from 1910-1923 and was "one of possibly only two African-American Captains on the canal in the last years of commercial navigation."<sup>115</sup> Jenkins's thirteen-year tenure right before the Chesapeake and Ohio Canal Company's closure in 1924 shows that even during its impending decline, people in the community relied on the C&O Canal to provide job opportunities.

Unfortunately, the profits made transporting coal could not save the canal. The C&O Canal Company continued to face the financial strains of maintaining a large navigable waterway. As trade along the waterway steadily declined while expenses increased, layoffs and worker strikes became more frequent in the region. The C&O Canal's financial difficulties eventually led to the layoffs of hundreds of Black laborers in the mines, wharves, boats, and

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<sup>113</sup> Washington Co. Land Record, Liber LBN 1, folio 712; Tolson's Chapel National Register for Historic Places Registration Form.

<sup>114</sup> *Antietam Valley Reporter*, May 15, 1891.

<sup>115</sup> <https://www.nps.gov/choh/learn/historyculture/canalworkers.htm>

other roles that relied on the Potomac for operation.<sup>116</sup> The C&O Canal Company survived until the government purchased the lands, but the canal never quite made it to a century of operation as a navigable waterway, closing after ninety-six (96) years.

While the Chesapeake and Ohio Canal spent years in financial turmoil, it did achieve its goal of making the dangerous Potomac River navigable.<sup>117</sup> In its early years, the C&O Canal stood as a beacon of safety and opportunity for freedom seekers escaping the horrors of enslavement. During the Civil War, the C&O Canal stood as a place of conflict, but also of hope, with the presence of the Union soldiers forming contraband camps and constant job opportunities. The C&O Canal's peak years cast light on the struggles and successes made by free and newly freed African American citizens following the War. The Chesapeake and Ohio Canal Company failed, but the Blacks that made their brave and perilous journeys left seeds of promise along its tumultuous path.

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<sup>116</sup> "Close C. and O. Canal," *The Morning Herald*, August 1, 1924; "Canal is Closed – Famous Waterway may Never be Opened Again," *The Morning Herald*, August 1, 1924; "Out of Employment," *Evening Union*, December 18, 1866; Unrau, *Historic Resource Study*, 821-831.

<sup>117</sup> Stegmaier, Jr., et. Al., *Allegheny County*, 120-121; Smith, *Historic Resource Study*, 5-7 and 13-14; Unrau, *Historic Resource Study*, 49-54; Broomall, "This Debatable Land," 7.

## RECOMMENDATIONS

### Recommendations for Further Research and Preservation

Research for this project has illuminated starting points for continued research and public recognition of the role of Black laborers and freedom seekers along the C&O Canal. As previously noted, the COVID-19 (coronavirus) pandemic led to the closure of most research facilities. As a result, further historic research will be beneficial in supporting this report and the park's larger goal to share Black experiences along the Chesapeake and Ohio Canal.

The author recommends working with the Network to Freedom to identify more locations in the park that have historic ties to the Underground Railroad and should be preserved, conducting research to update the 2013 Chesapeake and Ohio Canal Network to Freedom application. Research for this project has indicated that Emmanuel Episcopal Church (currently named Emmanuel Parish of Maryland) in Cumberland used its tunnels to conceal and transport freedom seekers on their flight to Pennsylvania and other destinations.<sup>118</sup> Conducting an ethnohistorical study with an oral history component could help collect stories of the parishioners at Emmanuel Parish of Maryland and find records of other Underground Railroad stations. Further study may identify potential sites in Cumberland, Williamsport, and Georgetown, which should be documented and preserved.

Continued research and interpretation can expand public knowledge of the daily lives of Black laborers, sailors, and neighbors of the canal, and the institutions that they interacted with. First, more research into work experiences could detail the opportunities afforded to white workers and residents along the canal compared to African Americans. Second, this report is largely centered on the labor conducted by Black men; more needs to be done to show the

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<sup>118</sup> Shawver, "City celebrates," *The Cumberland Times-News*, February 24, 2003.

contributions of Black women along the C&O Canal. Before the canal's closure, labor studies were conducted to highlight the lives on children on boats, but only interviewed white families.<sup>119</sup> Black children's experiences are also an area for further research. While studying communities along the C&O Canal, researchers should make sure to incorporate the floating communities of Black families working the waterway. William Bauman has done extensive transcription of C&O Canal records; he might be able to lead the next researcher in the right direction. The author also recommends continuing to review local newspapers, as many of their articles name Black laborers along with their employers.

As additional historical and oral history studies of Black communities surrounding the canal in Georgetown and the Palisades are completed, the stories of individual workers and occupations can be connected to these broader community histories. One example is that of Wilson Middleton, a boat captain identified in this research. Further research could determine if he is the same Wilson Middleton who was one of the founders of Tolson's Chapel (now a National Historic Landmark). This would connect a story of opportunity on the canal to a story of the foundation and survival of Black community institutions. Future researchers and park personnel could partner with HBCUs and universities with African American Studies programs in the region to continue to identify local families with connections to the C&O Canal.

Additionally, almshouses were noted in newspaper articles in reference to injured Black laborers, specifically in Alexandria. Research to identify the locations and records of these former charitable hospitals and housing centers may provide more insight into the medical care Blacks living along the C&O Canal received.

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<sup>119</sup> Ethel M. Springer, "Canal-boat Children," *Monthly Labor Review*, 16 (February 1923): 1-21; Unrau, *Historic Resource Study*, 816-820.



## Recommendations for Interpretation

There are currently few references to Black communities or their contributions at the Chesapeake and Ohio Canal National Historic Park in permanent site-based and digital interpretation. Interpretive resources could be enhanced by adding sites relating to Black communities and experiences to the Canal Mobile Tour: for example, rangers could discuss a typical worker's day at a different location along the canal (axeman, laborer, boat captain, boat hand, etc.) and what that worker's living conditions might have looked like.

It is also important to dedicate time to tell the stories of freedom seekers and those who helped them along the Canal. Interpretive waysides can be added to indicate points along the canal that were used as stations on the Underground Railroad.

The C&O Canal National Historical Park's large social media following provides great opportunities to share Black history. Social media managers and contributors could intermittently post profiles highlighting Black workers and community members, or create a scheduled and reoccurring profile highlight based on individuals listed on the accompanying List of Laborers. They could also consider starting a series of online or in-person programs, such as "Canal Communities" or "Crimes along the Canal," that can highlight and expand the narrative of Black experiences surrounding the C&O Canal. Some community and crime stories can display the agency and determination of Blacks to succeed in the region. Examples of these compelling stories may include records of freed Blacks assisting freedom seekers (such as the story of Mary Patton, p. 19), accidents and drownings, and Black resistance to white violence.

This report also draws parallels between historical experiences of Black men along the C&O Canal and patterns of racial inequality that persist to the present day. These parallels can make history relevant by connecting it to contemporary experiences, audiences, and concerns.

## Present Day Parallels

*This research counters the erasure of the Black experience in the United States. African American history is American history and must be included to show the full picture. These individuals highlight Black agency in the region from 1824 – 1924. Their actions and the reactions of whites around them created social norms and policies that have modern effects on us.*

Clear restrictions were legally enacted to prevent Black achievement:

- Fugitive Slave Acts of 1793 and 1850 – On its face, the new law simply set out to enforce the U.S. Constitution, specifically Article IV, Section 2, Clause 3, which declared that slaves did not become free simply by escaping to a free state and thus stipulated their return to their lawful masters.
  - Immediate Impact:
    - Criminalized assisting freedom seekers
    - No “free state” for formerly enslaved Blacks and greater risk of being free, kidnapped, and sold into enslavement
  - Present Day Parallel:
    - Police brutality and the criminalization of Black bodies
- C&O Canal Company’s 1857 ban of Black boat captains -
  - Immediate Impact:
    - Limitations on Black wealth – which prevented the ability to build generational wealth
    - Fewer leadership opportunities
  - Present Day Parallels:
    - This continues in the form of racist hiring practices, redlining, and an unjust criminal justice system.

- Prejudiced medical practices:
  - Immediate Impact:
    - Injured workers like Isaac Robinson had to journey on miles after being rejected care by physicians
  - Present Day Parallel:
    - Lack of resources, funding, and trust in the medical field in majority African American communities
    - Medical bias – Black patients are less likely to be treated for pain and more likely to die of preventable diseases

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## Appendix A: Table of Laborers & Other Individuals

### Guide and Summary

This table is comprised from the records of countless black men (and one woman) that worked along the Chesapeake and Ohio Canal in some capacity as laborers, boat hands, mule drivers, captains, etc. or that attempted to pass through the Chesapeake and Ohio Canal on their way to freedom. Due to the COVID19, coronavirus pandemic, much of the research relied heavily on online sources, in this case, newspapers. Newspapers of the early 19<sup>th</sup> and 20<sup>th</sup> centuries provide background to the sediments and situations black laborers often found themselves in working along the Canal. While some worked successfully and peacefully, records may indict a shift in the acceptance of black workers as bans against black captains were implemented and white mob attacks on boats with black laborers became more frequent.

The research focused on finding individuals whose experiences might reflect common experiences of others. More importance was given to sources that provided the black laborers name, as this increased the possibility for future findings in ongoing research. Records of individuals who specifically worked on the Canal were included (this means that laborers at wharfs, coal sites, transport stations that existed due to the Canal's presences are not listed.)

Organization is as follows: Laborers and Boatmen (1-10), Freedom Seekers and the Underground Railroad (11-42), and Injuries, Accidents, and Assaults (43-106) – then individuals are arranged chronologically. This is not an exhaustive list of black laborers and should instead be treated as a starting place to conduct further research on these individuals and countless others who are not listed. There are currently **106 (one hundred six) individuals/groups listed**, which includes a single woman, who worked as a cook on a canal boat, another involved in a collision with a Canal boat, and three that contacted police about male Canal workers.

Appendix B makes the source documents for this table accessible to readers through images, links, and transcripts, as available. These include primary sources, such as newspaper articles and runaway advertisements, and secondary sources compiling prior research on the canal. Table entries are numbered so that individuals in Appendix A can be cross-referenced with sources in Appendix B by numerical appearance as well as name.

**Table of Laborers, Freedom Seekers, and People Involved in Injuries, Accidents and Assaults**

No.	Name	Occupation	Summary	Boat Name, Owner, Company	Status (Free / Enslaved)	Wages	Hometown or Associated Work Location	Dates Associated
1	Robert	Axeman	Robert worked as an axeman in the early construction period of the Canal (1829).	Corps of Engineers	Unknown	80 cents per day including board - \$5.60	First Division Second Residency of the Chs & Ohio Canal	August 10 – August 17, 1829
2	Regin	Axeman	Regin worked as an axeman in the early construction period of the Canal (1830).	Corps of Engineers	Unknown	87 ½ cents per day including board - \$5.25	First Division Second Residency of the Chs & Ohio Canal	July 1 – July 20, 1830
3	William		William was employed in some form by the C&O Canal Company. His wages are lower than all his counterparts listed on the invoice. At this time, it is unknown if his wages were lower due to his race or his job position.		Unknown	\$15 per mo & found, equal - \$336		July 1, 1839
4	Henry Butler ('Picayune' or 'Pic')	Boatman	Henry Butler and his son worked as boat hands. Record of his work and living conditions were logged in an anonymous manuscript. 1860 Census records from Williamsport indicate that Butler and his wife Julia had three children (one of which worked on the boat with him.) The manuscript includes depictions of Butler's use and talent along the Canal – which can be seen through a near accident recorded in the <i>Life on The Chesapeake &amp; Ohio Canal</i> .	<i>Caroline of Williamsport</i> Henry Artz 'Captain Coss'	Free		Williamsport	1859
5	'Little Pic'	Boat hand	...Henry Butler's son.	<i>Caroline of Williamsport</i>	Free		Williamsport	1859

				Henry Artz 'Captain Coss'				
6	Louis Roberson	Boat Captain	Louis Roberson served as a boat captain.	<i>Viola H. Weir</i> – owned by John T. Dixon, in the employ of New Central Coal. (previously owned and mortgaged by Frederick Mertens)		Unknown		January 1, 1878
7	Wilson Middleton	Boat Captain	Wilson Middleton requires more research, as he may be one of the founders of Tolsons Chapel.	<i>Dr. F. M. Davis</i> – owned by Theodore H. Davis in the employ of New Central Coal		Unknown	Sharpsburg	January 1, 1878
8	Kirk Fields	Boat Captain	Kirk Fields served as a boat captain.	<i>John W. Carder</i> – owned by Frank Darkey in the employ of Hampshire Coal, New Central Coal Co., and George's Creek Coal Co.		Unknown		January 1, 1878
9	J. W. Johnson	Boat Captain	J.W. Johnson served as a boat captain. Not much is known about this individual. 1880 census records list a John F. Wolf as the captain of the <i>John Sammon</i> , it is unknown if Johnson	<i>John Sammon</i> – owned by Michael Quigley in the employ of		Unknown		January 1, 1878

			retired at this time or was employed as a captain of another boat.	Maryland Coal				
10	Andrew Jenkins	Boat Captain	One of the few African American Captains in the last years of commercial navigation.					1910 - 1923
11	Frank Shaw (~25)		Frank Shaw absconded sometime in Mary of 1827 and was seen working along the C&O Canal. It is unknown whether Shaw maintained his freedom or was captured and reenslaved.	Dr. John E. Berry near Upper Marlborough, Prince George's county, MS	Enslaved	N/A	Montgomery county C&O Canal	Sometime in the month of May 1827  Fall 1829  August 30, 1830
12	Robert Simmes (~ 22)		Robert Simmes was hired out to work along the C&O Canal and absconded. Simmes may have heard the news of his enslaver dying and taken the opportunity to gain his freedom in the hectic time of transition. Unfortunately, records indicate that Simmes was captured and reenslaved. Despite this, Simmes continued to seek his freedom and absconded from his new enslaver at least once more.	Estate of Richard Johnson (deceased) ad placed by John Peerce of Prince George's county, MD and John D. Clark of Georgetown, D.C.  Later – Thomas Ferral of Bladensburg, MD	Enslaved		Seventh Section of the C&O Canal	Saturday, November 21, 1829  May 25, 1835
13	Ben Addison (~ 21)		Ben Addison was hired out to work on the C&O Canal when he took the opportunity to attempt to self-emancipate. He had a brother Edward Addison 'who was set free in Washington city,' the proximity of his	Levin Wilson	Enslaved	N/A	Georgetown	October – December 1829

			family might have given Ben the confidence and support he need to seek his freedom.					
14	Adam Koots	Enslaved – blacksmith by trade	Adam Koots was hired out to work on the C&O Canal and absconded.	James Knox	Enslaved	N/A	8 <sup>th</sup> section of the C&O Canal	October 20, 1829
15	Thomas Jefferson (~ 19 or 20)		Thomas Jefferson absconded and was rumored to be on the Canal.	James Summer of Prince George’s county, MD	Enslaved			December 28, 1829  August 12, 1830
16	Bill (~ 30 or 35)	enslaved – blacksmith by trade	Bill absconded and it was suspected that he was heading towards D.C. and then would look for employment on the Canal before making his way to Pennsylvania.	George Duvall	Enslaved		Prince George’s county Washington city Pennsylvania	February 14, 1830
17	John Nevit (~ 21)		John Nevit absconded and it was suspected that he ‘made his way up the canal for Pennsylvania’ or ‘in some of the long boats trading’	Henry McPherson of Prince George’s county	Enslaved			May 5, 1830
18	William Forrester (Bill) (~ 37 or 38)		William Forrester absconded and was suspected heading ‘towards Washington, where he has a free sister. . .or perhaps lurking on the Rail Road or Canal.’	William Bowie of Prince George’s county, MD	Enslaved		Prince George’s county Washington Canal Rail Road	May 22, 1830
19	Elias Dowling		Elias Dowling was hired out to work on the C&O Canal. He attempted to self-emancipate but was caught somewhere along his journey to freedom and was jailed.	Charles Dickson of Louisa County, VA and hired out to William Boxler on the C&O Canal	Enslaved	N/A	Loudon County	June 5, 1830

20	Remus (~ 25)		Remus was suspected to ‘make his way onward to the North, or he may be in Washington, or at work on the Chesapeake and Ohio Canal.’	James Arnold of Charles county, MD	Enslaved			October 7, 1830
21	William Soloman (~20)		William Soloman absconded and supposedly turned to family in the region for assistance. First, his enslaved aunt in Charles county, then his free father, George Soloman in Washington City, and John Godfrey, his stepfather. Both Soloman’s father and stepfather reported worked on the C&O Canal.	Elizabeth Wilson	Enslaved			October 7, 1830
22	George Soloman	Laborer (?)	George Soloman was mentioned in a runaway ad placed for his son, William Soloman. It was presumed that George guided his son along the Canal to freedom.		Free			October 7, 1830
23	John Godfrey		John Godfrey was mentioned in a runaway ad placed for his step-son, William Soloman. It was presumed that Godfrey was helping to hide Soloman.				Washington or Georgetown	October 7, 1830
24	John Young (~ 20)		John Young absconded and ‘possibly has made his way to the Ohio Canal.’ The November runaway ad dates Young leaving in January, so Young maintain his freedom for at least 10 months (hopefully his lifetime.)	Leonard Robey as guardian to S. M. Johnson	Enslaved			November 11, 1830
25	Addison (~ 16)		Addison absconded and it was thought that he was ‘likely to get employment on the Canal, and then make his way to Pennsylvania.’	John Berry of Prince George’s county, MD	Enslaved		Washington City C&O Canal	November 30, 1830
26, 27, 28	Collin Brooks (~ 27)  Joe Carroll		Collin Brooks, Joe Carroll, and Tobias Martin absconded and ‘made towards Pennsylvania’	William Vinson of Poolseville, Montgomery county, MD	Enslaved		Pennsylvania	Saturday before September 14, 1831

	(~ 24) Tobias Martin (~ 20)							
29	Joseph Vowell (~ 60 or 65)		Joseph Vowell was supposed to head to Charlestown, but took the opportunity to self-emancipate. Last heard of, Vowell was noted as working along the C&O Canal briefly.	Henry Swann of Strasburg, Shenandoah county, VA	Enslaved		Charlestown C&O Canal Strasburg, VA	September 1831 – March 1832 (?)
30	Jerry Jackson		Jerry Jackson absconded and ‘may have taken the route by Baltimore to Pennsylvania – if not, he may probably lurk about Washington, or pass up the Canal.’	Basil Burgess of Mechanicsville, Montgomery county, MD	Enslaved		Baltimore C&O Canal Pennsylvania	February 13, 1833
31	Henson (~ 18 or 19)	Enslaved – laborer and good ox driver	Henson absconded and was suspected to have ‘gone up the Canal, toward Harper’s Ferry.’	Thomas Flynn	Enslaved		Canal Harper’s Ferry	July 26, 1833
32	Daniel Snowden (~ 22)		Daniel Snowden was hired out to work on the Canal, above Georgetown. Snowden absconded and it was “feared he has procured papers, and will attempt to pass to the Northerner States as free.”	Elizabeth McPherson	Enslaved		Above Georgetown Washington City	September 1833 October 1833
33	Frank (~ 19 or 20)		Frank absconded and ‘it is believed he has obtained a pass, and is working somewhere in the District, or on the Canal.’ It seems Frank had a relationship with a free woman named Mary Parrott, who was arrested upon finding some of Frank’s possession’s in her home.	J. L. Millard, hired out to Mrs. Matilda Hamilton on Pennsylvania Avenue	Enslaved		St. Mary’s county District C&O Canal	August 4, 1834
34	Charles Ringold (~ 40 or 50)		Charles Ringold was hired out to work on the C&O Canal. It was suspected that he went to Washington county to the home of a Mr. Abm (Abraham)	Eleanor Brooke of Montgomery county, hired	Enslaved		Montgomery county Washington county	May 2, 1838

			Barne's to see / or join his wife before going to Pennsylvania or to join family in the District.	out to the Chesapeake and Ohio Canal Company			C&O Canal District	
35	James Curry		James Curry escaped his enslavement and followed the C&O Canal to Pennsylvania. Following his escape to freedom, Curry moved further north to Boston for a time, before planning to relocate to Canada. Curry's narrative was published in <i>The Liberator</i> .	Moses Chambers	Enslaved		Person County, NC	June 14 <sup>th</sup> – July 19 <sup>th</sup> (?), 1839
36	William Butt (~ 24 or 25)		William Butt absconded and was suspected to 'shape his course towards Baltimore, or up the Canal.'	C. Strahan of the Corner of 9 <sup>th</sup> and H Streets in Washington	Enslaved		Washington Baltimore C&O Canal	August 28, 1839
37	Henry (~ 40)		Henry absconded and it was noted that he previously worked on the Canal and 'expressed a wish to work there again.'	Sylvester F. Gardiner of Charles county, MD	Enslaved		Charles county, MD Washington C&O Canal	October 2, 1839
38	Sandy (~ 23)		Sandy 'I have some reason to believe he has made his way along the canal line, and across to Pennsylvania.' Sandy's father, Robert Holland, was previously enslaved by George Kerby, but was sold "for the same fault, of running away." Holland successfully freed himself and it was suspected that Sandy was heading to join him, maybe in New York.	George Kerby of Prince George's County, MD	Enslaved		District of Columbia C&O Canal Pennsylvania New York	June 13, 1841
39	Group		Group of 6-8 enslaved people attempted to cross somewhere along the Potomac, but were drowned. One was found "below Dam No. 6...another negro man was found drowned, near 'Duck Island,'...there is	Elias Chaney of Funkstown	Enslaved			November 24, 1847 "last Sunday"



			little doubt but that this has been the fate of the whole of them.”					
40	Ben Julip (~ 18)		Ben Julip absconded and was thought to have “left for Cumberland, by way of the Canal.” – Cumberland was known to have Underground Railroad Stations, including present day Emmanuel Episcopal Church, which used their underground tunnels to hide and transport people.	Elizabeth Plant			Washington Cumberland C&O Canal	April 15, 1852
41	Wellman	Boat Captain	Wellman was charged along with a man named Nolan for the attempted abduction of a man enslaved by George Spade. It is probable that Wellman and Nolan were abolitionist.	George W. Spade of Poolesville, Montgomery County, MD			Poolesville, Cumberland, Williamsport	July 2, 1856
42	Rufus Jackson (~ 27)		Rufus Jackson absconded and his enslaver “[had] every reason to believe that he is making his way off on a canal boat.”	WM. H. Benson (William H. Benson) of Middlebrook, Montgomery county, MD	Enslaved		Washington City C&O Canal	Sunday, July 6, 1856 September 7, 1860
43	John Stubblefield	Laborer (?)	John Stubblefield lost his left arm in a work-related accident (blasting rocks on the line in December 1828.) The C&O Canal Company provided him a \$2 monthly stipend. This early compensation case and others like it lead the Company to ‘protect itself against liabilities.’	N/A	Free	\$2 monthly stipend for a year		December 1828
44	Joseph Waugh	Boatman (?)	Joseph Waugh was working on a coal boat near Cumberland. When the boat started to sink he attempted to escape, but unfortunately, froze to death in the process.	Unknown			Cumberland	Friday, December 29, 1848 (last Friday night)  January 1, 1849

45	Unknown (A)	Unknown	A colored man was reported injured in the Herald of Freedom and Torch Light newspaper. Reports like this were common at the time. Newspapers often followed up on stories to correct and provide details.	Unknown	Unknown	Unknown	Williamsport	August 17, 1853
46	Unknown (B)		A colored boy asked a white man on a nearby long-boat, later identified as Thomas Wettill, for a chew of tobacco. Instead of providing him with the tobacco, Wettill shot him.	Employ of Mr. W. Fletcher			Foot of Seventeenth street	Monday, August 26, 1861 (Noon on Monday) Wednesday, August 28, 1861
47	Colored Crew	Boatmen	Boat torn apart by some of the white boatmen at Georgetown. Rioters with guns and clubs drove off the colored crew and attacked the wife of the boat master. Other boats with colored crews following behind them deserted and fled – ‘there is a disposition to drive the colored crews from the canal above.’	<i>Waldo Hutchins</i>		Unknown	Lock No. 4 on the C&O Canal in Washington county  American Co.’s depot at Georgetown	April 1864
48	Thomas Cooper	Boatman	Thomas Cooper fell about 25 feet and died after falling through a hole at the Cumberland Coal Company wharf.	<i>Communi paw</i>			Cumberland Coal Company Wharf	Thursday, September 27, 1866 (last night)  Friday, September 28, 1866
49	Henry Parks	Boatman	Henry Parks worked as a boatman, but fell overboard and drowned.	Unknown			Georgetown, near the Aqueduct	November 1866
50	John Thomas	Boat Driver	John Thomas, a boat driver (captain?) fell into the lock at Old Town and drowned.	<i>Dove</i>			Lock at Oldtown	December 5, 1866

51	John Wilson	Boat Hand	John Wilson, a canal boat hand was transporting bricks when he “fell into the dock at the mouth of the canal” and drowned.	Unknown			Kiln of Emanuel Francis to Washington	Saturday, August 17, 1867
52	Benjamin Whiting		Benjamin Whiting was attacked in an unprovoked assault and knocked overboard from his canal boat by four canal men who were arrested for the crime.	<i>Andrew Johnson</i>			Near the Aqueduct	Wednesday, December 11, 1867
53	George Whalen	Driver	George Whalen was leaving dinner and heading back to his boat when he stumbled and fell off the stern of the boat and drowned. “It is supposed he struck the rudder blade in the fall, and was stunned. . .and made no effort to take a line that was thrown to him.”	Employed by F. H. Irwin, Esq., of Boonsboro, MD			One hundred yards below what is known as the Burnt Warehouse	Thursday of last week Saturday, May 14, 1870 Wednesday, May 18, 1870
54	Jerry Carder	Boat man	Jerry Carder formerly worked for a Mr. A. R. Appleman, but went to work on the Canal. He fell from his boat in the basin and drowned.				Near the Coal and Iron Wharf in Cumberland	Wednesday, May 25, 1870 May 14, 1870 Wednesday May 18, 1870
55	Isaac Robinson	Boat Hand	Isaac Robinson worked as a hand on a boat that traded to Georgetown. Sometime on the boat, Isaac broke his leg – he asked for medical help in Georgetown and Washington but was refused by doctors until he reached Alexandria. “His fractured limb was set by Dr. Powell, after which he was taken to the alms-house. His story does not speak well for the charity of Georgetown and Washington.”				Prince George’s county, MD  Georgetown  Washington  Alexandria	Thursday, August 18, 1870
56	Charles Johnson	Boat Hand	Charles Johnson worked as a boat hand and drowned. His friends suspected foulplay. Johnson’s body was exhumed and Dr. J. F. Hartigan	One of the Seneca stone boats			Near Seven Locks	Saturday afternoon

			testified that “he found a cut in the head. . .which had been made before death.”					Tuesday, August 23, 1870 Tuesday, September 6, 1870
57	Unknown (C)		A colored boy fell overboard and drowned. He was “last seen. . .standing near the pump on his employer’s boat.”	<i>Julia Manning</i>			Canal near the Locks at Cumberland	Monday morning last Wednesday, November 16, 1870
58	Charley Howard		Charley Howard “swam across the Potomac to an orchard for the purpose of getting apples. When attempting to return, with a handkerchief full of apples tied around his neck, he drowned.”	Canal boat of Captain J. H. L. Hunter			Potomac st Shepard’s Landing	Monday, August 21, 1871
59	Sam	Mule Driver	Sam worked as a driver and was severely injured after being kicked in the stomach by a mule.	<i>Monongahela</i>				Tuesday, August 22, 1871 (yesterday) Wednesday, August 23, 1871
60	John Lewis		John Lewis was murdered after a quarrel with Milton Ward (white). Ward claimed that he was acting in self defense and attempting to save Lewis when he fell overboard after being hit in the head with the butt of Ward’s gun but failed. Ward was charged for Lewis’s murder.	<i>F. H. Mertens</i>			Near the chain bridge	About 6 o’clock on Saturday afternoon  Tuesday, August 22, 1871
61	John	Mule Driver	John “was kicked in the stomach by one of the mules of his team.” His internal injuries were fatal.	<i>F. A. Mertens</i>			Four Locks	Thursday last Wednesday, September 6, 1871

62	Unknown (D)		“A colored boy employed on the boat, whilst in the act of opening a lock gate, slipped and fell into the lock, and was drowned before assistance could be rendered.”	<i>Davenport</i>			Dunnigan’s Lock	Tuesday, November 21, 1871
63	Charles Morse		Charles Morse worked on a canal boat and was attacked by William Wilson, a white man employed on the <i>A. L. Miller</i> . Wilson hit Morse in the head with a stone. Morse was taken back to his boat, but died from the injury.	<i>Star</i>			Georgetown  Six Locks, near the Great Falls	December 17, 1871
64	Thomas Colton	Driver	Thomas Colton ‘had the middle finger of his right had cut off [by] another colored boy, driver on the boat <i>Sallie H. Taylor</i> , [who] did it with his little hatchet.’	<i>R. L. Gross</i>				Friday, August 23, 1873 (yesterday)
65	Unknown (E)	Boat Hand	Drowned attempting to swim the canal with four stolen chickens. Two colored men gave another of the situation – saying two white men stole the chickens and gave it to the boy and a companion. The boy was ‘sitting on the tow-path with the chickens, when the men who had given them to them, intent on a practical joke, called across from the berm bank something about stealing chickens, which created the impression in the minds of the boys that the owner of the stolen property was upon them. Their first impulse was to make their boat.’ The boy with the chickens was drowned.	<i>H. J. Canean</i>			A few miles above Shepherdstown  Mercerville	August 25, 1873 (Friday last)  August 26, 1873
66	Unknown (F)	Boat Hand	Drowned attempting ‘to swim from the boat to the tow-path, but for some cause was unable to accomplish the feat.’	<i>E. Rizer</i>			Harper’s Ferry	August 25, 1873

67	Richard Penard		Richard Penard, a resident of Washington, was drowned.	<i>Captain Geo. Reid</i>			Canal Tunnel at Cumberland, MD	Friday, October 10, 1873  (Monday night)
68	Henry Taylor	Canal Boatman	Henry Taylor was caught in a disturbance with James Nokes and John C. Stoutenburg, from the Point of Rocks. "It appears that one of the white men while drunk got aboard the boat on which the colored man was employed, and upon being cursed and driven off by the latter went aboard his own boat to get a club." Taylor was shot in the face, but not seriously injured.					Friday, October 17, 1873  (yesterday – Thursday, October 16, 1873)
69	William Fletcher	Mule Driver	William Fletcher, was kicked by a mule and struck between the eyes. He will recover.	The boat of Captain Tony Singer of Williamsport			Near the wharf of the Consolidation Coal Company in Cumberland  Washington D.C.  Williamsport	Wednesday, July 1, 1874  (on Monday morning – June ...1874)
70	Samuel Gordon	Boatman	Samuel Gordon and Zachariah Reeder got into a quarrel. Reeder 'struck					Wednesday, July 15, 1874

			[Gordon] savagely over the head with a curry-comb inflicting serious injuries. Reeder was tried before Justice Blocher.					(on Thursday night)
71	John Clark		John Clark was attacked by Solomon Miller during an altercation. They both worked on the same canal boat. Miller was arrested after 'striking [Clark] three or four' times in the head with a spreader stick and tried before Justice Blocher.					Wednesday, July 15, 1874  (on Thursday afternoon)
72	William Rohr		William Rohr was charged for stealing "two sets of lines and several other articles of the boatmen's outfit from Captain Hill, of the <i>E. V. White</i> ."	<i>George Clark</i>				Wednesday, August 5, 1874  (on last Saturday)
73	Ben	Lock Tender OR boatman	Ben was ill-liked, 'violent in disposition. . .was indebted to Mr. [Michael] McQuade.' Ben went to request more money from Mr. McQuade, when his request was rejected Ben 'drew a large knife and threw it at McQuade, who almost instantly drew his revolver and fired.'	<i>E. D. Hartley</i> (?)			Seven Locks, Montgomery county, about seven miles above Georgetown	Monday, August 10, 1874  (Friday evening last)
74	Frank Smith	Tow boy	Frank Smith was a tow boy on Captain Capper's boat and 'was thrown into the Lock at the Narrows. . .and drowned before assistance could reach him.'	<i>D. M. Read</i>			First lock Lock at the Narrows	Friday, August 14, 1874  (on Wednesday last)
75	Reuben Harris	Boatman	Reuben Harris and Daniel Robinson (also colored) got into an altercation. "Robinson dealt Harris several blows on the head and shoulders. . .The wounds inflicted were very severe."				South Cumberland	Wednesday, August 26, 1874

								(on Wednesday morning)
76	Unknown (G)		"A colored boatman...was drowned...while climbing out of the stable in an intoxicated condition."	<i>J. C. Stubblefield</i>			Four Mile Level	October 7, 1874
77	George Lee		George Lee was suspected of stealing \$48 from Captain John Chambers. Lee decamped around the same time as when the money went missing.	<i>J. A. Millholland</i>			Frostburg	(on last Thursday) Wednesday, October 21, 1874
78	Sandy Sorrell	Boatman	"Sandy Sorrell, it is said, was seriously injured by receiving a blow to the head by a brick bat thrown by a young Irishman named John Dugan." Sorrel was in a semi-comatose state and Dugan was arrested.					(last Friday morning) Wednesday, December 9, 1874  (about 5:30 yesterday afternoon)  Thursday, December 10, 1874  Saturday, December 12, 1874
79	James Mack	Mule Driver	"James Mack, of Bolivar Heights, Harper's Ferry...who, while dipping a bucket of water for his mules, fell into the first level below the basin and was drowned."	<i>H. C. Flagg</i>			Bolivar Heights, Harper's Ferry	Saturday, June 26, 1875  (noon today)
80	Marion Brown	Canal Boat Person	Marion Brown was assaulted by her ex-husband, Frank Brown, and his second wife, Mary Banner. All were fined and discharged.					Wednesday, September 8, 1875



								(yesterday afternoon)
81	Lucinda Carter	N/A	Lucinda Carter was assaulted by a white boat hand. "Policeman Morris went to the yard...to arrest a canal boat boy...charged with assault upon a colored woman...though almost surrounded by colored men...escaped through the ring they had formed around him."				Petersburg	Tuesday, September 21, 1875  (this morning)
82	John Minor	Boat Hand	John Minor "died suddenly... 'from lock jaw, produced by having one of the toes of [his] left foot torn off by being trampled upon by a mule.'"				Cumberland	Thursday, September 23, 1875  (last Tuesday)
83	Emanuel Dodson		Emanuel Dodson "was drowned...by falling from a canal boat."				Georgetown  Near the Chain bridge	Thursday, October 21, 1875  (about 1 o'clock yesterday)
84	Henry Gilbert		Henry Gilbert was killed. "The steam hoisting apparatus was at work transferring coal from a canal boat...when an...empty coal bucket becoming detached from the hook fell to the wharf below, striking Gilbert on the top of the head."	Earl P. Mason (schooner)			Agnew's coal dock  Lived near Colross  Alexandria	Saturday, May 27, 1876  Tuesday, May 30, 1876 (on Saturday morning)
85	Joseph Bain	Boatman	Joseph Bain "was fishing down at the canal bridge...At the time the negro was some distance away from his rod, and had not noticed the approach of the boat." The boat broke his 'handsome bamboo' rod and Bain got upset and threw a stone at the captain of the oncoming boat.					Saturday, June 17, 1876  (yesterday afternoon)

86	Spencer Bowman		Spencer Bowman “fell from the canal boat. . .and was drowned before assistance could be rendered.”	<i>M. Reuben</i>			The “Old Distillery”  Bowman lived on Frederick street, between 2 <sup>nd</sup> and 3 <sup>rd</sup>	Tuesday, September 5, 1876  (about nine o’clock last night)
87, 88	Thornton Hazelock and Charlotte Robinson		Thornton Hazelock and Charlotte Robinson were drowned after a collision with their skiff and the canal boat C.H. Dalton.				One mile below the Chain Bridge	Monday, August 26, 1878  (nine o’clock p.m. August 24, 1878)
89	Samuel Owens		Samuel Owens, fell overboard and was drowned.				Twigg’s lock, about 30 miles below Georgetown  Resided with his mother on Vinegar Hill  Drowned near Kelly’s lock	Tuesday, November 26, 1878  (Sunday last)  Tuesday, December 2, 1878
90	Arthur Lewis	Boat Hand	Arthur Lewis “was taken suddenly ill and died in an hour.”	<i>Joseph Light</i>			Hieston’s wharf, between Washington and Green streets  Georgetown	Wednesday April 2, 1879  (about seven o’clock last evening)

91	Henry Carter	Boat Hand	Henry Carter got into a fight with Samuel Banks, another colored hand. Banks shot Carter in the shoulder after Carter threw a stone at him.	<i>Mollie E. Tice</i>			Near the Aqueduct Bridge  Alexandria	Friday, July 25, 1879
92	Jake		Jake's leg was broken after being thrown from a mule.	<i>Mollie E. Trice</i>  Employed by Captain G. E. Little				Sunday, April 11, 1880
93	John W. Fenick		John W. Fenick accidentally drowned while attempting to feed hay to the stock.	<i>James E. Hughes</i>			Williamsport	Wednesday July 21, 1880
94	John Johnson	Mule Driver	John Johnson worked as a mule driver and was reported missing by his morning Jane Johnson. Jane Johnson reported hearing of a young boy drowning, Sergeant Swindles, of Georgetown precinct notified finding a boy matching his description. Miss Johnson did not receive the communication. Her son's body was buried.	Captain Pierce's boat			Between Alexandria and Cumberland Valley – near the Long Bridge  Goose Creek, nine miles above Georgetown  Johnson home: 631 I Street southwest	Friday, August 1880
95	Samuel Washington	Boat Driver	Samuel Washington “fell into the canal and was drowned.”				Great Falls lock	November 1880  Friday evening last
96	George Taylor	Boat Hand	“Geo. Taylor was kicked by a mule and seriously hurt.”	<i>Hunter No. 3</i>			Near Georgetown	Tuesday, April 1881

97	Frank Turner	Boatman	Frank Turner was kicked by a mule and “his face was terribly mashed.”				Above the Aqueduct bridge	Saturday, August 13, 1881
98	Joseph Summers	Steersman	Joseph Summers and his captain, Denton Shupp were “charged with shooting and badly wounding Captain Henry Arnold, of the boat <i>Weyand Doerner</i> .”	<i>M. A. Shupp</i>			Cumberland	Friday, December 1, 1882  (a few days ago)
99	Henry Arnold	Captain	Capt. Henry Arnold was shot by John Summers about a month ago. Summers was arrested.					Thursday, December 21, 1882  Saturday, December 23, 1882  (about a month ago)
100	Frank Williams	Mule Driver Man-of-all-work	Frank Williams murdered William Henry Twigg, who was employed by Captain Taylor Reid on the <i>Mertens</i> , by order of his captain, Henry Linneberger. Twigg asked for passage from Georgetown to Cumberland and boarded the boat. When Twigg disobeyed the captain’s request, Captain Linneberger gave Williams “a gun and told him to shoot.”	<i>Ivy City</i>		\$1.25, about one-third of what was due him	Georgetown to Cumberland	August 8, 1894  (yesterday, about 2:30 o’clock)  Thursday, August 9, 1894  Tuesday, August 14, 1894  Wednesday, January 9, 1895

								Thursday, January 14, 1895
101	“Peek”	Boat Hand	“Peek” (real name unknown), drowned while swimming. “His pantaloons came loose and entangled his feet.”	<i>John K. Cowen</i> , under Captain Harry Burrough			Brickhouse Lock, near Orleans	Tuesday May 7, 1895  (Saturday, May 4 <sup>th</sup> , 1895)
102	George Brown	Boat Driver	George Brown was “charged with an assault upon the twelve-year-old son of Capt. Cross.”				Georgetown Station	Thursday, September 3, 1896
103	Jesse Spriggs	Mule Driver	Jesse Spriggs “was driving the mules of a loaded canal boat. . .when the towline broke. Wrapping about Sprigg’s body it threw him against the wall of the gas house, badly bruising him about the head.”				Thirtieth Street northwest	Wednesday, October 21, 1903  (yesterday afternoon)
104	*woman* Gertie Green	Cook	Gertie Green, a cook on a canal boat “was found semi-conscious condition” in a vacant lot and taken to Georgetown University Hospital.				Found in the rear of 33 <sup>rd</sup> Street	Friday, November 6, 1903
105	Clement H. Martin	Boatman	Clement H. Martin “was caught between the boat and the wall of the canal and injured about his head and shoulder.” He was brought to the Georgetown University Hospital.				Passing under the bridge at Jefferson Street	Friday, May 24, 1907
106	William Green	Boatman	William Green accidently fell overboard and drowned while working on one of the canal boats of the C&O Canal Towage Company.				Chesapeake and Ohio Canal Towage Company  Rock Creek boat lock	Friday, September 27, 1907 (this morning about 7:30 o’clock)

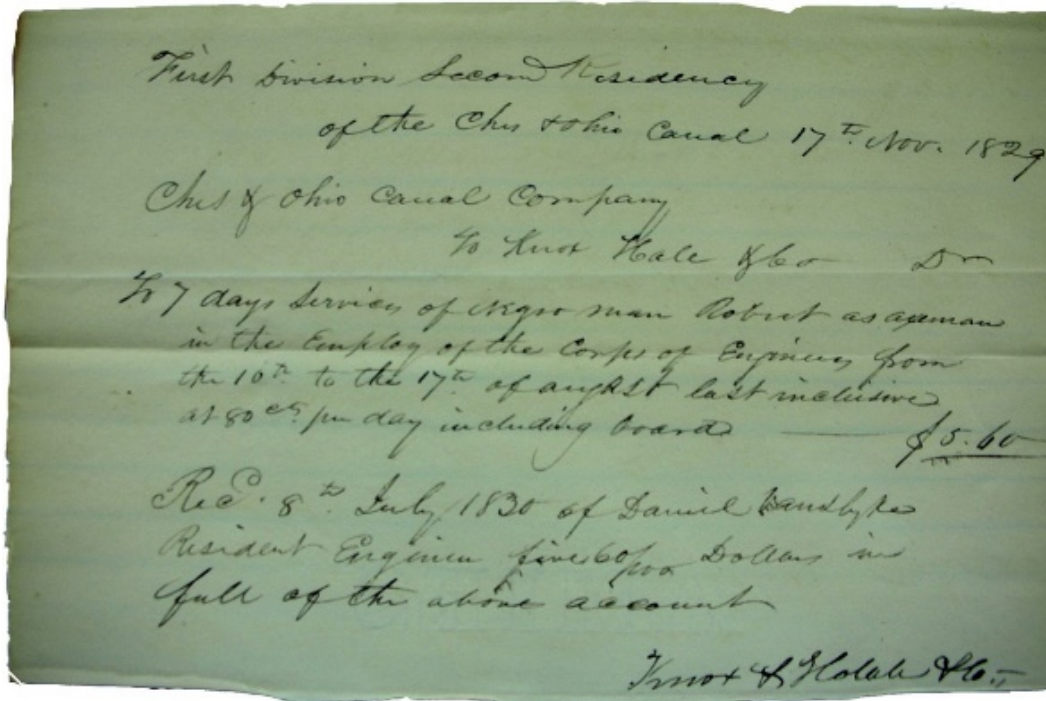
## Appendix B: Source Images, Transcriptions, and Links for Table

## Laborers and Boatmen

### 1. Robert:

From Receipts, Miscellaneous Accounts, 1828-1829. C&O Canal Co. Box 2, Entry P 386, RG 79; National Archives at College Park, College Park, MD.

WHILBR: Western Maryland's Historical Library, <http://www.whilbr.org/itemdetail.aspx?idEntry=5954&dtPointer=0>



First Division Second Residency  
of the Chs & Ohio Canal 17<sup>th</sup> Nov. 1829  
Chs & Ohio Canal Company  
To Knox Hale & Co Dr  
To 7 days service of negro man Robert as axeman  
in the employ of the Corps of Engineers from  
the 10<sup>th</sup> to the 17<sup>th</sup> of August last inclusive  
at 80 cts per day including board — \$5.60  
Recd 8<sup>th</sup> July 1830 of Daniel Sandby  
Resident Engineer five 60/100 dollars in  
full of the above account  
Knox L. Holak & Co.

### Transcription:

First Division Second Residency  
of the Chs & Ohio Canal 17th Nov. 1829

Chs & Ohio Canal Company

To Knox Hale & Co. Dr

To 7 days service of negro man Robert as axeman in the Employ of the  
Corps of Engineers from the 10th to the 17th of August last inclusive at  
80 cts per day including board - \$5.60

Recd 8th July 1830 of Daniel [?]

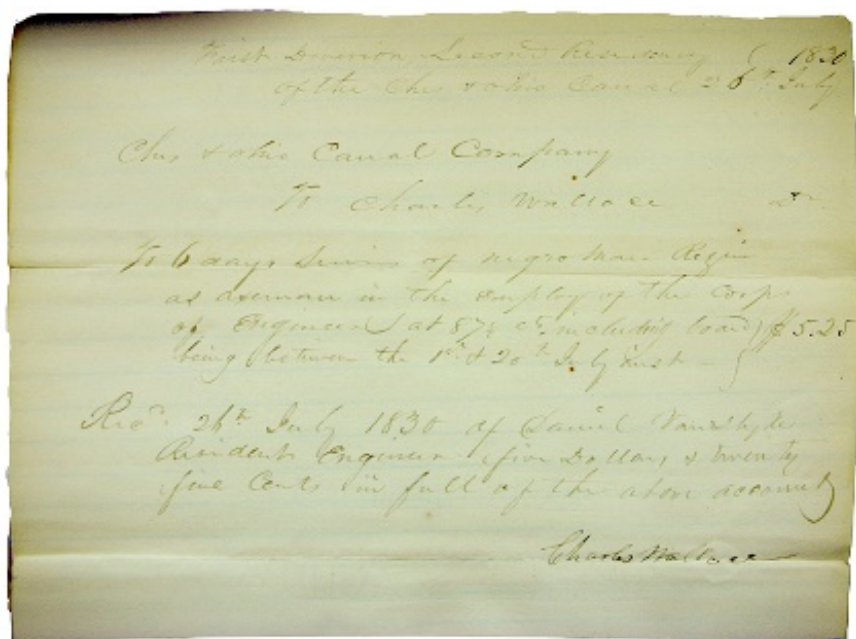
Resident Engineer five 60/100 dollars in full of the above account

Knox L. Holak & Co. [?]

2. Regin:

From Receipts, Miscellaneous Accounts, 1828-1829. C&O Canal Co. Box 2, Entry P 386, RG 79; National Archives at College Park, College Park, MD.

WHILBR: Western Maryland's Historical Library, <http://www.whilbr.org/itemdetail.aspx?idEntry=5955&dtPointer=1>



**Transcription:**

First Division Second Residency  
of the Chs & Ohio Canal 26th July 1830

Chs & Ohio Canal Company  
TO Charles Wallace Dr

TO 6 days services of negro man Regin [?] axeman in the  
Employ of the Corps of Engineers at 87 1/2 cts per day including  
board being between the 1st and 20th July inst. - \$5.25

Recd 26th July 1830 of Daniel VanShyke [?]  
Resident Engineer five dollars and twenty five cents in full of the  
above accounting

Charles Wallace



### 3. William:

LIST OF PERSONS			
<i>In the employment of the Chesapeake and Ohio Canal Company, on the 1st of July, 1839, with the compensation of each.</i>			
Robert Barnard	Treasurer and accountant, Washington	\$1,400.00	
John P. Ingle	Clerk, Washington	\$1,800.00	
Thomas Fillebrown, jr.	Assistant clerk	\$1,000.00	
William E. Howard	Assistant clerk	\$1,000.00	
George Costin	Messenger	\$250.00	
			\$5,450.00
C. B. Fisk	Chief engineer, entire canal	\$5,000.00	
Jno. A. Byers	Principal Assistant	\$2,000.00	
Elwood Morris	Principal Assistant Dam No. 6	\$2,000.00	
Charles H. Randolph	Principal Assistant	\$2,000.00	
Joshua Gore	Principal Assistant, Cumberland	\$2,000.00	
Israel Dickinson	Assistant, Cumberland	\$1,200.00	
Henry M. Dungan	Assistant, Cumberland	\$1,200.00	
Samuel H. Williams	Assistant, Cumberland	\$1,200.00	
Thomas L. Patterson	Assistant, Cumberland	\$1,200.00	
Clement W. Coote	Assistant, Cumberland	\$1,000.00	
Robert P. Dodge	Assistant, Cumberland	\$800.00	
J. A. Sorecki	Draftsman, \$3 per day, Cumberland	\$1,277.50	
William H. Bryan	Rodman, Cumberland	\$780.00	
Fitzhugh Coyle	Rodman, Cumberland	\$720.00	
Benjamin T. Brannan	Rodman, Cumberland	\$540.00	
James R. Young	Rodman, Cumberland	\$540.00	
John T. Cox	Rodman, Cumberland	\$540.00	
Thomas Gore	Rodman, Cumberland	\$540.00	
John Buchanan	Rodman, Cumberland	\$540.00	
John C. Howard, vol.	Rodman, Cumberland	\$360.00	
Charles E. Weaver, vol.	Rodman, Cumberland	\$360.00	
Fenton M. Henderson, vol.	Rodman, Cumberland	\$360.00	
Wm. T. Winsor, vol.	Rodman, Cumberland, duty as chairman	\$360.00	
A. S. Bender, vol.	Rodman, Cumberland, duty as chairman	\$360.00	
			\$26,877.50
Daniel Pierce	Axeman, \$26 per mo., Cumberland	\$312.00	
John Ogleton	Axeman, \$26 per mo., Cumberland	\$312.00	
John Doyle	Chainman & axeman, Cumberland	\$396.00	
George Stump	\$20 per mo. & found, Cumberland	\$396.00	
Abel T. Crabtree	Equal per year, Cumberland	\$396.00	
John H. Sargent	Equal per year, Cumberland	\$396.00	
			\$2,208.00
<b>William, (negro)</b>	<b>\$15 per mo &amp; found, equal.</b>	<b>\$336.00</b>	
David Knode	Chainman, \$20 per mo. and found, No. 6	\$396.00	
Robert Gates	Axeman, \$17	\$360.00	
Samuel Chase	Axeman, \$17, Cumberland	\$360.00	
John Eberts	Axeman, \$1 per day, Sundays in.	\$360.00	
Thomas Maxwell	Axeman, \$1 per day, Sundays in.	\$365.00	
William Jones	Axeman, \$1 per day, Sundays in.	\$365.00	
			\$2,542.00
Alex. B. McFarland	Superintendent of Masonry, Cumberland	\$1,800.50	
Wm. Anderson	Asst. Super. of Masonry, Cumberland	\$681.50	

4. [Henry 'Picayune' Butler \(Pic\):](#)

Ella E. Clark and Thomas F. Hahn, eds., [Life on the Chesapeake and Ohio Canal 1859](#) (York, PA: American Canal and Transportation Center, 1975).

Ella E. Clark, ed., "Life on the C&O Canal: 1859," *Maryland Historical Magazine*, 55 no. 2 (June 1960): 82-122.

Williamsport 1860 Census Records

Page No. 87

SCHEDULE 1. Free Inhabitants in Williamsport in the County of Washington State of Maryland enumerated by me, on the 27 day of July 1860. An. Wash. Dist. Marshal. Post Office Williamsport.

Dist.	No. of Inhabitants	Name	Sex	Color	Age		Profession, Occupation, or Trade of Male Inhabitants, with and female, under 15 years of age	Value of Real Estate		Place of Birth, showing the State, Territory, or Country	Whether deaf and dumb, insane, idiot, pauper, or convict
					Years	Months		Value	Value		
		Uphiea	F		11	7				Maryland	
		Uphiea	F		11	7				Maryland	
62	685	Richard Bates	M		60	03	Farmer	500	50		
		Elizabeth	F		57	7					
		John	M		22	09	Team Driver				
		William Mills	M		30	09	Team Driver				
		Mary	F		37	7					
		John	M		10	7					
		William	M		1	09					
		Elizabeth	F		4	7					
		Elizabeth	F		4	7					
		John	M		2	09					
62	687	Henry Butler	M		30	09	Laborer		50		
		John	M		50	7					
		John	M		60	09					
		James	M		2	09					
		John	M		4	7					
		James Lee	M		35	09	Laborer		50		
		William	M		50	7	Housekeeper				
62	688	Samuel Applegate	M		50	09	Laborer	600	50		
		Lucy	F		57	7					
		Elizabeth	F		50	7					
		August	M		30	7					
		John	M		10	7					
		William	M		2	7					
		John	M		2	09					
		John	M		2	09					
62	689	Robert Lawrence	M		35	09	Laborer		50		
		Caroline	F		30	7					
		John	M		9	09					
		Elizabeth	F		6	09					
		John	M		7	09					
		John	M		2	09					
62	690	Edward Brantley	M		27	09	Boat Driver		50		
		John	M		30	7					
62	691	John Apple	M		57	7		100	1200		
		John	M		40	09					
		John	M		11	09					
		John	M		8	7					
		John	M		3	7					

No. white males 72 No. colored males 2 No. foreign born 0 No. blind 0 No. deaf and dumb 0 No. insane 0 No. idiot 0 No. pauper 0 No. convict 0

1450 1960

## Henry Butler

### in the 1860 United States Federal Census

Name: Henry Butler

Age: 30

Birth Year: abt 1830

Gender: Male

Race: Black

Birth Place: Maryland

Home in 1860: Williamsport, Washington, Maryland

Post Office: Williamsport

Dwelling Number: 563

Family Number: 637

Occupation: Laborer

Household Members:

Name	Age
Henry Butler	30
Julia Butler	29
John Butler	12
Henry Butler	7
Alice Butler	4

Partial Transcription:

Page No. 87

SCHEDULE 1. – Free Inhabitants in Williamsport in the County of Washington State of Maryland enumerated by me, on the 3<sup>rd</sup> day of July 1860. Mr. Biershring Ass'r Marshal.

Post Office Williamsport.

Description.							Value of Estate Owned.							
	Dwelling-house – numbered in the order of visitation.	Families numbered in the order of visitation.	Name of every person whose usual place of abode on the first of June, 1860, was in this family.	Age.	Sex.	Color, {White, black, or mulatto.	Profession, Occupation, or Trade of each person, male and female, over 15 years of age.	Value of Real Estate.	Value of Personal Estate.	Place of Birth, Naming the State, Territory, or Country.	Married within the year.	Attended School within the year.	Persons over 90 y'rs of age who cannot read & write.	Whether deaf and dumb, blind, insane, idiotic, pauper, or convict.
13	563	637	Henry Butler	30	M	B	Laborer			[Maryland]				
			Julia “	29	F	B			20	“				
			John “	12	M	B				“				
			Henry “	7	M	B				“				
			Alice “	4	F	B				“				

5. John "Little Pic" Butler:

Ella E. Clark and Thomas F. Hahn, eds., [Life on the Chesapeake and Ohio Canal 1859](#) (York, PA: American Canal and Transportation Center, 1975).

Ella E. Clark, ed., "Life on the C&O Canal: 1859," *Maryland Historical Magazine*, 55 no. 2 (June 1960): 82-122.

Williamsport 1860 Census Records

Page No. 87

SCHEDULE 1. Free Inhabitants in Williamsport in the County of Washington State of Maryland enumerated by me, on the 27 day of July 1860. In Washington Ass't Marshal. Post Office Williamsport.

No.	Name	Sex	Age		Color	Profession, Occupation, or Trade of each person, and of Board, and if Laborer of Age	Value of Real Estate		Value of Personal Estate	Place of Birth, Naming the State, Territory, or Country	Whether deaf and dumb, blind, insane, idiotic, pauper, or convict
			M	F			\$	¢			
	Theresa	F	11	2					Maryland		
	John	M	11	2							
560	Richard Bates	M	52	12		Laborer	500	50			
	Elizabeth	F	52	12							
	John	M	32	12		Team Driver				1	
561	William Mills	M	30	12		Team Driver				1	
	Mary	F	28	12							
	John	M	10	2							
	William	M	1	12							
	Elizabeth	F	6	12							
	Robert	M	6	12							
	John	M	2	12							
562	Henry Butler	M	30	12		Laborer		50			
	Alice	F	5	12							
	John	M	6	12							
	Robert	M	2	12							
563	James Lee	M	35	12		Laborer		50			
	Elizabeth	F	35	12		Housewife					
63	Samuel Spangler	M	55	12		Laborer	600	50			
	Lucy	F	57	12						1	
	Elizabeth	F	50	12							
	August	M	30	12						1	
	Anna	F	10	12							
	Charles	M	9	12							
	John	M	7	12						1	
	William	M	2	12							
564	Robert Lawrence	M	35	12		Laborer		50			
	Caroline	F	30	12							
	John	M	9	12							
	Abigail	F	5	12							
	Lucas	M	7	12							
	James	M	2	12							
565	Samuel Canby	M	47	12		Book Binder	500				
	John	M	22	12							
566	John Apple	M	57	12			100	1200			
	William	M	40	12							
	Henry	M	11	12							
	Mary	F	5	12							
	John	M	3	12							

The whole number of the colored population is 14. The foreign born is 1450. The whole number of the colored population is 14. The foreign born is 1450.

## Henry Butler

### in the 1860 United States Federal Census

Name:	Henry Butler												
Age:	30												
Birth Year:	abt 1830												
Gender:	Male												
Race:	Black												
Birth Place:	Maryland												
Home in 1860:	Williamsport, Washington, Maryland												
Post Office:	Williamsport												
Dwelling Number:	563												
Family Number:	637												
Occupation:	Laborer												
Household Members:	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Name</th> <th style="text-align: left;">Age</th> </tr> </thead> <tbody> <tr> <td>Henry Butler</td> <td>30</td> </tr> <tr> <td>Julia Butler</td> <td>29</td> </tr> <tr> <td>John Butler</td> <td>12</td> </tr> <tr> <td>Henry Butler</td> <td>7</td> </tr> <tr> <td>Alice Butler</td> <td>4</td> </tr> </tbody> </table>	Name	Age	Henry Butler	30	Julia Butler	29	John Butler	12	Henry Butler	7	Alice Butler	4
Name	Age												
Henry Butler	30												
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Post Office Williamsport.

Description.							Value of Estate Owned.							
	Dwelling-house – numbered in the order of visitation.	Families numbered in the order of visitation.	Name of every person whose usual place of abode on the first of June, 1860, was in this family.	Age.	Sex.	Color, {White, black, or mulatto.	Profession, Occupation, or Trade of each person, male and female, over 15 years of age.	Value of Real Estate.	Value of Personal Estate.	Place of Birth, Naming the State, Territory, or Country.	Married within the year.	Attended School within the year.	Persons over 90 y's of age who cannot read & write.	Whether deaf and dumb, blind, insane, idiotic, pauper, or convict.
13	563	637	Henry Butler	30	M	B	Laborer			[Maryland]				
			Julia “	29	F	B			20	“				
			John “	12	M	B				“				
			Henry “	7	M	B				“				
			Alice “	4	F	B				“				

## 6. Louis Roberson:

Register of Boats Employed on the Chesapeake and Ohio Canal. Jan. 1st 1878

Name of Boat	Captain	Owner of Boat	Builder	Year built	By Whom Employed
Clara & Prudy	Joseph Harrison	Joseph Harrison	Doerner & Bender	1874	Maryland Coal Co.
Henry Loveridge	Emanuel Hine	Emanuel Hine	R. & M. Coulehan	1874	"
George B. Oswald	John Myers	John Myers	"	1874	"
Thomas James (Steamer)	Patrick Ganly	Patrick Ganly	"	1876	"
Thirty eight boats					
George H. Bradt	Simon Weston	Simon Weston	Frederick Mertens	1871	New Central Company
Peter Sinclair	Joseph Matingly	R. Coulehan	R. & M. Coulehan	1871	"
Martha Ann West	William Conrad	William Conrad	Frederick Mertens	1872	"
D. R. Long	Polk Long	Polk Long	"	1870	"
Georgiana Blackburn	Robert Kimble	Robert Kimble	"	1871	"
Lizzie & Phillie	Edward Gannon	Edward Gannon	"	1870	"
Richard J. West	Dennis Grady	Dennis Grady	"	1871	"
Emma	Henry Paxton	Henry Paxton	"	1871	"
Thomas H. Paul (Steamer)	Charles Sherman	Paul & Sinclair	R. & M. Coulehan	1873	"
Four Sisters	John Dugan	Patrick Kean	Frederick Mertens	1870	"
Jack Topper	Edgar Fink	William Mouse	Frederick Mertens	1869	"
Iowa	James Keady	James Keady	"	1871 rebuilt	"
Benjamin Bissill	George McCann	William Read	"	1870	"
F. M. Offutt	John H. Kaiser	John H. Kaiser	"	1871	"
Robert H. Gordon	Toi Butts	Toi Butts	"	1870	"
Dr. J. P. Broderick	[Capt. Donnelly]	Charles Little Estate	"	1871	"
Joseph R. Purcell	Charles Armstrong	Charles Armstrong	"	1870	"
George S. Couters	William Newell	William Newell	"	1872	"
Jacob R. Couters	Williams	Williams	"	1871	"
Charles W. Adams	Daniel Coffman	Frederick Mertens	"	1870	"
Elizabeth	Daniel Snyder	Daniel Snyder	"	1872	"
Lizzie Regan	Martin Smith	Martin Smith	"	1869	"
George Hutton	Jack Wright	Jack Wright	"	1871	"
Richard Fannon	Taylor Sorrell	Mrs. Alexander	"	1871	"
Daniel Henry	John O'Neal	John O'Neal	"	1872	"
William Blackwell	Edward O'Neil	John M. Resley	William Young	1873	"
Mary Mack	George Beacroft	John McArthur	Frederick Mertens	1872	"
Frederick A. Mertens, jr.	Joseph Manning	Joseph Manning	"	1870	"
William M. Price	Samuel Griminger	Samuel Griminger	"	1871	"
Viola H. Weir	Louis Robinson (Col.ed)	John T. Dixon	"	1869	"
Dr. Frederick C. Doyle	William Worrell	William Worrell	"	1870	"
Samuel H. Davis	William Dickerhoof	William Dickerhoof	"	1872	"

Transcribed by William Bauman 9/29/2014

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REGISTERS ISSUED TO BOATS TO NAVIGATE THE CHESAPEAKE AND OHIO CANAL

1873, 1874 1875

No.	Date	Name of Boat	Hailing Place of Boat	Class	Length of Boat		Breadth of Boat		Draught of Boat		Name of Owner	Residence of Owner	Remarks
					feet	inches	feet	inches	empty inches	loaded inches			
268	3/1/1873	Top, Round	Hancock	C	89	6	14	5	11	54	Bridges & Henderson	Hancock	
264	3/1/1873	Topper, Jack	Millstone Point	C	90		14	4 1/2	12	54	Philip Mouse	Millstone Point	
265	3/1/1873	Topper, Minnie	Cumberland	C	92		14	15	54	Charles Murphy	Cumberland		
272	3/1/1873	Trundle, A. S.	White's Ferry	B	83		13	9	10	54	E. V. White	White's Ferry	
266	3/1/1873	Turner, A. B.	Cumberland	C	92		14	13	54	Consolidation Coal Co.	Cumberland		
267	3/1/1873	Turner, Jos. W.	Cumberland	C	92		14	12	54	Senior Meston	Cumberland		
374	3/10/1873	Turton, J. B.	Cumberland	A	92		14	15	54	George Hughes	Cumberland		
478	9/4/1873	Tyler, Julia	Maryland	C	92		14	11	54	Consolidation Coal Co.	Maryland		
502	4/13/1874	Uhler, Peter G.	New York	C	92		14	10	54	American Coal Co.	New York		
275	3/1/1873	Uno	Cumberland	B	90		14	4	18	57	Consolidation Coal Co.	Cumberland	
276	3/1/1873	Van Tassell, Catherine	Cumberland	B	90		14	4	18	50	Consolidation Coal Co.	Cumberland	
375	3/10/1873	Vancortear, Anthony	C	90		14	4	12	54				
376	3/10/1873	Vandenoot, James	C	90		14	4	12	54				
277	3/1/1873	Varnum, J. B.	Cumberland	C	90		14	2	12	57	Consolidation Coal Co.	Cumberland	
287	3/1/1873	Wade, Henry, Jr.	Sharpsburg	B	90		14	14	54	Elias Wade & Bro.	Sharpsburg		
449	4/23/1873	Wagley, R. A.	Williamsport	C	89		14	5	14	54	Joseph Montgomery	Williamsport	
448	4/14/1873	Wallis, G. W.	New York	C	91		14	15	54	American Coal Co.	New York		
293	3/1/1873	Walters, C. F.	Sharpsburg	B	90		14	4	15	54	J. C. Grive & Bro.	Sharpsburg	
294	3/1/1873	Washington, George	Bakersville	B	90		14	6	16	57	David Marmaduke	Bakersville	
380	3/10/1873	Weir, John	Weverton	C	90		14	2	11	54	Edward S. Cummings	Weverton, Md.	
297	3/1/1873	Weir, Viola H.	Cumberland	C	92		14	13	54	Van Lear Spring	Cumberland		
288	3/1/1873	Weld, H. T.	Dam No. 5	C	89		14	6	12	57	Otho Hammond (Capt.)	Dam No. 5	
284	3/1/1873	Welsh, James S	Washington, D.C.	C	90		14	12	54	Potomac Cement Co.	Washington, D.C.		
299	3/1/1873	West, Joseph E.	Cumberland	C	92		14	14	54	John Gorman	Cumberland		
379	3/10/1873	West, Martha Ann	Harpers Ferry	C	88		14	2	12	54	William Conrod	Harpers Ferry	
298	3/1/1873	West, Richard J.	Cumberland	C	92		14	13	54	John Gorman	Cumberland		
403	4/1/1873	West, Thomas H.	Washington Co., Md.	A	92		14	11	54	Henry Reed	Washington Co., Md.		
327	3/9/1873	Weuner, C. F.	Berlin, Md	C	90		14	2	14	54	C. F. Weuner		
286	3/1/1873	Wheeler, E. F.	Bakersville	B	90		14	6	14	57	Samuel Boyer	Bakersville	
283	3/1/1873	White, E. V.	Gainesville, Va.	C	90		14	10	54	Charles Gray	Gainesville, Va.		
292	3/1/1873	Whitford, J. K.	Cumberland	A	90		14	4	14	57	Consolidation Coal Co.	Cumberland	
279	3/1/1873	Whitson, Moses	McCoy's Ferry	C	90		14	4	14	54	John Myers	McCoy's Ferry	
301	3/1/1873	Williams, Nathan	Cherry Run	C	89	7	14	5	12	54	M. Zimmerman	Cherry Run	
381	3/10/1873	Williamson, Benjamin	Cumberland	A	92		14	11	54	American Coal Co.	Cumberland		
291	3/1/1873	Willie & Annie	Shepherdstown	A	90		14	4	12	57	George W. Knode	Shepherdstown	
281	3/1/1873	Willie & Nannie	Clearspring	C	90	3	14	5	12	54	David Miller	Clearspring	
296	3/1/1873	Willson, Hanson	Cumberland	C	92		14	14	54	James Young	Cumberland		
289	3/1/1873	Wills, J. A.	Seneca, Md	D	89	6	14	4	10	42	Maryland Free Stone Co.	Seneca, Md.	
378	3/10/1873	Wilson, Isaac	C	90		14	4	14	54				
414	4/7/1873	Wilson, Charles W.	Washington Co.	A	92		14	12	54	B. F. Price	Washington Co., Md.		

Transcribed by William Bauman 7/5/2011







SCHEDULE I.—Inhabitants in the 1st District, in the County of Washington, State of Maryland, enumerated by me on the 26th day of July, 1870.

Post Office: Sharpsburg Jan 24 1870 16 Ass't Marshal.

1	2	3	4	5	6	7	8		9	10	11-17						18	19	20
							Value of Real Estate	Value of Personal Estate			Place of Birth, naming State or Territory of U. S., or the Country, if of foreign birth.	Place of Birth.	Color.	Whether deaf and dumb, blind, insane, or idiotic.	Whether deaf and dumb, blind, insane, or idiotic.	Whether deaf and dumb, blind, insane, or idiotic.			
1	219	Edward Barry	6	7	24	At Home				Maryland									
2		" John C.	3	26	24	"				"									
3		" Susan E.	12	7	24	"				"									
4	220	221	8	23	24	Farmer		2,000		"									
5		" Harriet	31	7	24	Helping House				"									
6		" William	11	26	24	At Home				"									
7		" Ann's Laura	9	7	24	"				"									
8		" John	3	26	24	"				"									
9		Wynola Sarah	28	5	24	Domestic Servant				"									
10		Pfefferger Joseph	52	26	24	At Home	3,000	5,000		"									
11	221	222	22	26	24	Day Laborer				"									
12		" Mary	20	7	24	Helping House				"									
13		" Jacob Jh.	11	26	24	At Home				"									
14		" Barbara	10	7	24	"				"									
15		" Emma	8	7	24	"				"									
16		" Eliza B.	3	26	24	"				"									
17	222	223	41	26	24	Day Laborer				"									
18		" Maria	5	7	24	Helping House				"									
19		" Mary Ann	7	7	24	At Home				"									
20		" Eliza	5	7	24	"				"									
21		" James T.	26	26	24	"				"									
22		" Mrs. Harriet	54	7	24	"				"									
23	223	224	50	26	24	Working on Canal	3,500	1,000		"									
24		" Mary	44	7	24	Helping House				"									
25		" William H.	21	26	24	Working on Canal				"									
26		" Charles	18	26	24	"				"									
27		" James	10	26	24	At Home				"									
28		" John	10	26	24	"				"									
29	224	225	32	26	24	Helping House				"									
30		" Martha	5	26	24	At Home				"									
31		" Emily B.	3	7	24	"				"									
32	225	226	44	26	24	Working on Canal				"									
33		" Margaret	23	7	24	Helping House				"									
34		" Annrose	18	26	24	Working on Canal				"									
35		" Eugenia	24	7	24	Working on Canal				"									
36		" William H.	21	26	24	Working on Canal				"									
37		" Mary J.	12	7	24	At Home				"									
38		" Emily F.	4	7	24	"				"									
39		" Jacob	8	26	24	"				"									
40		" Sarah C.	12	7	24	"				"									

No. of dwellings 6 No. of white males 3,575 No. of males foreign born 7,000  
 " " females 6 " " colored males 2 " " females " " 5819  
 " " white males 18 " " females 4 " " blind 7

Register of Boats Employed on the Chesapeake and Ohio Canal. Jan. 1st 1878

Name of Boat	Captain	Owner of Boat	Builder	Year built	By Whom Employed
William P. Wools	George Little	George Little	"	1871	New Central Company
Dr. F. M. Davis	Wilson Middleton (Col.ed)	T. H. Davis	"	1870	"
Williamsport	William Stickel	William Stickel	"	1870	"
Dennis Murphy	Mrs. Dick	Jeremiah Dick's Estate	"	1868	"
Sallie & Jennie	Samuel Grosh	Samuel Grosh	"	1871	"
William R. Shaw	Andrew Coffman	John T. Dixon	"	1870	"
William Young	Charles Reeves	Henry Heck	William Young	1870	"
Albert Zeigler	Jacob Dixon	Mrs. Charles Atwell	Frederick Mertens	1869	"
City of Hamburg	James Coffman	James Coffman	"	1872	"
John Hammond	Henry English	Beverly Brooks Estate	"	1868	"
Johnnie & Tommie	Zachariah Chaney	John T. Dixon	"	1870	"
Edward Mulvaney	John Cahill	E. Mulvaney	William Young	1872	"
Forty four boats					
George P. DeWitt	Robert Montgomery	Robert Montgomery	Frederick Mertens	1868	Hampshire Coal Co.
Martha S. Fernsner	Louis Fernsner	Louis Fernsner	"	1873	"
A. J. Mills	John Fisher	John Fisher	"	1874	"
Alfred B. Bain	J. W. Osborn	J. W. Osborn	"	1870	"
Benjamin Miller	Daniel Crumbaugh	Daniel Crumbaugh	William Young	1872	"
Thomas H. West	Joseph Reid	Joseph Reid	Frederick Mertens	1872	"
George & James B.	Ridgely Brashears	William Brashears	"	1873	"
Peter L. Lemen	John O'Neal	John O'Neal	"	1870	"
John W. Carder	Kirk Fields (Col.ed)	Frank Darkey	"	1871	"
Martin O'Conner	Dr. Ensminger	Dr. Ensminger	Frederick Mertens	1871	"
Alexander Adams	Robert Sorrell	Robert Sorrell	"	1872	"
Carrie V.	James Reid	James Reid	"	1875	"
Elmer & Kate	Daniel Miller	Samuel Little	William Young	1870	"
Mrs. C. E. Charles	Samuel Little	Samuel Little	"	1870	"
Lucy Lee Mouse	Peter Mouse	Peter Mouse	Frederick Mertens	1873	"
Dr. R. J. Duckett	Benjamin F. Price	Benjamin F. Price	"	1871	"
Michael Fannon	Joseph Bissett	Joseph Bissett	"	1869	"
Ida & Harry	Peter Ekis	Peter Ekis	"	1871	"
William H. Boyd	William Horninger	William Horninger	"	1869	"
G. W. McCardell	William Artz	Philip Artz	Isaac Gruber	1872	"
James E. Coulehan	Mrs. Patterson	F. Mertens	Frederick Mertens	1868	"
Van Lear Sprigg	R. Porter	Charles Porter	"	1871	"
Edward Eichelberger	Albert Eichelberger	Albert Eichelberger	"	1871	"
Nora & Willie	Richard Sorrell	Richard Sorrell	"	1871	"

REGISTERS ISSUED TO BOATS TO NAVIGATE THE CHESAPEAKE AND OHIO CANAL

1873, 1874 1875

No.	Date	Name of Boat	Hailing Place of Boat	Class	Length of Boat		Breadth of Boat		Draught of Boat		Name of Owner	Residence of Owner	Remarks
					feet	inches	feet	inches	empty inches	loaded inches			
437	4/14/1873	Clearspring	Washington Co., Md.	C	91		14		15	54	Samuel Sowers	Washington Co., Md.	
52	3/1/1873	Cleary, J. N.	Bakersville	B	90		14	6	14	54	John Bowers	Bakersville, Md	
49	3/1/1873	Clifton, Charles	Sharpsburg	A	90		14	4	12	57	American Coal Co.	Sharpsburg	
316	3/10/1873	Colbert, George		C	89		14		12	54			
44	3/1/1873	Colbert, J. H.	Bakersville	B	90		14	4	14	57	John H. Gartrell	Bakersville, Md	
60	3/1/1873	Coming, E.	Millstone Point	C	89	9	14	5	14	54	John Dolan	Millstone Point	
38	3/1/1873	Communisaw	Cumberland	C	90		14	5	14	54	Consolidation Coal Co.	Cumberland	
37	3/1/1873	Cooke, Harry D.	Seneca, Md	D	75		14	5	10	34	Maryland Free Stone Co.	Seneca, Md.	
490	4/13/1874	Corse, M. D.	New York	C	92		14		10	54	American Coal Co.	New York	
315	3/10/1873	Coulehan, J. & T.	Washington Co., Md	A	91		14		14	54	George Smith	Washington Co., Md.	
393	3/31/1873	Coulehan, James E.	Cumberland	A	92		14		15	54	Patrick Gauley	Cumberland	
46	3/1/1873	Couter	Arletam	B	87		14	2	10	34	J. S. Aft & Co.	Arletam	
53	3/1/1873	Couters, George S.	Williamsport	C	90		14	4	12	54	William Newell	Williamsport	
54	3/1/1873	Couters, Jacob R.	Williamsport	C	90		14	5	12	54	Thomas J. Baker	Williamsport	
56	3/1/1873	Crane, Ichabod	Maryland	C	92		14		14	54	Consolidation Coal Co.	Maryland	
319	3/10/1873	Creole	Maryland	A	92		14		13	54	Consolidation Coal Co.	Maryland	
452	4/23/1873	Cromwell, D.	New York	C	91		14		15	54	American Coal Co.	New York	
451	4/23/1873	Cromwell, H. B.	New York	C	91		14		16	54	American Coal Co.	New York	
42	3/1/1873	Cropley (Scow)	Washington	C	59		14		9	42	Washington Blue Stone Co.	Washington	
50	3/1/1873	Cropley, Arthur	Shepherdstown	B	90		14	6	13	57	A. Sherman	Shepherdstown	
55	3/1/1873	Cropley, Robert B.	Cumberland	C	92		14		12	54	Michael Quingley	Cumberland	
383	3/10/1873	Croson	Maryland	A	92		14		15	54	Consolidation Coal Co.	Maryland	
45	3/1/1873	Cruzen, John R.	Bakersville	A	90		14	6	12	54	John Seaman	Bakersville, Md	
25	3/1/1873	Cunise, A. B.	Sharpsburg	C	90		14	6	18	57	Samuel Swain	Sharpsburg	
43	3/1/1873	Cunningham, S. S.	Georgetown	C	90		14		13	54	Charles McGown	Georgetown	
78	3/1/1873	Dalton, C. H.	Cumberland	C	90	4	14	6	12	54	Consolidation Coal Co.	Cumberland	
64	3/1/1873	Darrow, William M.	Williamsport	C	89	7	14	5	12	54	American Coal Co.	Williamsport	
73	<del>3/1/1873</del>	<del>Davis, [Dr.] F. M.</del>	<del>Bakersville</del>	<del>A</del>	<del>90</del>	<del>18</del>	<del>6</del>	<del>12</del>	<del>54</del>	<del>Theodore H. Davis</del>	<del>Bakersville, Md</del>		
71	3/1/1873	Davis, Frisby F.	Bakersville	A	90		14	4	12	54	Abraham Lester	Bakersville, Md	
74	3/1/1873	Davis, J. T.	Cumberland	C	92		14		14	54	Jacob Brangle	Cumberland	
65	3/1/1873	Davis, Samuel H.	Hancock	C	90		14	6	12	54	George W. Pitman	Hancock	
76	3/1/1873	Dayton, James	Cumberland	C	92		14		13	54	American Coal Co.	Cumberland	
77	3/1/1873	DeLacey, E.	Cumberland	C	92		14		14	54	Patrick Keen	Cumberland	
430	4/12/1873	DeLafield, Henry	New York	A	91		14		13	54	American Coal Co.	New York	
61	3/1/1873	Delaplaine, J. B.	Hancock	C	90		14	5 1/2	14	54	Philip T. Little	Hancock	
63	3/1/1873	Dellinger, H. W.	McCoy's Ferry	C	90		14	5	14	54	John Myers	McCoy's Ferry	
68	3/1/1873	Deut, Genl. F. T.	Seneca, Md	D	89	6	14	4	10	42	Maryland Free Stone Co.	Seneca, Md.	
66	3/1/1873	DeWitt, George P.	Williamsport	C	89	7	14	5	11	54	Robert P. Montgomery	Williamsport	
70	3/1/1873	Dick, Jeremiah	Hancock	C	90		14		12	54	Jeremiah Dick	Hancock	
67	3/1/1873	Dilgent	Cumberland	C	90		14		13	54	Mrs. J. Newnamaker	Cumberland	

Substituted for Samuel Boyer

## 8. Kirk Fields:

Unrau, Historic Resource Study

Registration Records: *The Allegan* (Cumberland, MD) – Register of Boats Employed on the Chesapeake and Ohio Canal in a regular feature, The Canal Trade

Register of Boats Employed on the Chesapeake and Ohio Canal. Jan. 1st 1878

Name of Boat	Captain	Owner of Boat	Builder	Year built	By Whom Employed
William P. Woolls	George Little	George Little	"	1871	New Central Company
Dr. F. M. Davis	Wilson Middleton (Col,ed)	T. H. Davis	"	1870	"
Williamsport	William Stickle	William Stickle	"	1870	"
Dennis Murphy	Mrs. Dick	Jeremiah Dick's Estate	"	1868	"
Sallie & Jennie	Samuel Grosh	Samuel Grosh	"	1871	"
William R. Shaw	Andrew Coffman	John T. Dixon	"	1870	"
William Young	Charles Reeves	Henry Heck	William Young	1870	"
Albert Zeigler	Jacob Dixon	Mrs. Charles Atwell	Frederick Mertens	1869	"
City of Hamburg	James Coffman	James Coffman	"	1872	"
John Hammond	Henry English	Beverly Brooks Estate	"	1868	"
Johnnie & Tommie	Zachariah Chaney	John T. Dixon	"	1870	"
Edward Mulvaney	John Cahill	E. Mulvaney	William Young	1872	"
Forty four boats					
George P. DeWitt	Robert Montgomery	Robert Montgomery	Frederick Mertens	1868	Hampshire Coal Co.
Martha S. Fernsner	Louis Fernsner	Louis Fernsner	"	1873	"
A. J. Mills	John Fisher	John Fisher	"	1874	"
Alfred B. Bain	J. W. Osborn	J. W. Osborn	"	1870	"
Benjamin Miller	Daniel Crumbaugh	Daniel Crumbaugh	William Young	1872	"
Thomas H. West	Joseph Reid	Joseph Reid	Frederick Mertens	1872	"
George & James B.	Ridgely Brashears	William Brashears	"	1873	"
Peter L. Lemen	John O'Neal	John O'Neal	"	1870	"
John W. Carder	Kirk Fields (Col,ed)	Frank Darkey	"	1871	"
Martin O'Conner	Dr. Ensminger	Dr. Ensminger	Frederick Mertens	1871	"
Alexander Adams	Robert Sorrell	Robert Sorrell	"	1872	"
Carrie V.	James Reid	James Reid	"	1875	"
Elmer & Kate	Daniel Miller	Samuel Little	William Young	1870	"
Mrs. C. E. Charles	Samuel Little	Samuel Little	"	1870	"
Lucy Lee Mouse	Peter Mouse	Peter Mouse	Frederick Mertens	1873	"
Dr. R. J. Duckett	Benjamin F. Price	Benjamin F. Price	"	1871	"
Michael Fannon	Joseph Bissett	Joseph Bissett	"	1869	"
Ida & Harry	Peter Ekis	Peter Ekis	"	1871	"
William H. Boyd	William Horninger	William Horninger	"	1869	"
G. W. McCardell	William Artz	Philip Artz	Isaac Gruber	1872	"
James E. Coulehan	Mrs. Patterson	F. Mertens	Frederick Mertens	1868	"
Van Lear Sprigg	R. Porter	Charles Porter	"	1871	"
Edward Eichelberger	Albert Eichelberger	Albert Eichelberger	"	1871	"
Nora & Willie	Richard Sorrell	Richard Sorrell	"	1871	"

REGISTERS ISSUED TO BOATS TO NAVIGATE THE CHESAPEAKE AND OHIO CANAL

1873, 1874 1875

No.	Date	Name of Boat	Hailing Place of Boat	Class	Length of Boat		Breadth of Boat		Draught of Boat		Name of Owner	Residence of Owner	Remarks
					feet	inches	feet	inches	empty inches	loaded inches			
28	3/1/1873	Boyd, William H.	Sharpsburg	B	90		14	6	14	57	George Snyder	Sharpsburg	
26	3/1/1873	Boyer, Isaac M.	Sharpsburg	A	90		14	4	12	57	Elias Spong	Sharpsburg	
309	3/10/1873	Boyer, Minerva		C	91		14	4	12	54	William H. Boyer		
25	3/1/1873	Boyer, Samuel	Sharpsburg	B	90		14	6	18	57	Samuel Swain	Sharpsburg	
19	3/1/1873	Boyer, Thomas J.	Bakersville	A	90		14	6	12	57	Samuel Boyer	Bakersville, Md	
21	3/1/1873	Boyer, William H.	Sharpsburg	A	91		14	6	12	57	James Seaman	Sharpsburg	
20	3/1/1873	Bradt, A. H.	Sharpsburg	A	91		14	4	12	57	William M. Hill	Sharpsburg	
35	3/1/1873	Bradt, George H.	Cumberland	C	92		14		13	54	Frank Barger	Cumberland	
467	6/19/1873	Brady, Mary Ann	Knoxville, Md	C	92		14		11	54	Patrick Brady	Knoxville, Md.	
482	3/27/1874	Brashears, Van S	Maryland	C	92		14		10	54	Consolidation Coal Co.	Maryland	
34	3/1/1873	Brengle, Charles W.	Cumberland	C	92		14		12	54	Jacob Brengle	Cumberland	
16	3/1/1873	Brengle, Clara L.	Four Locks	C	90	2	14	2	12	54	Tici J. Hassett	Four Locks	
13	3/1/1873	Broderick, [Dr.] J. P.	Hancock	C	90		14	5	12	54	Charles Little	Hancock	Name changed to A. B. Cunise
314	3/10/1873	Brombones	Maryland	A	92		14		15	54	Consolidation Coal Co.	Maryland	
404	4/7/1873	Bronn	Maryland	A	91½		14		15	54	Consolidation Coal Co.	Maryland	
14	3/1/1873	Brooks, Kate	Hancock	C	89	9	14	5½	11	54	George H. Brooks	Hancock	
17	3/1/1873	Brothers, Five	Clearspring	C	90	4	14	5	12	54	James Little	Clearspring	
310	3/10/1873	Brothers, Four	Harpers Ferry	D	90		14		14	54	Chas. & Knoth Master	Harpers Ferry	
23	3/1/1873	Brower, A. D.	Sharpsburg	B	90		14	6	18	57	American Coal Co.	Sharpsburg	
431	4/13/1874	Bruce, Anna	Cumberland	C	92		14		13	54	H. T. Bruce	Cumberland	
24	3/1/1873	Bruce, D. C.	Sharpsburg	B	90		14	4	18	57	John W. Swain	Sharpsburg	
11	3/1/1873	Buion & Goodwin	Edwards Ferry	C	89		14	2	12	54	Jacob Brubaker	Edwards Ferry	
488	4/13/1874	Burke, John W.	New York	C	92		14		10	54	American Coal Co.	New York	
27	3/1/1873	Byer, Marianna	Sharpsburg	A	90		14	6	12	57	William H. Boyer	Sharpsburg	
33	3/1/1873	Bynan, E. M.	Cumberland	C	91		14		13	54	J. Magruder	Cumberland	
318	3/10/1873	Campbell, Allen	Maryland	A	92		14		15	54	Consolidation Coal Co.	Maryland	
317	3/10/1873	Carder, John W	Cumberland	A	92		14		13	54	Francis Darkey	Cumberland	
36	3/1/1873	Cari, Daniel A.	Hancock	C	89	8	14	5	12	54	D. S. Beard	Hancock	
41	3/1/1873	Carri, H.	Washington	C	90		14		12	51	Washington Blue Stone Co.	Washington	
385	3/27/1874	Carrie & Margie	Williamsport	C	90	4	14	4	14	54	Sibbeth Ekis	Williamsport	Changed from E. E. Spielman
51	3/1/1873	Cazam	Bakersville	B	90		14	6	16	57	American Coal Co.	Bakersville, Md	
48	3/1/1873	Center, A. J.	Cumberland	B	90		14	4	15	54	Consolidation Coal Co.	Sharpsburg	
39	3/1/1873	Charles, B. F.	Clearspring	C	89	4	12	4	12	54	Charles & Miles	Clearspring	
59	3/1/1873	Charles, Mrs. C. E.	Clearspring	C	90		14	5	12	54	Samuel Little	Clearspring	
40	3/1/1873	Charles, Samuel	Clearspring	C	88	8	14	4	12	54	Lewis Charles	Clearspring	
399	4/1/1873	Cherokee Tribe	Washington Co., Md	A	92		14		15	54	Emanuel Hine	Washington Co., Md.	
58	3/1/1873	Chesapeake	Cumberland	C	92		14		15	54	John McIntire	Cumberland	
320	3/10/1873	City, Mountain	Knoxville, Md	C	90		14	2	12	54	Patrick Brady	Knoxville, Md.	
47	3/1/1873	Clark, A. J.	Bakersville	B	90		14	4	15	57	American Coal Co.	Bakersville, Md	
489	4/13/1874	Claughton, H. O.	New York	C	92		14		11	54	American Coal Co.	New York	

Newspaper Date	Day of week	Boat name	Boat Captain	Destination	tons cwt	Company	Arrival date Alexandria	Depart. date Alexandria	Arrival date Georgetown	Depart. date Georgetown
5/4/1878	Sat	Richard Fannon	Capt. Alexander	Georgetown	113 06	New Central Coal Co.				
5/4/1878	Sat	Jack Topper	Capt. Edgar Fink	Georgetown	101 04	New Central Coal Co.				
5/4/1878	Sat	Georgiana Blackburn	Capt. Robert A. Kimble	Georgetown	115 08	New Central Coal Co.				
5/4/1878	Sat	Andrew J. Mills	Capt. John Fisher	Georgetown	113 19	New Central Coal Co.				
5/4/1878	Sat	Alonzo Berry	Capt. Owen Ardinger	Georgetown	110 06	New Central Coal Co.				
5/4/1878	Sat	Joseph H. Farrow	Capt. Owen Ardinger	Georgetown	113 07	New Central Coal Co.				
5/4/1878	Sat	Willie & Johnnie	Capt. Joseph Morrison	Georgetown	117 11	Consolidation Coal Co.				
5/4/1878	Sat	Jacob C. Grove	Capt. James Marmaduke	Georgetown	112 15	Consolidation Coal Co.				
5/4/1878	Sat	William C. Ernst	Capt. Benjamin Bender	Georgetown	117 09	Consolidation Coal Co.				
5/4/1878	Sat	Benjamin C. Barroll	Capt. Benjamin Jackson	Georgetown	115 11	Consolidation Coal Co.				
5/4/1878	Sat	Uno	Capt. Jerome Peck	Georgetown	100 16	Consolidation Coal Co.				
5/4/1878	Sat	Gilmer Meredith	Capt. Wesley Compton	Georgetown	84 18	Consolidation Coal Co.				
5/4/1878	Sat	John J. Swift	Capt. Thomas B. Brown	Alexandria	115 13	American Coal Co.				
5/4/1878	Sat	Theodore L. Betts	Capt. Thomas J. McLucas	Alexandria	112 15	American Coal Co.				
5/4/1878	Sat	John L. Read	Capt. M. Brendlinger	Alexandria	116 18	American Coal Co.				
5/4/1878	Sat	David A. Lowe	Capt. George W. Lynch	Alexandria	119 15	American Coal Co.				
5/4/1878	Sat	John P. Moore	Capt. Daniel Nuse	Alexandria	116 15	American Coal Co.				
5/4/1878	Sat	William J. Boothe, jr..	Capt. Norman Wilson	Alexandria	112 02	American Coal Co.				
5/4/1878	Sat	Maggie B.	Capt. Griffith	Georgetown	113 12	Borden Mining Co.				
5/4/1878	Sat	Mabel	Capt. Hassett	Georgetown	119 11	Borden Mining Co.				
5/4/1878	Sat	Hunter Griffith	Capt. Griffith	Georgetown	114 00	Borden Mining Co.				
5/4/1878	Sat	William Staples	Capt. Griffith	Georgetown	118 16	Borden Mining Co.				
5/4/1878	Sat	Belle Humbird	Capt. Dorris	Georgetown	101 15	Maryland Coal Co.				
5/4/1878	Sat	James E. Hughes	Capt. Thomas H. O'Neil	Georgetown	110 07	Maryland Coal Co.				
5/4/1878	Sat	Henry Thomas Weld	Capt. Thomas	Georgetown	96 11	Maryland Coal Co.				
5/4/1878	Sat	William H. Lowe	Capt. Shupp	Georgetown	115 00	George's Creek Coal Co.				
5/4/1878	Sat	R. M. Sprigg	Capt. McDonald	Georgetown	109 04	George's Creek Coal Co.				
5/4/1878	Sat	Martin Scally	Capt. Peter Dunn	Georgetown	113 07	George's Creek Coal Co.				
5/4/1878	Sat	Van S. Brashears	Capt. Moore	Georgetown	111 04	Blaen Avon Coal Co.	5/9/1878			
5/4/1878	Sat	A. Greenless, jr.	Capt. Charles A. Fox	Georgetown	112 10	J. P. Agnew & Company	5/9/1878			
5/4/1878	Sat	Lucinda	Capt. John Rinehart		114 10	Individual				
5/6/1878	Mon	M. Ruben	Capt. Moffett	Georgetown	106 10	New Central Coal Co.				
5/6/1878	Mon	P. Hein & Co.	Capt. Mertens	Georgetown	57.13	New Central Coal Co.				
5/6/1878	Mon	John W. Carder	Capt. Kirk Fields	Georgetown	111 13	New Central Coal Co.				

Newspaper Date	Day of week	Boat name	Boat Captain	Destination	tons cwt	Company	Arrival date Alexandria	Depart. date Alexandria	Arrival date Georgetown	Depart. date Georgetown
6/17/1878	Mon	Four Sisters	Capt. John Dugan	Washington	113 05	Maryland Coal Co.				
6/17/1878	Mon	L. H. Kuhn	Capt. Abraham Kroon	Washington	112 06	Maryland Coal Co.			6/25/1878	6/25/1878
6/17/1878	Mon	B. F. Price	Capt. George W. Jones	Georgetown	110 15	New Central Coal Co.				6/20/1878
6/17/1878	Mon	H. S. Dixon	Capt. Dixon	Georgetown	111 11	New Central Coal Co.				6/20/1878
6/17/1878	Mon	Jacob R. Couters	Capt. Williams	Georgetown	109 16	New Central Coal Co.				6/20/1878
6/17/1878	Mon	Leander N. Lovell		Georgetown	111 03	New Central Coal Co.				
6/17/1878	Mon	James & Willie	Capt. James Wilson	Georgetown	110 12	New Central Coal Co.			6/20/1878	6/21/1878
6/17/1878	Mon	Joseph H. Farrow	Capt. Owen Ardinger	Georgetown	111 00	New Central Coal Co.			6/25/1878	6/25/1878
6/17/1878	Mon	Alonzo Berry	Capt. Owen Ardinger	Georgetown	113 04	New Central Coal Co.			6/25/1878	6/25/1878
6/17/1878	Mon	Alexander	Capt. Griffith	Georgetown	115 17	Borden Mining Co.			6/21/1878	6/21/1878
6/17/1878	Mon	Denton Jacques	Capt. Thomas Hassett	Georgetown	117 16	Borden Mining Co.			6/20/1878	6/20/1878
6/17/1878	Mon	Fall River	Capt. John M. Miles	Georgetown	113 07	Borden Mining Co.			6/25/1878	6/25/1878
6/17/1878	Mon	Charles H. Knott	Capt. Joseph Frederick	Georgetown	115 00	Borden Mining Co.			6/28/1878	
6/17/1878	Mon	Ernst & Holland	Capt. Samuel Penner	Georgetown	113 01	Consolidation Coal Co.				
6/17/1878	Mon	Clyde & Bessie	Capt. Weller	Georgetown	111 18	Consolidation Coal Co.			6/21/1878	6/20/1878
6/17/1878	Mon	James Marmaduke	Capt. Boyd	Georgetown	116 02	Consolidation Coal Co.				6/28/1878
6/17/1878	Mon	Blue Bell	Capt. Sigler	Georgetown	112 18	Consolidation Coal Co.				
6/17/1878	Mon	Laura	Capt. Jacob Brubaker	Georgetown	110 17	Consolidation Coal Co.				6/28/1878
6/17/1878	Mon	John W. Morris	Capt. Daniel Bowers	Alexandria	116 18	American Coal Co.	6/28/1878			
6/17/1878	Mon	William E. Beall	Capt. Joseph Brendlinger	Alexandria	114 18	American Coal Co.	7/2/1878			
6/17/1878	Mon	Mathew Kersey	Capt. Fisher	Alexandria	116 19	American Coal Co.	6/28/1878			
6/17/1878	Mon	John W. Carder	Capt. Kirk Fields	Georgetown	114 11	George's Creek Coal Co.	6/21/1878	6/24/1878	6/25/1878	6/25/1878
6/17/1878	Mon	D. L. Taylor	Capt. Colbert	Georgetown	120 15	George's Creek Coal Co.	6/21/1878	6/24/1878	6/25/1878	6/25/1878
6/17/1878	Mon	Peter L. Lemen	Capt. John O'Neal	Georgetown	110 15	George's Creek Coal Co.				
6/17/1878	Mon	William E. Turner	Capt. James Riley	Georgetown	112 17	Individual	6/21/1878		6/25/1878	6/25/1878
6/17/1878	Mon	Col. James C. Lynn	Capt. William Reid	Georgetown	115 00	Individual				6/21/1878
6/17/1878	Mon	Bertha M. Young	Capt. Hassett	Georgetown	109 15	Individual				
6/17/1878	Mon	Wheeler & Barron	Capt. Dove	White's Ferry	111 07	Individual				7/11/1878
6/18/1878	Tue	Joseph R. Purcell	Capt. Charles Armstrong	Georgetown	111 07	New Central Coal Co.			6/25/1878	6/25/1878
6/18/1878	Tue	Thomas H. Paul	Capt. Charles Sherman	Georgetown	100 10	New Central Coal Co.				6/21/1878
6/18/1878	Tue	Neta K. Phelps	Capt. J. T. Dixon	Georgetown	111 04	New Central Coal Co.				6/21/1878
6/18/1878	Tue	Albert H. Bradt	Capt. William M. Hill	Georgetown	111 02	New Central Coal Co.			6/28/1878	
6/18/1878	Tue	John R. Ray	Capt. David Anderson	Georgetown	110 19	New Central Coal Co.			6/25/1878	6/25/1878
6/18/1878	Tue	Benjamin C. Barroll	Capt. Benjamin Jackson	Georgetown	113 01	Consolidation Coal Co.				

## 9. J. W. Johnson:

Unrau, Historic Resource Study (listed as J. M. Johnson)

Register of Boats Employed on the Chesapeake and Ohio Canal. Jan. 1st 1878

Name of Boat	Captain	Owner of Boat	Builder	Year built	By Whom Employed
Benjamin C. Barroll	Benjamin Jackson	Benjamin Jackson	"	1876	Consolidation Coal Co.
J. B. Thomas	David Yingling	David Yingling	"	1876	"
Thirty nine boats					
Mary Ann Brady	Patrick Brady	Patrick Brady	Weld & Sheridan	1873	Maryland Coal Co.
Congress	Kerns A. Kirby	Kerns A. Kirby	"	1873	"
F. H. Darby	John Tice	John Tice	"	1874	"
Dr. Eliason	J. H. Ward	J. H. Ward	"	1873	"
Dr. Grimes	Jessie Hill	Jessie Hill	"	1873	"
George Herring	George Smith	George Smith	"	1873	"
Charles E. Hassett	John Moore	John Moore	"	1875	"
James E. Hughes	Thomas O'Neal	Thomas O'Neal	"	1873	"
F. H. Irvin	Edward McCue	Edward McCue	"	1873	"
Mollie	John Hammond	L. Poffenberger	"	1874	"
Thomas O'Connell	John Mills	John Mills	"	1873	"
Thomas W. Riley & Sons	Mrs. McQuade	Barney McQuade	"	1874	"
John Sammon	J. W. Johnson (Col.ed)	Michael Quigley	"	1874	"
Richard T. Semmes	James Westbrook	James Westbrook	"	1873	"
Jack E. Stanhope	Charles Hetzel	Charles Hetzel	"	1873	"
Willie & Annie	George W. Knode	J. L. Feidt	"	1872	"
Dr. Wiley	H. C. Turner	Weld & Sheridan	"	1875	"
Star No. 1 (Steamer)	William Thomas	Weld & Sheridan	"	1875	"
Star No. 2 (Steamer)	William Elkins	Weld & Sheridan	"	1876	"
Star No. 4 (Steamer)	J. M. Moore	Weld & Sheridan	"	1877	"
Star No. 5 (Steamer)	John Richards	Weld & Sheridan	"	1877	"
H. T. Weld (Steamer)	J. P. Fakey	Weld & Sheridan	"	1874	"
Hancock (Steamer)	Richard J. Michell	Benjamin Mitchell	B. Mitchell	1875	"
Daniel A. Carl	Philip Little	"	"	1871	"
Thomas Sammon	Bell Harrison	Joseph Harrison	"	1874	"
Abraham Kuhn	Solomon Overcash	Solomon Overcash	"	1874	"
Fonrose Bowers	Edward Bowhey	Edward Bowhey	"	1870	"
Johnnie & Frankie	John H. Gatrell	John H. Gatrell	"	1872	"
James N. Cover	John Starliper	John Starliper	"	1874	"
Busy Bee	John Dolan	John Dolan	"	1874	"
Annie	John Little	John Little	Frederick Mertens	1871	"
A. H. Bradt	William Hill	William Hill	Frederick Mertens	1870	"
Peter Fleckenstein	F. Bowers	F. Bowers	"	1869	"
R. M. Sprigg	Thomas Donnegan	Thomas Donnegan	William Young	1871	"



REGISTERS ISSUED TO BOATS TO NAVIGATE THE CHESAPEAKE AND OHIO CANAL

1873, 1874 1875

No.	Date	Name of Boat	Hailing Place of Boat	Class	Length of Boat		Breadth of Boat		Draught of Boat		Name of Owner	Residence of Owner	Remarks
					feet	inches	feet	inches	empty inches	loaded inches			
223	3/1/1873	Robin	Cumberland	B	90		14	6	14	54	Consolidation Coal Co.	Cumberland	
219	3/1/1873	Rodier, Tony	Georgetown	C	90		14		11	54	John Quigley	Georgetown	
365	3/10/1873	Roland, Henry		C	91		14	4	12	54			
484	3/27/1874	Russell, Dr. Charles F.	Maryland	C	92		14		10	54	Consolidation Coal Co.	Maryland	
216	3/1/1873	Russell, M. H.	Hancock	C	90		14	5	12	54	E. R. Murray	Hancock	
520	5/1/1874	Sammon, John	Cumberland	C	92		14		12	54	Michael Quigley	Cumberland	
250	3/1/1873	Sanford, M.	Williamsport	C	89	9	14	4	12	54	American Coal Co.	Williamsport	
259	3/1/1873	Schniver, J. T.	Cumberland	C	92		14		14	54	Thomas A. Dennell	Cumberland	
256	3/1/1873	Scotia	Cumberland	C	91		14		13	54	Malcolm Sinclair	Cumberland	
238	3/1/1873	Antietam	Antietam	B	72		14	4	10	56	J. S. Ahi & Co.	Antietam	
402	4/1/1873	Segerson, Christian	Cumberland	A	91		14		14	54	James Wallaw	Cumberland	
504	4/20/1874	Seibert, David	Williamsport	C	89	7	14	4	10	54	George W. Hamilton	Williamsport	
521	5/1/1874	Semmes, Richard T.	Cumberland	C	91		14		14	54	Jas. Westbrook	Cumberland	
389	3/27/1873	Seneca	Seneca Mills, Md.	B	86		13	4	12	42	Upton Darby	Seneca Mills, Md.	
245	3/1/1873	Sharpsburg	Sharpsburg	B	90		14	4	15	57	Matthias Sprigg	Sharpsburg	
240	3/1/1873	Shaw, William R.	Bakersville	B	90		14	6	14	57	J. H. Hick	Bakersville	
241	3/1/1873	Shaw, Wm. S.	Sharpsburg	B	90		14	4	14	57	C. N. Armstrong	Sharpsburg	
249	3/1/1873	Shepherd, Wm.	Bakersville	C	90		14	4	14	57	American Coal Co.	Shepherdstown	
237	3/1/1873	Sheridan, [Capt.] John	Sharpsburg	A	91		14	6	12	54	William Moore	Sharpsburg	
232	3/1/1873	Sheridan, T. E.	McCoy's Ferry	C	90	2	14	5½	12	54	John Myers	McCoy's Ferry	
248	3/1/1873	Sherman, Adam	Shepherdstown	A	90		14	4	12	57	A. Sherman	Shepherdstown	
447	4/14/1873	Sherman, George	New York	C	91		14		15	54	American Coal Co.	New York	
233	3/1/1873	Sherman, S. H.	Four Locks	C	90		14	4	12	54	John Pitzer	Four Locks	
236	3/1/1873	Shiple & Bush	Sharpsburg	A	90		14	4	12	57	Thomas Bowers	Sharpsburg	
522	5/1/1874	Shives, L. L.	Washington Co.	C	92		14		13	54	Otho Shives	Washington Co., Md.	
412	4/7/1873	Shreve, W. J.	New York	A	92		14		15	54	American Coal Co.	New York	
485	3/27/1874	Shriver, Robert	Maryland	C	92		14		10	54	Consolidation Coal Co.	Maryland	
394	3/31/1873	Shuck, H. W.	Cumberland	A	91		14		15	54	John Fisher	Cumberland	
390	3/27/1873	Silver Wave	Cumberland	C	91	6	14	2	15	54	A. J. Mills	Cumberland	
446	4/14/1873	Silver, J. E.	Washington Co.	C	91		14		15	54	F. A. Cannon	Washington Co.	
506	4/27/1874	Simms, R. T.	Cumberland	C	96		14		12	54	Jas. Westbrook	Cumberland	
258	3/1/1873	Simonds, H. B.	Cumberland	C	92		14		14	54	Joseph Kritey	Cumberland	
231	3/1/1873	Sinclair, M.	Cumberland	C	89		14	4	12	54	P. Quigley	Cumberland	
57	3/1/1873	Sister, Our	Cumberland	C	92		14		14	54	William Treiber	Cumberland	
260	3/1/1873	Slack, B. L.	Cumberland	C	90		14	2	12	57	James Moriatty	Cumberland	
261	3/1/1873	Slack, C	Maryland	C	92		14		13	54	Consolidation Coal Co.	Maryland	
257	3/1/1873	Slattery, J. B.	Cumberland	C	92		14		14	54	M. Edenhart	Cumberland	
416	4/8/1873	Smith, P. J.	Williamsport	A	90		14		14	54	David Anderson	Williamsport	
243	3/1/1873	Smith, Walter C.	Cumberland	B	90		14	6	18	57	Consolidation Coal Co.	Cumberland	
230	3/1/1873	Snively, Jacob	Hancock	C	90		14	5½	11	54	John Coffman	Hancock	

10. Andrew Jenkins:

Canal Workers

Jenkins, Andrew, Captain, c.1910-1923

[one of possibly only two African-

American Captains on the canal in the

last years of commercial navigation]

## Freedom Seekers and the Underground Railroad

### 11. Frank Shaw:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

*One Hundred Dollars Reward.*  
**R**AN away from the plantation of Doctor John E. Berry, living near Upper Marlborough, Prince George's county, Maryland, sometime in the month of May, 1827, a negro man named Frank, commonly called Frank Shaw. He is about 25 years of age, of a bright copper colour, five feet eight or nine inches high, bushy hair, has a small scar under one of his eyes, and a pleasing countenance when spoken to. It is probable that he is lurking about the plantation of Miss Eleanor Eaton, in Montgomery county, in this State, or in the neighborhood of said farm; he was seen working on the Chesapeake and Ohio Canal sometime last Fall. Whoever will apprehend the above described negro and secure him in jail, shall receive the above reward, and all reasonable charges paid if delivered to the subscriber, living in Upper Marlborough, Prince George's county, Md.  
Aug 19—4w  
WM. SWANN.

Transcription:

ONE HUNDRED DOLLARS REWARDS.

RAN away from the plantation of Doctor John E. Berry, living near Upper Marlborough, Prince George's county, Maryland, sometime in the month of May 1827, a negro man named Frank, commonly called Frank Shaw. He is about 25 years of age, of a bright copper colour, five feet eight or nine inches high, bushy hair, has a small scar under one of his eyes, and a pleasing countenance when spoken to. It is probable that he is lurking about the plantation of Miss Eleanor Eaton, in Montgomery county, in this State, or in the neighborhood of said farm; he was seen working on the Chesapeake and Ohio Canal sometime last Fall. Whoever will apprehend the above described negro and secure him in jail, shall receive the above reward, and all reasonable charges paid if delivered to the subscriber, living in Upper Marlborough, Prince George's county, Md.

Aug 19—4w

WM. SWANN.

12. Robert Simmes:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

[Washington Daily Globe](#)

[Maryland State Archives: Legacy of Slavery in Maryland, Ad 2](#)

C&O Canal 2013 Network to Freedom Application

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**ONE HUNDRED DOLLARS REWARD.**

**R**ANAWAY, on Saturday, the 21st November, from the Seventh Section of the Chesapeake and Ohio Canal, a negro man who calls himself Robert Simmes, about 5 feet 10 or 11 inches high, 22 years of age, well made, not very black; has a scar or mark on his lip, supposed to be near the upper end, and on the right side, from the bite of a horse, when young. He has a good countenance, and speaks boldly, though sometimes a little whining; his clothing not known. He belongs to the estate of Richard Johnson, deceased, former Collector of Washington County, D. C.

The above reward will be given, if taken two hundred miles from Washington, D. C. or a proportionate reward for any distance under, and reasonable expenses provided he be brought to either of the subscribers, or so secured that they get him again.

JOHN PEERCE,  
Prince George's County, Md.  
JOHN D. CLARK,  
Georgetown, D. C.

Nov 26—w3t

Transcription

**ONE HUNDRED DOLLARS REWARD.**

RANAWAY, on Saturday, the 21<sup>st</sup> November, from the Seventh Section of the Chesapeake and Ohio Canal, a negro man who calls himself Robert Simmes, about 5 feet 10 or 11 inches high, 22 years of age, well made, not very black; has a scar or mark on his lip, supposed to be near the upper end, and on the right side, from the bite of a horse when young. He has a good countenance, and speaks boldly, though sometimes a little whining; his clothing not known. He belongs to the estate of Richard Johnson, deceased, former Collector of Washington County, D.C.

The above reward will be given, if taken two hundred miles from Washington D.C. or a proportionate reward for any distance under, and reasonable expenses provided he be brought to either the subscribers, or so secured that they get him again.

JOHN PEERCE,  
Prince George's County, Md.  
JOHN D. CLARK,  
Nov 26 -w3t

Georgetown, D.C.

ONE HUNDRED DOLLARS RE-  
WARD

**R**AN away from the subscriber, living in Bladensburg, Maryland, on the 20th inst. a negro man, who calls himself Robert Simmes; his age about 28 years, six feet high, not very black, full eyes, thick lips, sullen look, has a loping walk; his clothing, white woollen pantaloons, blue coat with black velvet collar, drab flushing great coat with capes. It is believed he is in company with a yellow man belonging to Mr. George Calvert, who ran off at the same time, whose name is Charles Lee. If Robert is taken in the District of Columbia, or State of Maryland, I will give fifty dollars, and if taken any where else, one hundred dollars will be given, provided he is secured so that I get him again.

May 25—eod6t            THOMAS FERRAL.

Transcription

ONE HUNDRED DOLLARS REWARD.

Ran away from the subscriber, living in Bladensburg, Maryland, on the 20<sup>th</sup> inst. a negro man, who calls himself Robert Simmes; his age about 28 years, six feet high, not very black, dull eyes, thick lips, sullen look, has a loping walk; his clothing, white woollen pantaloons, blue coat with capes. It is believed he is in company with a yellow man belonging to Mr. George Calvert, who ran off at the same time, whose name is Charles Lee/ If Robert is taken in the District of Columbia, or State of Maryland, I will give fifty dollars, and if taken any where else, one hundred dollars will be given, provided he is secured so that I get him again.

May 25 -eod6t    THOMAS FERRAL.

13. Ben Addison:

*Frederick Town Herald*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

**Fifty Dollars Reward.**

Ran away from the subscriber on the 18th instant, a Negro Man, named BEN ADDISON, about 21 years of age, dark color, 5 feet 9 or 10 inches high, sulky when spoken to, stout built, and is left handed. He has been working on the canal in Georgetown for the last three months. Had on when he went away a drab domestic roundabout, grey cassinet pantaloons, and boots with nails in them, but may change all or a part of his clothes.

Whoever will secure the said negro, so that the owner may get him, shall receive \$20 if taken in the District of Columbia, or \$50 if taken out of the District.

It is possible that Ben may have obtained the free papers belonging to his brother Edward Addison, who was set free in Washington city by Dr. Bradley.

**LEVIN J. WILSON.**

December 26

Transcription

Fifty Dollars Reward.

Ran away from the subscriber on the 18<sup>th</sup> instant, a Negro Man, named BEN ADDISON, about 21 years of age, dark color, 5 feet 9 or 10 inches high, sulky when spoken to, stout built, and is left handed. He has been working on the canal in Georgetown for the last three months. Had on when he went away a drab domestic roundabout, grey cassinet pantaloons, and boots with nails in them, but may change all or a part of his clothes.

Whoever will secure the said negro, so that the owner may get him, shall receive \$20 if taken in the District of Columbia, or \$50 if taken out of the District.

It is possible that Ben may have obtained the free papers belonging to his brother Edward Addison, who was set free in Washington city by Dr. Bradley.

Levin J. Wilson

December 26, 1829

14. Adam Koots:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

**200 DOLLARS REWARD.**  
**A**BSCONDED, from the 8th section of the Chesapeake and Ohio Canal, about the 20th October last, a NEGRO MAN, who calls himself Adam Koots. Said Adam is a blacksmith by trade; is about 5 feet 7 or 8 inches high, of brown complexion, and apt to smile when spoken to. Very stout built. I do not recollect any mark or scar on him. The above Reward will be given, if taken out of the State of Maryland and Virginia, and delivered at Georgetown, D. C.; or secured, so that I get him again. One hundred dollars if secured in Maryland; and fifty if in Virginia.  
Feb 17—1871 JAMES KNOX.

Transcription

200 DOLLARS REWARD.

Absconded from the 8<sup>th</sup> section of the Chesapeake and Ohio Canal, about the 20<sup>th</sup> October [sic], a NEGRO MAN, who calls himself Adam Koots. Said Adam is a blacksmith by trade; is about 5 feet 7 or 8 inches high, of brown complexion, and apt to smile when spoken to. Very stout built. I do not recollect any mark or scar on him. The above Reward will be given, if taken out of the State of Maryland and Virginia, and delivered at Georgetown, D.C.; or secured, so that I get him again. One hundred dollars if secured in Maryland; and fifty if in Virginia.  
Feb 17 – [sic]  
JAMES KNOX.

15. Thomas Jefferson:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#), Ad 1

Maryland State Archives: [Legacy of Slavery in Maryland](#), Ad 2

C&O Canal 2013 Network to Freedom Application

**TWENTY DOLLARS REWARD.**

**R**ANAWAY on the 28<sup>th</sup> ult. Negro Tom Jefferson, from the Subscriber; he had on when he went away a country pair of Kersy pantaloons filled in with black yarn, a green pea coat, an old fur hat with black sash round it, and a new cotton shirt; his hands have got some scars on them, and very chubby thumbs, and a scar on one of his legs, occasioned by the cut of an axe; he is very full of talk. It is supposed he is on the Canal. He is about 19 or 20 years of age, dark complexion.

The above reward will be given if taken and secured in Jail, so that I can get him again. All persons are hereby notified not to harbor or employ said runaway at their peril.

**JAMES C. SUMMERS.**

Prince George's Cy, Md. near the City of Washington.

Jan 1 - 3

Transcription

**TWENTY DOLLARS REWARD.**

RAN AWAY on the 28<sup>th</sup> [sic]. Negro Tom Jefferson, from the Subscriber; he had on when he went away a country pair of K[e]rs[e]y pantaloons filled in with black yarn, a green pea coat, an old fur hat with black sash round it, and a new cotton shirt; his hands have got some scars on them, and very chubby thumbs, and a scar on one of his legs, occasioned by the cut of an axe; he is very full of talk. It is supposed he is on the Canal. He is about 19 or 20 years of age, dark complexion.

The above reward will be given if taken and secured in Jail, so that I can get him again. All persons are hereby notified not to harbor or employ said runaway at their peril.

**JAMES C SUMMERS.**

Prince George's Cy, Md. Near the City of Washington.

Jan 1 - 3



## 20 DOLLARS REWARD.

**R**AN AWAY from the subscriber on the 10th, negro Tom Jefferson, about 20 years of age, dark complexion: he had on when he went away a black fur hat, with a black sash, and white roundabout jacket, with eagle buttons on it, and a white pair of pantaloons; he has got very chubby thumbs, and scars on his hands, and a scar on one of his arms, about the size of a dollar, and a scar on one of his legs by the cut of an axe; he is very full of talk; he may change his clothes, or may get free papers. Any person who takes up the said boy and puts him in jail, shall receive the above reward. Prince George's County, Md. near the City of Washington.

August 12—3t

JAMES C. SUMMERS.

## Transcription

### 20 DOLLARS REWARD.

RAN AWAY from the subscriber on the 10<sup>th</sup>, negro Tom Jefferson, about 20 years of age, dark complexion; he had on when he went away a black fur hat with a black sash, and white roundabout jacket, with eagle buttons on it, and a white pair of pantaloons; he has got very chubby thumbs, and scars on his hands, and a scar on one of his arms, about the size of a dollar, and a scar on one of his legs by the cut of an axe; he is very full of talk; he may change his clothes, or may get free papers. Any person who takes up the said boy and puts him in jail shall receive the above reward. Prince George's County, Md. Near the City of Washington.

August 12—3t

JAMES C. SUMMERS.

16. Bill:

Washington Daily National Intelligencer

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

**\$100 REWARD.**  
**R**UNAWAY from the subscriber near Magruder's Tavern, Prince George's county, Maryland, on February the 14<sup>th</sup>, 1830, a negro man Bill, by trade a blacksmith, a stout well made man 30 or 35 years old, about five feet six inches high, yellow complexion, whitish eyes, high cheek bones—clothes, brown coat, country cloth pantaloons, old white fur hat, nailed shoes; when last heard of he was making towards Washington city, where he may now be, but more likely attempt to get employment on the canal, and then make his way to Pennsylvania. I will give the above reward if taken out of the State, \$50 if in the district of Columbia, or any county within the State, and pay all reasonable charges if brought home and secured in jail so I can get him again.  
Feb 24—cut  
GEO W. DUVALL.

Transcription

**\$100 REWARD.**

RUNAWAY from the subscriber near Magruder's Tavern, Prince George's county, Maryland, on February 14<sup>th</sup>, 1830, a negro man Bill, by trade a blacksmith, a stout well made man 30 or 35 years old, about five feet six inches high, yellow complexion, [whitish] eyes, high cheek bones—clothes, brown coat, country cloth pantaloons, old white fur hat, nailed shoes; when last heard of he was making towards Washington city, where he may now be, but more likely attempt to get employment on the canal, and then make his way to Pennsylvania. I will give the above reward if taken out of the State, \$850 if in the district of Columbia, or any county with the State, and pay all reasonable charges if brought home and secured in jail so I can get him again.

Feb 24— [sic]

GEO W. DUVALL

17. John Nevit:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

**R**ANAWAY from the subscriber, living in Prince George's County, (near the Aquasco Mill Post Office,) on Sunday night, the twenty-eighth of last month, my negro man John, who calls himself John Nevit, aged twenty-one years, five feet eight or nine inches high, tolerable stout made; had on when he went away, a half worn blue coat and dark Cassinett Pantaloon, and an old black fur hat. John has a very remarkable mark on his right or left ear-- I think it is on his left. The fleshy part of the lower part of his ear is off. I think he has a scar on the left cheek of his face; dark complected fellow. I found my horse the next morning after he left me at the Eastern Branch Bridge. I expect that he has made his way up the canal for Pennsylvania, or he may be in some of the long boats trading up and down the Potomac river. I will give a reward of fifty dollars if taken in this State or the State of Virginia, or one hundred dollars if taken in Pennsylvania, and secured in gaol so as I can get him again.

May 5

HENRY McPHERSON.

Transcription

RAN AWAY from the subscriber, living in Prince George's County, (near the Aquasco Mall Post Office,) on Sunday night, the twenty-eighth of last month, my negro man John, who calls himself John Nevit, aged twenty-one years, five feet eight or nine inches high, tolerable stout made; had on when he went away, a half worn blue coat and dark Cassinett Pantaloon, and an old black fur hat. John has a very remarkable mark on his right or left ear - I think it is on his left. The fleshy part of the lower part of his ear is off. I think he has a scar on the left cheek of his face, dark complexed fellow. I found my horse the next morning after he left me at the Eastern Branch Bridge. I expect that he has made his way up the canal for Pennsylvania, or he may be in some of the long boats trading up and down the Potomoc river. I will give a reward of fifty dollars if taken in this State or the State of Virginia, or one hundred dollars if taken in Pennsylvania, and secured in gaol so as I can get him again.

May 5

HENRY McPHERSON

18. William Forrester:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#), Ad 1

Maryland State Archives: [Legacy of Slavery in Maryland](#), Ad 2

C&O Canal 2013 Network to Freedom Application

**\$100 REWARD.**

**R**AN AWAY from the subscriber, residing in Prince George's County, Maryland, on Sunday, the 4<sup>th</sup> of April, negro Bill, alias William Forrester. He is 37 or 38 years old, about 5 feet 7 or 8 inches high, compact and well made, yellow complexion, short face and small whiskers; much addicted to the use of tobacco. His hands appear as if they had been soaked in warm water or much wrinkled, has large knots on the second joint of his great toes, steps quick and short; his clothing consisted of a blue roundabout and pantaloons. When last heard of he was shaping his course towards Washington, where he has a free sister, where he may now be, or perhaps lurking on the Rail Road or Canal. I will give the above reward if taken out of the State, or \$50 if in the District of Columbia, or any county in the State in which I reside, and pay all reasonable expenses if brought home or secured in jail so that I get him.

W.M. M. BOWIE;

May 22—wif Near Upper Marlboro', P. G. County.

Transcription

**\$100 REWARD.**

RAN AWAY from the subscriber, residing in Prince George's County, Maryland, on Sunday, the 4<sup>th</sup> of April, negro Bill, alias William Forrester. He is 37 or 38 years old, about 5 feet 7 or 8 inches high, compact and well made, yellow complexion, short face and small whiskers; much addicted to the use of tobacco. His hands appear as if they had been soaked in warm water or much wrinkled, has large [knots] on the second joint of his great toes, steps quick and short; his clothing consisted of a blue roundabout and pantaloons. When last heard of he was shaping his course towards Washington, where he has a free sister, where he may now be, or perhaps lurking on the Rail Road or Canal. I will give the above reward if taken out of the State, or \$50 if in the District of Columbia, or any county in the State in which I reside, and pay all reasonable expenses if brought home or secured in jail so that I get him.

W.M. M. BOWIE;

May 22 - w[sic]

Near Upper Marlboro' [sic] P.G. County

**FIFTY DOLLARS REWARD.**—Ran away from the subscriber on the 5th of February last, Negro **BILL**, or William Forrester, about 43 or 44 years of age, yellow complexion, 5 feet 6 or 8 inches high, slender made, steps short, and when spoken to has a down look; short face and small whiskers; also the scurvy in the front teeth; his hands have the appearance of being soaked in warm water; he has a scar on one of his arms, occasioned by a burn, and a scar on the top of his right foot, produced by a wagon wheel passing over it; he has also knots on the first joint of the foot. His clothing, when he left home, was a white kersey roundabout and pantaloons, Osnaburgh shirt, and an old straw hat. There is no doubt that he will change his name. I will give \$25 if taken in this State or District of Columbia, or \$50 elsewhere, if brought home, or placed in jail so I get him.

**WM. M. BOWIE,**

Near Upper Marlboro', Prince George's co. Maryland.  
mar 22

Transcription

**FIFTY DOLLARS REWARD.** – Ran away from the subscriber on the 5<sup>th</sup> of February last, Negro **BILL**, or William Forrester, about 43 or 44 years of age, yellow complexion, 5 feet 6 or 8 inches high, slender made, steps short, and when spoken to has a down look; short face and small whiskers; also the scurvy in the front teeth; his hands have the appearance of being soaked in warm water; he has a scar on one of his arms, occasioned by a burn, and a scar on the top of his right foot, produced by a wagon wheel passing over it; he has also knots on the first joint of the foot. His clothing, when he left home, was a white kersey roundabout and pantaloons, Osnaburgh shirt, and an old straw hat. There is no doubt that he will change his name. I will give \$25 if taken in this State of District of Columbia, or \$50 elsewhere, if brought home, or placed in jail so I get him.

**WM. M. BOWIE,**

Near Upper Marlboro, Prince  
George's co. Maryland.

mar 22

19. Elias Dowling:

*Genius of Liberty* (Loudoun County, VA)

[Whilbr](#)

**COMMITTED,**  
**T**O the jail of Loudoun county,  
as a runaway, on the 2d inst.  
a negro man, who calls himself  
**ELIAS DOWLING.**  
He is supposed to be 25 years of  
age, is about 6 feet high, not very  
black, has a scar on his forehead, and  
a blemish on the sight of his left eye.  
---Says he belongs to Charles Dickin-  
son, of Louisa county, Va. and has  
been hired to William Boxler, on the  
Chesapeake and Ohio Canal.  
The owner of said negro is request-  
ed to come forward, prove property,  
pay charges, and take him away, o-  
therwise he will be disposed of accord-  
ing to law.  
**EDWARD HAMMETT,**  
Jailor Loudoun co.  
June 5, 1830.---22 tf

Transcription

COMMITTED,

TO the jail of Loudoun county, as a runaway, on the 3d inst. a negro  
man, who calls himself

ELIAS DOWLING.

He is supposed to be 25 years of age, is about 6 feet high, not very  
black, has a scar on his forehead, and a blemish on the sight of his left  
eye. —Says he belongs to Charles Dickinson, of Louisa county, Va.  
and has been hired to William Boxler, on the Chesapeake and Ohio  
Canal. The owner of said negro is requested to come forward, prove  
property, pay charges, and take him away, otherwise he will be  
disposed of according to law.

EDWARD HAMMETT,

Jailor Loudoun co. June 5, 1830.—22 tf

20. Remus:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

**TWENTY DOLLARS REWARD.**

**R**AN away from the subscriber, some time in the month of July last, a negro man named Remus, about 25 years of age; well made; about five feet ten inches high; of dark complexion, with very white teeth and eyes; has rather a bad countenance; his left foot turns outwardly from having been afflicted with the rheumatism when a boy, which causes him to limp a little when walking. He has also a lump on one of his hands (I think the right) which occasions a stiffness in the little finger.

It is most likely Remus has procured free papers, and will attempt to pass as a free man, and make his way onward to the North, or he may be in Washington, or at work on the Chesapeake and Ohio Canal. Whoever will deliver the said fellow to the subscriber, or to Mr. Geo. White, Commission Merchant and Auctioneer, Alexandria, or secure him in any jail so that I get him again, shall receive the above reward, and all reasonable expenses paid.

**JAMES ARNOLD.**

Charles County, Md. Oct. 7—2w

Transcription

**TWENTY DOLLARS REWARD.**

RAN away from the subscriber, some time in the month of July last, a negro man named Remus, about 25 years of age; well made; about five feet ten inches high; of dark complexion, with very white teeth and eyes; has rather a bad countenance; his left foot turns outwardly from having been afflicted with the rheumatic when a boy, which causes him to limp a little when walking. He has also a lump on one of his hands (I think the right) which occasions a stiffness in the little finger.

It is most likely Remus has procured free papers, and will attempt to pass as a free man, and make his way onward to the North, or he may be in Washington, or at work on the Chesapeake and Ohio Canal. Whoever will deliver the said fellow to the subscriber, or to Mr. Geo. White, Commission Merchant and Auctioneer, Alexandria, to secure him in any jail so that I get him again, shall receive the above reward, and all reasonable expenses paid.

JAMES ARNOLD.

Charles County, Md. Oct. 7—2w

21. William Soloman:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

**THIRTY DOLLARS REWARD.**

**R**AN AWAY from the subscriber, on Thursday, 23d September last, a Negro Man, named WILLIAM SOLOMAN, who is generally called William, without surname. He is very dark, about 20 years of age, 5 feet 8 or 10 inches high, straight, and tolerably well proportioned, thin visage, and rather a flat nose; has lost an upper front tooth, and, when spoken to, holds his head down. His clothing, when he absconded, consisted of Osnaburg roundabout and trowsers, and white chip or straw hat, but no doubt he has other and better clothing with him. He has been raised to house work principally. William has an aunt belonging to John Barnes, Esq. in Nanjemoy, Charles county, Maryland, in which neighborhood it is suspected he is lurking. It has been stated to the subscriber that William was lately seen on his way to Washington City, in company with his father, George Soloman, a free negro, who has lately been working on the Chesapeake and Ohio Canal, and who perhaps has taken him in that direction. John Godfrey, the step-father of William, is now working on the Canal, or in Washington or Georgetown, and is perhaps at this time harboring the said negro man.

I will give the above reward if William is brought home to me, in Upper Marlbro, Prince George's county, Maryland, or committed to any jail, so that I get him again.

Oct. 7—2awtf

ELIZABETH WILSON.

Transcription

**THIRTY DOLLARS REWARD.**

RAN AWAY from the subscriber, on Thursday, 23<sup>rd</sup> September last, a Negro Man, named WILLIAM SOLOMAN, who is generally called William, without surname. He is very dark, about 20 years of age, 5 feet 8 or 10 inches high, straight, and tolerably well proportioned, thin visage, and rather a flat nose; has lost an upper front tooth, and, when spoken to, holds his head down. His clothing, when he absconded, consisted of Osnaburg roundabout and trowsers, and white chip or straw hat, but no doubt he has other and better clothing with him. He has been raised to house work principally. William has an aunt belonging to John Barnes, Esq. in Nanjemoy, Charles county, Maryland, in which neighborhood it is suspected he is lurking. It has been stated to the subscriber that William was lately seen on his way to Washington City, in company with his father, George Soloman, a free negro, who has lately been working on the Chesapeake and Ohio Canal, and who perhaps has taken him in that direction. John Godfrey, the step-father of William, is now working on the Canal, or in Washington or Georgetown, and is perhaps at this time harboring the said negro man.

I will give the above reward if William is brought home to me in Upper Marlbo, Prince George's county, Maryland, or committed to any jail, so that I get him again.

Oct 7 -2awtf

ELIZABETH WILSON.



22. George Soloman:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

**THIRTY DOLLARS REWARD.**

**R**AN AWAY from the subscriber, on Thursday, 23d September last, a Negro Man, named WILLIAM SOLOMAN, who is generally called William, without surname. He is very dark, about 20 years of age, 5 feet 8 or 10 inches high, straight, and tolerably well proportioned, thin visage, and rather a flat nose: has lost an upper front tooth, and, when spoken to, holds his head down. His clothing, when he absconded, consisted of Osnaburg roundabout and trowsers, and white chip or straw hat, but no doubt he has other and better clothing with him. He has been raised to house work principally. William has an aunt belonging to John Barnes, Esq. in Nanjemoy, Charles county, Maryland, in which neighborhood it is suspected he is lurking. It has been stated to the subscriber that William was lately seen on his way to Washington City, in company with his father, George Soloman, a free negro, who has lately been working on the Chesapeake and Ohio Canal, and who perhaps has taken him in that direction. John Godfrey, the step-father of William, is now working on the Canal, or in Washington or Georgetown, and is perhaps at this time harboring the said negro man.

I will give the above reward if William is brought home to me, in Upper Marlbro, Prince George's county, Maryland, or committed to any jail, so that I get him again.

Oct. 7—2awif

ELIZABETH WILSON.

Partial Transcription

It has been stated to the subscriber that William was lately seen on his way to Washington City, in company with his father, George Soloman, a free negro, who has lately been working on the Chesapeake and Ohio Canal, and who perhaps has taken him in that direction.

23. John Godfrey:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

**'THIRTY' DOLLARS REWARD.**

**R**AN AWAY from the subscriber, on Thursday, 23d September last, a Negro Man, named **WILLIAM SOLOMAN**, who is generally called William, without surname. He is very dark, about 20 years of age, 5 feet 8 or 10 inches high, straight, and tolerably well proportioned, thin visage, and rather a flat nose; has lost an upper front tooth, and, when spoken to, holds his head down. His clothing, when he absconded, consisted of Osnaburg roundabout and trowsers, and white chip or straw hat, but no doubt he has other and better clothing with him. He has been raised to house work principally. William has an aunt belonging to John Barnes, Esq. in Nanjemoy, Charles county, Maryland, in which neighborhood it is suspected he is lurking. It has been stated to the subscriber that William was lately seen on his way to Washington City, in company with his father, George Soloman, a free negro, who has lately been working on the Chesapeake and Ohio Canal, and who perhaps has taken him in that direction. John Godfrey, the step-father of William, is now working on the Canal, or in Washington or Georgetown, and is perhaps at this time harboring the said negro man.

I will give the above reward if William is brought home to me, in Upper Marlbro, Prince George's county, Maryland, or committed to any jail, so that I get him again.

Oct. 7—2aw1f.

**ELIZABETH WILSON.**

Partial Transcription

John Godfrey, the step-father of William, is now working on the Canal, or in Washington or Georgetown, and is perhaps at this time harboring the said negro man.

24. John Young:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

**FIFTY DOLLARS REWARD.**

**ABSCONDED** in the early part of January last, negro John, who calls himself John Young. He is about twenty years of age, rather tall, not very black, large eyes, large white teeth in front, rather handsome. He came off the estate of the late Joseph Johnson, near Benedict, where he was raised. He ran away without any provocation, and it is likely he has procured a free pass and passes as such, and possibly has made his way to the Ohio Canal. The above reward will be given for securing him in Jail so I get him again, if taken out of the State of Maryland; and forty dollars if taken in the said State.

**LEONARD S. ROBEY,**  
Guardian to S. M. Johnson.

Bryan town, Charles County, Md. Nov 5—w6w.

Transcription

**FIFTY DOLLARS REWARD.**

**ABSCONDED** in the early part of January last, negro John, who calls himself John Young. He is about twenty years of age, rather tall, not very black. Large eyes, large white teeth in front, rather handsome. He came off the estate of the late Joseph Johnson, near Benedict, where he was raised. He ran away without any provocation, and it is likely he has procured a free pass and passes as such, and possibly has made his way to the Ohio Canal. The above reward will be given for securing him in Jail so I get him again, if taken out of the State of Maryland; and forty dollars if taken in the said State.

**LEONARD S. ROBEY,**  
Guardian to S. M. Johnson.  
Bryan town, Charles County, Md. Nov 5 – w6w.

25. Addison:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

**20 DOLLARS REWARD.**

**R**ANAWAY from the subscriber, near Upper Marlbro', Prince George's county, Maryland. on the 10th of May last, negro boy ADDISON, about 16 years of age, 5 feet high, of a dark complexion, thick and compactly built, a small scar under one of his eyes, not recollected which; of a very sallow countenance, and looks down when spoken to. He had on when he absconded, dark coarse cloth pantaloons and roundabout. I have no doubt but he has changed his clothing, as he has great villany and cunning depicted in his countenance. When last heard of, he was making towards Washington City, where he may be now; but more likely to get employment on the Canal, and then make his way to Pennsylvania; or, perhaps, lurking about Mr. Francis Darnall's near Bladensburg, where he has several relations.

I will give the above reward, no matter where taken, and pay all reasonable charges, if brought home, or secured in jail so can I get him again.

Nov. 30—Staw2w

JOHN E. BERRY.

Transcription

**20 DOLLARS REWARD.**

RANWAY from the subscriber, near Upper Marlbo', Prince George's county, Maryland. on the 10<sup>th</sup> of May last, negro boy ADDISON, about 16 years of age, 5 feet high, of a dark complexion, thick can compactly built, a small scar under one of his eyes, not recollected which; of a very sallow countenance and looks down when spoken to. He had on when he absconded, dark coarse cloth pantaloons and roundabout. I have no doubt but he has changed his clothing, as he has great villany and cunning depicted in his countenance. When last heard of, he was making his way towards Washington City, where he may be now; but more likely to get employment on the Canal, and then make his way to Pennsylvania; or, perhaps, lurking about Mr. Francis Darnall's near Bladensburg, where he has several relations.

I will give the above reward, no matter where taken, and pay all reasonable charges, if brought home, or secured in jail so can I get him again.

Nov. 30 – Staw2w

JOHN E. BERRY.

26. Collin Brooks, 27. Joe Carrol, and 28. Tobias Martin:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

### 150 DOLLARS REWARD.

RAN away from the subscriber on Saturday night last three negro men, named Collin Brooks, Joe Carroll, and Tobias Martin. Collin is about 27 years old, thin features, very black, and about 5 feet 8 inches high. Joe is about 24 years old, 5 feet 8 or 10 inches in height, a square, stout built fellow, complexion not so dark as Collins. Tobias is about 20 years of age, 5 feet 10 or 11 inches high, yellow complexion, thick upper lip, and prominent front teeth. There are no known body marks by which these men can be particularly described, nor can any particular description of clothing be given, other than such as are usual to plantation hands at this season. Their absconding was without cause, and it is believed they have made towards Pennsylvania. A reward of 150 dollars will be given for apprehending and securing in jail the said fellows so that I get them again; and if brought home all reasonable expenses, or 50 dollars for either, together with reasonable expenses.

WM. VINSON,

Near Poolsville, Montgomery county, Md. and  
sep 14—2w4w near the line of Ches. & O. Canal.

Transcription

### 150 DOLLARS REWARD.

Ran away from the subscriber on Saturday night last three negro men, named Collin Brooks, Joe Carroll, and Tobias Martin, Collin is about 27 years old, thin features, very black, and about 5 feet 8 inches high. Joe is about 24 years old, 5 feet 8 or 10 inches in height, a square, stout built fellow, complexion not so dark as Collins. Tobias is about 20 years of age, 5 feet 10 or 11 inches high, yellow complexion, thick upper lip, and prominent front teeth. There are no know body marks by which these men can be particularly described, nor can any particular description of clothing be given, other than such as are usual to plantation hands at this season. Their absconding was without case, and it is believed they have made towards Pennsylvania. A reward of 150 dollars will be given for apprehending and securing in jail the said fellows so that I get them again; and if brought home all reasonable expenses, or 50 dollars for either, together with reasonable expenses.

WM. VINSON,

Near Poolsville, Montgomery county, Mdland  
sep 14 -2w42 near the lines of Ches, & O. Canal.

29. Joseph Vowell:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

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**TWENTY DOLLARS REWARD.**

**I**N the latter part of September last, negro JOE, (who calls himself JOSEPH VOWELL,) left the residence of the subscriber, for the purpose of going to Charlestown; and as he has not been heard of for some time, he is supposed to have absconded. When last heard of, he was on the Chesapeake and Ohio Canal, where he probably worked a short time.

Joe is a dark mulatto, between 60 and 65 years of age, about six feet high. The sight of one of his eyes, not recollected which, is impaired. He took with him a bay horse.

For his apprehension and delivery to me in Strasburg, Shenandoah County, Virginia, I will give the above reward; or, for his confinement in any jail, so that I get him again, I will give ten dollars.

**HENRY SWANN.**

Strasburg, Va. March 31—4t

Transcription

**TWENTY DOLLARS REWARD.**

In the latter part of September last, negro, JOE, (who calls himself JOSEPH VOWELL,) left the residence of the subscriber, for the purpose of going to Charlestown; and as he has not been heard of for some time, he is supposed to have absconded.

When last heard of, he was on the Chesapeake and Ohio Canal, where he probably worked a short time.

Joe is a dark mulatto, between 60 and 65 years of age, about six feet high. The sight of one of his eyes, not recollected which, is impaired. He took with him a bay horse.

For his apprehension and delivery to me in Strasburg, Shenandoah County, Virginia, I will give the above reward; or, for his confinement in any jail, so that I get him again, I will give ten dollars.

**HENRY SWANN.**

Strasburg, Va. March 31 – 4t

30. Jerry Jackson:

*American and Commerical Daily Advertiser*

Maryland State Archives: [Legacy of Slavery in Maryland, Ad 1](#)

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland, Ad 2](#)

C&O Canal 2013 Network to Freedom Application

**LOOK OUT!!**  
**FIFTY DOLLARS REWARD.**

**R**ANAWAY from the Subscriber, living near Mechanicsville, Montgomery County, Maryland, on the 13th instant, my negro man JERRY, who calls himself JERRY JACKSON, a very dark mulatto, about 5 feet 6 or 7 inches high, smiling countenance when spoken to; shows his teeth when laughing, and is a very active and likely fellow.

No marks are recollected—his clothing cannot be described, as it is likely to be changed.

It is likely that he may have taken the route by Baltimore to Pennsylvania—if not, he may probably lurk about Washington or pass up the Canal.

The above reward will be given if taken out of the State of Maryland or the District of Columbia; and 25 dollars if taken in the said State or District, and brought home or secured in jail so that I get him again.

BASIL BURGESS.

fe 27 d4t

Transcription

LOOK OUT!

FIFTY DOLLARS REWARD.

RAN AWAY from the subscriber, living near Mechanicsville, Montgomery County, Maryland, on the 13<sup>th</sup> instant, my Negro man JERRY, who calls himself JERRY JACKSON, a very dark mulatto, about 5 feet 6 or 7 inches high, smiling countenance when spoken to; shows his teeth when laughing, and is a very active and likely fellow.

No marks are recollected – his clothing cannot be described, as it is likely to be changed.

It is likely that he may have taken the route by Baltimore to Pennsylvania –if not, he may probably lurk about Washington, or pass up the Canal.

The above reward will be given, if taken out of the State of Maryland or the District of Columbia; and 25 dollars if taken in the said State or District of Columbia, and brought home, or secured in jail, so that I get him again.

fe 27

BASIL BURGESS.

d4t

**LOOK OUT!**

**One Hundred Dollars Reward.**

**R**ANAWAY from the subscriber, living near Mechanicsville, Montgomery County, Maryland, on the 13th instant, my Negro man JERRY, who calls himself *Jerry Jackson*, rather a light colored Negro, about five feet six or seven inches high; smiling countenance when spoken to; shows his teeth when laughing; and is a very active and likely fellow.

No marks are recollected—his clothing cannot be described, as it is likely to be changed.

It is likely that he may have taken the route by Baltimore to Pennsylvania—if not, he may probably lurk about Washington, or pass up the Canal.

The above reward will be given, if taken out of the State of Maryland, or 50 dollars if taken in the State or District of Columbia, and brought home, or secured in jail, so that I get him again.

April 16—w3w

**BASIL BURGESS.**

Transcription

**LOOK OUT!**

One Hundred Dollars Reward.

RAN AWAY from the subscriber, living near Mechanicsville, Montgomery County, Maryland, on the 13<sup>th</sup> instant, my Negro man JERRY, who calls himself *Jerry Jackson*, rather a light colored Negro, about five feet six or seven inches high; smiling countenance when spoken to; shows his teeth when laughing; and is a very active and likely fellow.

No marks are recollected – his clothing cannot be described, as it is likely to be changed.

It is likely that he may have taken the route by Baltimore to Pennsylvania –if not, he may probably lurk about Washington, or pass up the Canal.

The above reward will be given, if taken out of the State of Maryland, or 50 dollars if taken in the State or District of Columbia, and brought home, or secured in jail, so that I get him again.

April 16 –w3w

**BASIL BURGESS.**



31. Henson:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

**FIFTY DOLLARS REWARD.**  
**R**ANWAY, about two weeks ago, a dark Mulatto  
Lad, named HENSON, about 18 or 19 years of age.  
He is readily known by his being an excessive *stutterer*.  
He is a laborer and good ox driver. It is believed that  
he has gone up the Canal, toward Harper's Ferry.  
Whoever will secure him in jail, so that I get him again,  
shall receive the above reward.  
THOMAS FLYNN, Gardener.  
Arlington, near Georgetown Ferry, July 26—3t

Transcription

FIFTY DOLLARS REWARD.

RANWAY, about two weeks ago, a dark Mulatto Lad, named  
HENSON, about 18 or 19 years of age. He is readily known by  
his being an excessive *stutterer*. He is a laborer and good ox  
driver. It is believed that he has gone up the Canal, toward  
Harper's Ferry.

Whoever should secure him in jail, so that I get him again, shall  
receive the above reward.

THOMAS FLYNN, Gardener.  
Arlington, near Georgetown Ferry, July 26—3t

### 32. Daniel Snowden:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#), Ad 1

Maryland State Archives: [Legacy of Slavery in Maryland](#), Ad 2

C&O Canal 2013 Network to Freedom Application

#### **ONE HUNDRED DOLLARS REWARD.**

**R**AN AWAY from where he was at work on the canal, above Georgetown, a young negro man named Daniel, calls himself DANIEL SNOWDEN, about 22 years of age, 5 feet 10 inches high, of a black complexion, thick lips, broad white teeth, speaks hesitatingly, with a feeble weakly voice. He has a large scar on the front of his upper lip, and another on one of his cheeks resembling a blister, nearly the size of a quarter of a dollar. He has several other scars about his face and head, not particularly recollected. He has a strong inclination to dress fashionably, and took with him a variety of clothing, which it is thought needless to describe, as he may change both his name and his clothing.

He resided for the last five years in Washington City, three of which in the employ of Mr. Edward Simms, as a day driver. It is feared he has procured papers, and will attempt to pass to the Northern States as free.

I will pay 25 dollars reward for his apprehension, if taken in the District of Columbia; 50 dollars if taken in the State of Maryland; and the above named 100 dollars if taken any where else, and secured so that I may get him again.

sept 30—2w3w

ELIZABETH H McPHERSON,  
Washington City.

Transcription

#### **ONE HUNDRED DOLLARS REWARD.**

RAN AWAY from where he was at work on the canal, above Georgetown, a young negro man named Daniel, calls himself DANIEL SNOWDEN, about 22 years of age, 5 feet 10 inches high, of a black complexion, thick lips, broad white teeth, speaks hesitatingly, with a feeble weakly voice. He has a large scar on the front of his upper lip, and another on one of his cheeks resembling a blister, nearly the size of a quarter of a dollar. He has several other scars about his face and head, not particularly recollected. He has a strong inclination to dress fashionably, and took with him a variety of clothing, which it is thought needless to describe, as he may change both his name and his clothing. He resided for the last five years in Washington City, three of which in the employ of Mr. Edward Simms, as a day driver. It is feared he has procured papers, and will attempt to pass to the Northern States as free.

I will pay 25 dollars reward for his apprehension, if taken in the District of Columbia; 50 dollars if taken in the State of Maryland; and the above named 100 dollars if taken any where else, and secured so that I may get him again.

ELIZABETH H McPHERSON

sept 30—2w3w

Washington City.

## TWO HUNDRED DOLLARS REWARD.

**R**AN AWAY from where he was at work on the canal, above Georgetown, a young negro man named DANIEL, calls himself DANIEL SNOWDEN, about 22 years of age, 5 feet 10 inches high, of a black complexion, thick lips, broad white teeth, speaks hesitatingly, with a feeble weakly voice. He has a large scar on the front of his upper lip, and another on one of his cheeks resembling a blister, nearly the size of a quarter of a dollar. He has several other scars about his face and head, not particularly recollected. He has a strong inclination to dress fashionably, and took with him a variety of clothing, which it is thought needless to describe, as he may change both his name and his clothing.

He resided for the last five years in Washington City, three of which in the employ of Mr. Edward Simms, as a day driver. It is feared he has procured papers, and will attempt to pass to the Northern States as free.

I will pay 50 dollars reward for his apprehension, if taken in the District of Columbia; 100 dollars if taken in the State of Maryland; and the above named 200 dollars if taken any where else, and secured so that I may get him again.

oct 31-2uwSw

Washington City.

## Transcription

## TWO HUNDRED DOLLARS REWARD.

RAN AWAY from where he was at work on the canal, above Georgetown, a young negro man named Daniel, calls himself DANIEL SNOWDEN, about 22 years of age, 5 feet 10 inches high, of a black complexion, thick lips, broad white teeth, speaks hesitatingly, with a feeble weakly voice. He has a large scar on the front of his upper lip, and another on one of his cheeks resembling a blister, nearly the size of a quarter of a dollar. He has several other scars about his face and head, not particularly recollected. He has a strong inclination to dress fashionably, and took with him a variety of clothing, which it is thought needless to describe, as he may change both his name and his clothing.

He resided for the last five years in Washington City, three of which in the employ of Mr. Edward Simms, as a day driver. It is feared he has procured papers, and will attempt to pass to the Northern States as free.

I will pay 50 dollars reward for his apprehension, if taken in the District of Columbia; 100 dollars if taken in the State of Maryland; and the above named 200 dollars if taken any where else, and secured so that I may get him again.

ELIZABETH H McPHERSON

oct 31-2uwSw

Washington City

33. Frank:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

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**FORTY DOLLARS REWARD.**

**A**BSCONDED from the employment of Mrs. Matilda Hamilton, on Pennsylvania Avenue, a negro boy, Frank, about 19 or 20 years of age. Frank had received a pass to go to St. Mary's county, early in July last, but, during his residence in the city, had formed an attachment for a free worthless black woman, (Mary Parrott,) who is now lodged in jail; at whose House the pass and the clothing of the Boy, as well as stolen goods, were found. Frank is a well set young black fellow, his hair rather bushy, and his countenance very good. It is believed he has obtained a pass, and is working somewhere in the District, or on the Canal. I will pay twenty dollars for the boy, if taken and secured in the District, or forty if taken and secured any where else, so that I get him.

J. L. MILLARD,  
Leonardtown, Md.

aug 4--2aw3w

Transcription

**FORTY DOLLARS REWARD.**

ABSCONDED from the employment of Mrs. Matilda Hamilton, on Pennsylvania Avenue, a negro boy, Frank, about 19 or 20 years of age. Frank had received a pass to go to St. Mary's county, early in July last, but, during his residence in the city, had formed an attachment for a free worthless black woman, (Mary Parrott), who is now lodged in jail; at whose House the pass and the clothing of the Boy, as well as stolen goods, were found. Frank is a well set young black fellow, his hair rather bushy, and his countenance very good. It is believed he has obtained a pass, and is working somewhere in the District, or on the Canal. I will pay twenty dollars for the boy, if taken and secured in the District, or forty if taken and secured any where else, so that I get him.

J.L. MILLARD,

aug 4 -2aw3w

Leonardtown, Md.

34. Charles Ringold:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

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**R**AN AWAY from the subscriber, living in Montgomery county, Maryland, about October, 1837, a mulatto woman named PRISS HAMMON, about the usual size, forty or fifty years of age, long hair, and one tooth out before, as well as recollected, and has been accustomed to cooking; having many clothes, it is not known what she took away. Also,

Ran away from the subscriber, living in Montgomery county, Maryland, near Davisonville, on the 30th of April, 1838, without any provocation, a lad named CHARLES RINGOLD, but who may have changed his name, between 20 and 22 years of age, low, stout built, and of dark copper color; remarkably polite and smart, talks quick, and gives very correct answers; clothing not known. He was hired on the Chesapeake and Ohio Canal to the Company; and, as he has worked a long time on the canal, he has probably made his way up it to Mr. Abm. Barnes's, in Washington county, where he pretends to have a wife, and thence to Pennsylvania, or has gone to the District of Columbia, where he once resided, and has a number of relatives and acquaintances.

I will give \$100 if taken any where, and delivered to me, or secured in jail so that I get him again; and \$200 if taken in Pennsylvania, or any other free State, if delivered to me in Maryland. I will give \$50 for the woman, if taken in Maryland or the District of Columbia; \$100 if taken in Pennsylvania or any other free State. Charles is a good blacksmith, butcher, and fiddler. I suspect he has got a pass.

may 1—tf

ELEANOR BROOKE.

Transcription

RAN AWAY from the subscriber, living in Montgomery county, Maryland, about October, 1837, a mulatto woman named PRISS HAMMON, about the usual size, forty or fifty years of age, long hair, and one tooth out before, as well as recollected, and has been accustomed to cooking; having many clothes, it is not known what she took away. Also,

Ran away from the subscriber, living in Montgomery county, Maryland, near Davisonville, on the 30th of April, 1838, without provocation, a lad named CHARLES RINGOLD, but who may have changed his name, between 20 and 22 years of age, low, stout built, and of dark copper color; remarkably polite and smart, talks quick, and gives very correct answers; clothing not known. He was hired on the Chesapeake and Ohio Canal to the Company; and, as he has worked a long time on the canal, he has probably made his way to Mr. Abm. Barnes's in Washington county, where he pretends to have a wife, and thence to Pennsylvania, or has gone to the District of Columbia, where he once resided, and has a number of relatives and acquaintances.

I will give \$100 if taken any where, and delivered to me, or secured in jail so that I get him again; and \$200 if taken in Pennsylvania, or any other free State, if delivered to me in Maryland. I will give \$50 for the woman, if taken in Maryland or the District of Columbia; \$100 if taken in Pennsylvania or any free State. Charles is a good blacksmith, butcher, and fiddler. I suspect he has got a pass.

may 1—tf

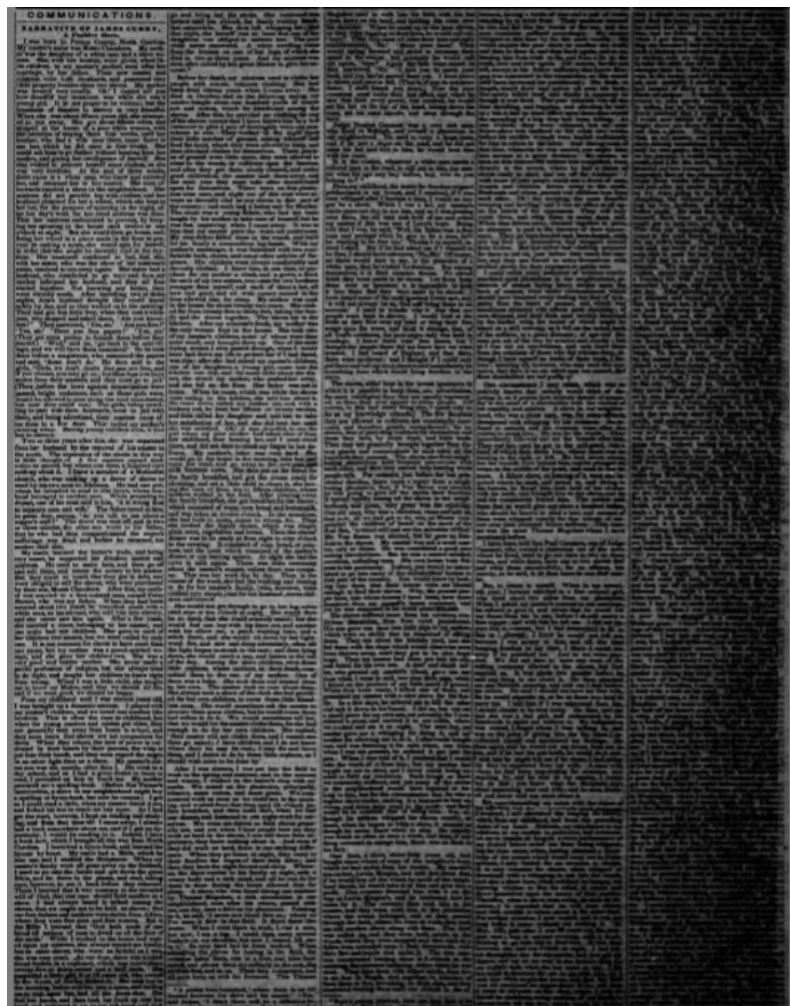
ELEANOR BROOKE

35. James Curry:

*The Liberator*, January 10, 1840

[Whilbr](#)

[University of North Carolina Chapel Hill](#)



Partial Transcription

... And then I hastened on, and got as far from him as I could before morning. At Alexandria, I crossed the Potomac river, and came to Washington, where I made friends with a colored family, with whom I rested eight days. I then took the Montgomery road, but, wishing to escape Baltimore, I turned off, and it being cloudy, I lost my course, and fell back again upon the Potomac river, and travelled on the tow path of the canal from Friday night until Sunday morning, when I lay down and slept a little, and then, having no place to hide for the day, I determined to go on until I could find a place of safety.

I soon entered a colored person's house on the side of the canal, where they gave me breakfast and treated me very kindly. I travelled on through Williamsport and Hagerstown, in Maryland, and, on the 19th day of July, about two hours before day, I crossed the line into Pennsylvania, with a heart full of gratitude to God, believing that I was indeed a free man, and that now, under the protection of law, there was 'none who could molest me or make me afraid.'

In the course of the morning, I was spoken to by a man, sitting at the window of a house in Chambersburg, who asked me if I wanted a job of work. I replied that I did, and he took me into his garden, and set me to work. When the job there was done, he told me I might clean his carriage. At dinner, I ate in the kitchen with a colored woman. She inquired where I came from,

I told her the name of the town in Pennsylvania. Said she, 'I didn't know but you came from Virginia, or Maryland, and sometimes, some of our colored friends come from there hither, and think they are free, but the people about here are very ugly, and they take them and carry them back; and if you haven't sufficient free papers, I would advise you not to stay here to-night.'

This was enough for me. I had discovered that the man was very curious about me, and seemed disposed to keep me at

work upon little jobs until night. I went out, and jumped over the garden wall, and was soon on the turnpike road. I was very fearful, and came on tremblingly; but near Philadelphia, I fell in with members of the Society of Friends, whom I never feared to trust, who 'took in the stranger,' and I worked for them until Christmas.

36. William Butt:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

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**ONE HUNDRED DOLLARS REWARD.—**

**O** Ran away from the subscriber, on the 27th of July last, a dark negro man, who calls himself WILLIAM BUTT. He is about 24 or 25 years of age, about 5 feet 8 inches high, stout built, and has a scar on one of his wrists from a cut, and his eyes are yellow from intemperance. When spoken to, he has an unmeaning smile. He had on a coarse linen jacket and trousers and unbleached cotton shirt, but it is supposed he has changed them. It is believed he will shape his course towards Baltimore, or up the Canal.

I will give fifty dollars if taken within the District, and one hundred dollars if taken at any considerable distance beyond it, provided he be delivered to me.

C. STRAHAN,

Corner of 9th and H streets, Washington.

aug 28 co2w

Transcription

ONE HUNDRED DOLLARS REWARD. —

Ran away from the subscriber, on the 27<sup>th</sup> of July last, a dark negro man, who calls himself WILLIAM BUTT. He is about 24 or 25 years of age, about 5 feet 8 inches high, stout built, and has a scar on one of his wrists from a cut, and his eyes are yellow from intemperance. When spoken to, he has an unmeaning smile. He had on a coarse linen jacket and trousers and unbleached cotton shirt, but it is supposed he has changed them. It is believed he will shape his course towards Baltimore, or up the Canal.

I will give fifty dollars if taken within the District, and one hundred dollars if taken at any considerable distance beyond it, provided he be delivered to me.

C. STRAHAN,

Corner of 9<sup>th</sup> and H streets, Washington.

aug 28 co2w



37. Henry:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

**TWENTY DOLLARS REWARD.**—Run away from the subscriber, on the 22d instant, a negro man named HENRY. He is about 40 years of age, and about 5 feet high, stout built, has lost all his front upper teeth, except his two eye teeth. His clothing not recollected. This man I purchased out of the estate of Henry Davidson, Charles county, Maryland; he was taken up once before in Washington, and a pass found in his pocket, given by a certain person in Washington. It is probable he may make for the Canal, as he has worked there, and has expressed a wish to work there again. The above reward will be given for him if delivered to me at my residence in Charles county, Md. within four miles of Piscataway. All persons are forewarned from harboring or employing him.  
sept 28—eo4w                      SYLVESTER F. GARDINER.

Transcription

TWENTY DOLLARS REWARD. – Ran away from the subscriber, on the 22d instant, a negro man named HENRY. He is about 40 years of age, and about 5 feet high, stout built, has lost all his front upper teeth, except his two eye teeth. His clothing not recollected. This man I purchased out of the estate of Henry Davidson, Charles county, Maryland; he has taken up once before in Washington, and a pass found in his pocket, given by a certain person in Washington. It is probable he may make for the Canal, as he has worked there, and has expressed a wish to work there again. The above reward will be given for him if delivered to me at my residence in Charles county, Md. within four miles of Piscataway. All persons are forewarned from harboring or employing him.

sept 28 –eo4w  
GARDINER.

SYLVESTER F.

38. Sandy:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#), Ad 1

Maryland State Archives: [Legacy of Slavery in Maryland](#), Ad 2

C&O Canal 2013 Network to Freedom Application

**ONE HUNDRED DOLLARS REWARD.**—Look out for negro SANDY, who ran away on Sunday night, June 13, 1841; he is about twenty-three years of age, of dark copper color, about five feet five or six inches high, stout and well made, round face and limbs; he has a diffident look, with soft and low voice, with slow answers to questions asked; he has no marks recollected except his fingers are very short and thick; he took with him one pair of light colored coarse cloth pantaloons, one pair of brown linen, one fine linen shirt, one coarse cotton shirt, one white waistcoat, one yellow striped summer roundabout, and a pair of pumps, all of which were half worn. Sandy has relations in the city of Washington, where he may no doubt go and procure other clothing and free papers and push for a free State. Sandy and myself had a fight, in which I received considerable injury, for which he got his back marked, and if examined may assist in his detention. I will give thirty dollars for his apprehension if taken in the District of Columbia or Prince George's county, if brought home to me or secured in jail so that I get him again, or fifty dollars if taken fifty miles from home, or one hundred dollars if beyond that distance, and all reasonable expenses paid if brought home.  
**GEORGE KERBY,**  
june 16—so2w Broad Creek, Prince George's county, Md.

Transcription

ONE HUNDRED DOLLARS REWARD. – Look out for negro SANDY, who ran away on Sunday night, June 13, 1841; he is about twenty-three years of age, of dark copper color, about five feet five or six inches high, stout and well made, round face and limbs; he has a diffident look, with soft and low voice, with slow answers to questions asked; he has no marks recollected except his fingers are very short and thick; he took with him one pair of light colored coarse cloth pantaloons, one pair of brown linen, one fine linen shirt, one coarse cotton shirt, one white waistcoat, one yellow striped summer roundabout, and a pair of pumps, all of which were half worn. Sandy has relations in the city of Washington, where he may no doubt go and procure other clothing and free papers and push for a free State. Sandy and myself had a fight, in which I received considerable injury, for which he got his back marked, and if examined may assist in his detention. I will give thirty dollars for his apprehension if taken in the District of Columbia or Prince George's county, if brought home to me or secured in jail so that I get him again, or fifty dollars if taken fifty miles from home, or one hundred dollars if beyond that distance, and all reasonable expenses paid if brought home.

**GEORGE KERBY,**  
june 16 –so2w Broad Creek, Prince George's county, Md,

**TWO HUNDRED DOLLARS REWARD** for negro SANDY, who left me on the 13th of June, 1841. He is about 22 years of age, has a young look, no beard perceivable except upon his upper lip, which was never shaved up to the time he ran away. He is of a dark copper color, stout and round-limbed, of a proportionable make, no scars recollected except upon his back; his fingers and thumbs are very short and thick, tapering to the ends. He is about five feet five or six inches high, with soft voice and rather a down look when spoken to. His gait is clumsy, and he walks as if he were stamping his feet against the ground.

Sandy was heard from in December last, in the District of Columbia, where he has some free relations, who, I have no doubt, have given him clothes, money, and a free pass, and, as may be supposed, another name. If Sandy is not yet in the District of Columbia, I have some reason to believe he has made his way along up the canal line, and across to Pennsylvania.

I brought Sandy's father, whose name was Robert Holland, from the city of New York some years ago, and sold him in Baltimore for the same fault, of running away; his master informed me that he left him soon after, and I have no doubt he returned to New York or some of the northern cities. I also feel certain that Sandy has heard from his father, and is making his way to him. I will give the above reward for Sandy if brought home to me, or secured in jail so that I get him again, if taken fifty miles from home; if under that distance the sum of one hundred dollars.

GEORGE KERBY,

Broad Creek, Prince George's county, Md.

P. S.—Any information upon the above subject may be addressed to me at Piscataway Post Office, Prince George's county, Maryland.

G. K.

feb 24—oo6t

Transcription

TWO HUNDRED DOLLARS REWARD for negro SANDY, who left me on the 13<sup>th</sup> of June, 1841. He is about 22 years of age, has a young look, no beard perceivable except upon his upper lip, which was never shaved up to the time he ran away. He is of a dark copper color, stout and round-limbed, of a proportionable make, no scars recollected except upon his back; his fingers and thumbs are very short and thick, tapering to the ends. He is about five feet five or six inches high, with soft voice and rather a down look when spoken to. His gait is clumsy, and he walks as if he were stamping his feet against the ground.

age, has a young look, no beard perceivable except upon his upper lip, which was never shaved up to the time he ran away. He is of a dark copper color, stout and round-limbed, of a proportionable make, no scars recollected except upon his back; his fingers and thumbs are very short and thick, tapering to the ends. He is about five feet five or six inches high, with soft voice and rather a down look when spoken to, His gait is clumsy, and he walks as if he were stamping his feet against the ground.

Sandy was heard from in December last, in the District of Columbia, where he has some free relations, who, I have no doubt, have given him clothes, money, and a free pass, and as may be supposed, another name. If Sandy is not yet in the District of Columbia, I have some reason to believe he has made his way along up the canal line, and across to Pennsylvania.

I brought Sandy's father, whose name was Robert Holland, from the city of New York some years ago, and sold him in Baltimore for the same fault, of running away; his master informed me that he left soon after, and I have no doubt he returned to New York or some other northern cities. I also feel certain that Sandy has heard from his father, and is making his way to him. I will give the above reward for Sandy is brought home to me, or secured in jail so that I get him again, if taken fifty miles from home; if under that distance the sum of one hundred dollars.

GEORGE KERBY,

Broad Creek, Prince George's county, Md.

P.S. —Any information upon the above subject may be addressed to me at Piscataway Post Office, Prince George's county, Maryland.

G.K.

### 39. Group:

Torch Light  
Williamsport Times  
[Whilbr](#)

#### Runaway Negroes.

We have been informed that a batch of 6 or 8 slaves belonging to Mr. Elias Cheney, of Funkstown, have been missing since Sunday last, and are supposed to have decamped for the good old *Democratic Land of Penn.* In reference to runaway negroes, we find the following melancholy item of information in the last Williamsport Times :

"Last week we stated that a negro man had been, drowned, some distance below Dam No. 6, and yesterday, (Friday,) another negro man was found drowned, near "Duck Island," about 1½ miles above town. It is now supposed that some 3 or 4 negroes who ran away from their masters, in Virginia, about 4 weeks since, and who attempted to cross over the river in a skiff, a short distance above the Dam, were drawn over and drowned. There is little doubt but that this has been the fate of the whole of them.

#### [Transcription](#)

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40. Ben Julip:

*Washington Daily National Intelligencer*

Maryland State Archives: [Legacy of Slavery in Maryland](#)

C&O Canal 2013 Network to Freedom Application

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**\$10 REWARD.**—Ran away from the subscriber, in this city, on the 15th instant, a negro lad named BEN JULIP. He is about 5 feet 5 or 6 inches high; he has a broad face, with a scar over the left eye, and is what may be called a copper color, and is about 18 years of age. He had on when he left his home a suit of dark grey cassinet clothes, and a glazed cap, and took with him a dark pilot cloth coat lined with red and green or brown plaid cloth. I hereby forewarn all persons from harboring or employing him, as he is my legal property. The above reward will be paid to any one who may capture and deliver him to me at my residence, on 13th street, near C, or inform me of his whereabouts, so that I get him again. We think he left for Cumberland, by way of the Canal.

ap 20—colw

ELIZABETH PLANT.

Transcription

\$10 REWARD. – Ranaway from the subscriber, in this city, on the 15<sup>th</sup> instant, a negro lad named BEN JULIP. He is about 5 feet 5 or 6 inches high; he has a broad face, with a scar over the left eye, and is what may be called a copper color, and is about 18 years of age. He had on when he left his home a suit of dark grey cassinet clothes, and a glazed cap, and took with him a dark pilot cloth coat lined with red and green or brown plaid cloth. I hereby forewarn all persons from harboring or employing him, as he is my legal property. The above reward will be paid to any one who may capture and deliver him to me at my residence, on 13<sup>th</sup> street, near C, or inform me of his whereabouts, so that I get him again. We think he left for Cumberland, by way of the Canal.

ap 20 –colw

ELIZABETH PLANT.

41. Wellman:

Herald of Freedom and Torch Light  
[Whilbr](#)

**A Serious Charge.**

A man by the name of **WELLMAN**, the Captain of a Canal Boat from Cumberland, was arrested last week in the neighborhood of Williamsport, charged with having abducted a slave, the property of **GEORGE W. SPATE**, of Poolesville, Montgomery County, Md., by inducing him to go upon his boat, and bringing him to Williamsport. A man by the name of **NOLAND** also became implicated in the charge, and both were committed to the Washington County Jail in default of bail, to answer to the charge. **WELLMAN** had a hearing before justice **COOK** on Saturday last, by whom he was released, but having been subsequently re-arrested and taken before Justice **POWLES**, he was re-committed by that Magistrate. He resides in Cumberland, where he is considered a very respectable man, and has a number of friends who have promised to bail him out as soon as arrangements can be made for that purpose. He is a native of New York, but has been boating on the Canal for some years.

Transcription

A Serious Charge.

A man by the name of Wellman, the Captain of a Canal Boat from Cumberland, was arrested last week in the neighborhood of Williamsport, charged with having abducted a slave, the property of George W. Spate, of Poolesville, Montgomery County, Md., by inducing him to go upon his boat, and bringing him to Williamsport. A man by the name of Noland also became implicated in the charge, and both were committed to the Washington County Jail in default of bail, to answer to the charge. Wellman had a hearing before justice Cook on Saturday last, by whom he was released, but having been subsequently re-arrested and taken before Justice Powles, he was re-committed by that Magistrate. He resides in Cumberland, where he is considered a very respectable man, and has a number of friends who have promised to bail him out as soon as arrangements can be made for that purpose. He is a native of New York, but has been boating on the Canal for some years.

42. Rufus Jackson:

Montgomery County Sentinel

Maryland State Archives: [Legacy of Slavery in Maryland, Ad 1](#)

Maryland State Archives: [Legacy of Slavery in Maryland, Ad 2](#)

C&O Canal 2013 Network to Freedom Application

Montgomery County Sentinel  
19 July 1856

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**\$100 REWARD.**

**R**AN AWAY from the subscriber, living near Middlebrook, Montgomery county, Md., on Sunday, the 6th inst., my Negro Man, calling himself **RUFUS JACKSON**, purchased by me from the estate of Capt. Thomas L. Offutt, about eighteen months since. Rufus is about 27 years old, 5 feet 6 or 7 inches high, thick set, dark copper color, has lost his front upper teeth, and has a small scar on his face: he took no clothing with him except what he had on, coarse cotton shirt and striped pantaloons. He was seen in the neighborhood on Sunday and Sunday night, and I have reason to believe may now be lurking about Washington city. I will give the above reward if taken out of the State or District of Columbia, or \$50 if taken in the State or District, in either case to be brought home or secured in jail so that I get him again.  
July 19-tf. WM. H. BENSON.

Transcription

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I will give the above rewards if taken out of the State or District of Columbia, or \$50 if taken in the State or District, in either case to be brought home or secured in jail so that I get him again.

July 19 – tf.

WM. H. BENSON.

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## **\$30 REWARD.**

**R**AN AWAY from the subscriber, residing near Middlebrook, Montgomery county, Md., my negro man RUFUS JACKSON. He is of a copper color, about 5 feet 8 inches high. He had on when he left white pants, striped coat and a straw hat; he took with him a bundle of clothes, he is quick and sharp when spoken to. He was purchased from the estate of the late Levi Offutt, and when last heard from was in that neighborhood. I have every reason to believe that he is making his way off on a canal boat. I will give the above reward for his apprehension, and secured so that I get him again

**WM. H. BENSON.**

aug 31—3t

Transcription

### **\$30 REWARD.**

RAN AWAY from the subscriber, residing near Middlebrook, Montgomery county, Md., my negro man RUFUS JACKSON. He is of a copper color, about 5 feet 8 inches high. He had on when he left white pants, striped coat and a straw hat; he took with him a bundle of clothes, he is quick and sharp when spoken to. He was purchased from the estate of the late Levi Offutt, and when last heard from was in that neighborhood. I have every reason to believe that he is making his way off on a canal boat. I will give the above reward for his apprehension, and secured so that I get him again

**WM. H. BENSON.**

aug 31 -3t



## Injuries, Accidents, and Assaults

### 43. John Stubblefield:

Proceedings of the President and Board of Directors, A, 149

Unrau, *Historic Resource Study*

Awarded “stipend for one year by the board as compensation for losing his arm in a work-related accident.” – C and O Canal 2013 (note 35 & 60)

44. Joseph Waugh:

*The Sun*

C&O Canal Association: [1849-50 newspaper reports](#), transcribed by William Bauman

*Sun*, Mon. 1/1/49, p. 2. **Froze to Death.** - A negro man, named Joseph Waugh, froze to death in escaping from a coal boat which sunk in the river, near Cumberland, last Friday night week.

45. Unknown A:

[Whilbr](#)

*Herald of Freedom and Torch Light Newspaper*

**A Painful Injury.**

A colored man was brought to the Alms-House in this town, on Monday last, whose foot had on that day been torn from his leg, at or near Williamsport. We could not obtain a correct account of the accident, but we believe the man was working about a Canal Boat, and his foot becoming entangled in one of the ropes, was twisted off in a shocking manner.

Transcription

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A colored man was brought to the Alms-House in this town, on Monday last, whose foot had on that day been torn from his leg, at or near Williamsport. We could not obtain a correct account of the accident, but we believe the man was working about a Canal Boat, and his foot becoming entangled in one of the ropes, was twisted off in a shocking manner.

#### 46. Unknown B:

*Daily National Republican*

C&O Canal Association: [1861 newspaper reports](#), transcribed by William Bauman

DNR, Wed. 8/28/61, p. 3. **Murder in the First Ward.** – About noon on Monday, a colored boy, belonging to and in the employ of Mr. W. Fletcher, hauling earth in the neighborhood of the outlet of the Chesapeake and Ohio Canal, at the foot of Seventeenth street, hailed a white man sitting on a long-boat nearby, and asked him for a chew of tobacco. The man replied to him, “You black s\_n of a b\_\_h, I’ll give you a chew.” and called to a boy on the boat to bring him his gun, and without any further to do when the gun was brought to him, he took deliberate aim and fired, killing the boy almost instantly. The man immediately started to get away, but a squad of the provost guard happened to be near at hand and arrested him. When accosted by the officer of the guard, he replied that he had accidentally shot the boy, and was going for a doctor. He was brought to the station house, and was afterwards given over to Justice Dunn, who committed him to jail. He gave his name as Thomas Wettill.

#### 47. Colored Crew:

*Evening Star*

*Sun*

C&O Canal Association: [1864 newspaper reports](#), transcribed by William Bauman

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**Riotous Boatmen on the Canal** – On

the 13<sup>th</sup> instant, as the canal boat Waldo Hutchins was passing the guard lock No. 4, on the Chesapeake and Ohio canal in Washington county, Maryland, 85 miles from Georgetown, she was attacked by a number of rioters armed with guns and clubs, and the colored crew driven off and a woman, wife of the master, was beaten severely. The assailants were not satisfied with driving off the crew, but went to work and tore the boat to pieces. The boat was freighted with coal for the American Co.'s depot at Georgetown, and the company offered a reward of fifty dollars for evidence that will lead to the conviction of all or any of the rioters. Two other boats were following the Hutchins, the crews of which were colored. The crews getting the information of the riot, deserted their boats and fled. There is a disposition to drive the colored crews from the canal above and though no actual violence has been attempted, a like disposition is manifested by some of the white boatmen at Georgetown.

*Sun*, Thu. 4/28/64, p. 4. There is a difficulty on the Chesapeake and Ohio Canal in regard to colored boatmen, the white boatmen attacking and driving them off. The boat Waldo Hutchins, after the crew had been driven off at Guard Lock No. 4, in Washington county, Md., was torn to pieces by the rioters, who were armed with guns and clubs. The colored crews of two other boats fled on learning the facts. No actual violence of this sort has been committed at Georgetown, though the white boatmen are dissatisfied.

48. Thomas Cooper:

*Evening Union*

C&O Canal Association: [1866 newspaper reports](#), transcribed by William Bauman

**EU, Fri. 9/28/66, p. 3. Georgetown Items.**  
*Fatal Accident* – Last night a colored man by the name of Thomas Cooper, employed on the canal boat Communipaw, fell through a hole at the Cumberland Coal Company wharf, a distance of about twenty-five feet and was killed almost instantly. His body was taken in charge by his friends.

49. Henry Parks:

*Evening Star*

C&O Canal Association: [1866 newspaper reports](#), transcribed by William Bauman

**ES Tue. 11/27/66, p. 2. Affairs in Georgetown Drowned** – This morning notice was left at the station house for the corner to hold an inquest in view of the body of Henry Parks, a colored boatman, who fell overboard from one of the Canal boats, near the Aqueduct, yesterday, and was drowned. The messenger reported the case as accidental drowning.

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50. John Thomas:

*The Alleganian*

C&O Canal Association: [1866 newspaper reports](#), transcribed by William Bauman

**Drowned.** - A negro man, named John Thomas, driver of the Canal boat "Dove," was drowned on Thursday night last, by falling into the lock at Oldtown. Another negro, whose name we have been unable to learn, was drowned in the canal at Higgins' farm, near Orleans, the same night.

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51. John Wilson:

*Alexandria Gazette*

C&O Canal Association: [1867 newspaper reports](#), transcribed by William Bauman

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**Drowned** – A colored man named John Wilson, a hand on a canal boat engaged in transporting bricks from the kiln of Emanuel Francis to Washington, fell into the dock at the mouth of the canal this morning, and before assistance could be rendered him, was drowned. His body was recovered soon afterwards, but it was not thought necessary to hold a coroner's inquest upon it.

52. Benjamin Whiting:

*National Republican*

C&O Canal Association: [1867 newspaper reports](#), transcribed by William Bauman

NR, Wed. 12/11/67, p. 3.

**GEORGETOWN NEWS – Severe**

**Assault** – Four canal men – named Charles Miller, F. Chaney, Frisby Wyatt and Jas. H. Garnett – were arrested by Officer Burrell yesterday, charges with committing an unprovoked assault upon a colored man, named Benjamin Whiting, on the canal boat Andrew Johnson, lying near the Aqueduct. Whiting was beaten in a terrible manner, and knocked overboard, when two of the accused party refused to lend assistance to save him from drowning. A hearing yesterday before Justice Buckey resulted in the committal of the accused to jail for court.

53. George Whalen:

*Shepherdstown Register  
Herald and Torch Light*

C&O Canal Association: [1870 newspaper reports](#), transcribed by William Bauman

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**Drowned.** - On Thursday of last week, George Whalen, a colored man, aged about 23 years, employed by F. H. Irwin, Esq., of Boonsboro, Md., as a driver on the C. & O. Canal, fell from the boat, about one hundred yards below what is known as the Burnt Warehouse, and was drowned. He had just come out from his supper and as he stepped on deck, he stumbled and fell off the stern of the boat. Every effort was made to save him but without success. It is supposed he struck the rudder blade in the fall, and was stunned as he seemed perfectly helpless, and made no effort to take a line that was thrown to him.

54. Jerry Carder:

*Herald and Torch Light*

*The Alleganian*

C&O Canal Association: [1870 newspaper reports](#), transcribed by William Bauman

H&TL, Wed. 5/25/70, p. 2. **Drowned.** - A colored man, named Jerry Carder, for a long time in the employ of Mr. A. R. Appleman, of this town, but who, a few weeks ago, went to work on the Canal, was drowned near the Coal and Iron Wharf in Cumberland, on the 14th inst. We learn from the Transcript that he fell from his boat in the basin and went to the bottom. His body was recovered and Coroner Strong held an inquest, the verdict of the jury being "accidental drowning."

**Drowned.** - On Saturday last a negro boatman, named Jerry Carder, was accidentally drowned in the Canal in the neighborhood of the lower wharf of the Consolidation Company. A coroner's inquest was held, and a verdict in accordance with the facts rendered.

55. Isaac Robinson:

*National Republican*

C&O Canal Association: [1870 newspaper reports](#), transcribed by William Bauman

**Alexandria Affairs.**

A colored boy, named Isaac Robinson, hailing from Prince George's county, Maryland, arrived here yesterday evening on the Washington Ferry boat, with a broken leg and in destitute circumstances. He was sent from the wharf to police headquarters, where his fractured limb was set by Dr. Powell, after which he was taken to the alms-house. His story does not speak well for the charity of Georgetown and Washington. It is as follows: He was a hand on board a canal boat which traded to Georgetown; his leg was accidentally broken while on his way down the canal; when he arrived in Georgetown he applied for pecuniary and surgical assistance, which were refused him, and he was directed to go to Washington; in Washington his appeals received a similar response, and it was not until he managed to reach this city that his wound was even dressed.

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56. Charles Jackson:

*National Republican*

C&O Canal Association: [1870 newspaper reports](#), transcribed by William Bauman

**NR, Tue. 8/23/70, p. 4. Georgetown Affairs. - The Canal. -** The arrivals of coal boats yesterday were lively, and they are now stretched a distance of at least three miles above the aqueduct awaiting registration. There are but few vessels on the river front, and coal is now accumulating at the docks of the companies here.

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NR, Tue. 9/6/70, p. 4. **Coroner's Inquest.** - A few weeks ago, a colored man, named Charles Johnson, was accidentally drowned from a canal boat while in the vicinity of Seven Locks. The body was recovered and interred, but since that time some of the friends of the man started a story that he had been foully dealt with, and asked an investigation. Accordingly on Sunday, the 28th of August, Coroner Dr. Potter had the body exhumed, empanelled a jury, and a post mortem examination made by Dr. J. F. Hartigan. Owing to the absence of several witnesses, further proceedings were postponed until Sunday last, when the jury met at the First ward station, and proceeded to examine the witnesses. A number of persons were questioned, but their evidence did not throw any light on the subject.

Dr. Hartigan testified that he made the post mortem examination, but on account of decomposition could not ascertain what caused death, from chest or abdomen. He found a cut in the head, over the left eye, which had been made before death. There was no fracture of the skull.

He could not account for the wound, which must have been made before he fell into the water. After a review of all the evidence, the jury returned a verdict that Charles Johnson came to his death at the Seven Locks, in Montgomery county, Maryland, by drowning, after having received a blow on the left side of the head; and that the said blow was inflicted in a manner which they were unable to determine from the evidence before them.

After the verdict was rendered Capt. Kramer, the captain of the boat, who had been under arrest, was discharged.

57. Unknown C:

*The Alleganian*

C&O Canal Association: [1870 newspaper reports](#), transcribed by William Bauman

CA, Wed. 11/16/70, p. 3. **Drowned.** - On Monday morning last a colored boy employed on the boat Julia Manning, which was moored in the Canal near the Locks at this place, fell overboard and was drowned. It appears that at an early hour in the morning the captain and one of the hands left the boat to get the mules, the boy at the time being employed in some work about the cabin. On their return he was missing, and inquiries being made from persons in the neighborhood it transpired that when last seen the boy was standing near the pump on his employer's boat. Search was at once instituted, and his lifeless body recovered from the water near the point indicated. Coroner Strong was notified of the occurrence, and held an inquest over the remains, when a verdict of accidental drowning was rendered.

58. Charley Howard:

*Shepherdstown Register*

C&O Association: [1871 newspaper reports](#), transcribed by William Bauman

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The Shepherdstown *Register* learns “that a colored boy named Charley Howard, employed upon the canal boat of Captain J. H. L. Hunter, was drowned in the Potomac st Shepherd’s Landing above town a few days ago. It seems that he had gotten off the boat and swam across the Potomac to an orchard for the purpose of getting apples. When attempting to return, with a handkerchief full of apples tied around his neck, he drowned.”



59. Sam:

*National Republican*

C&O Association: [1871 newspaper reports](#), transcribed by William Bauman

## **GEORGETOWN AFFAIRS**

**Kicked by a Mule** – A colored boy named “Sam,” a driver for the canal boat “Monongahela,” was severely injured yesterday by being kicked in the stomach by a mule. Dr. Brockenbrough was summoned, and rendered all the assistance in his power to relieve the sufferer.

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60. John Lewis:

*Daily News*

*The Alleganian*

C&O Association: [1871 newspaper reports](#), transcribed by William Bauman

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Milton Ward, charged with the murder of Lewis, (colored,) on a canal boat near Georgetown, D.C., on last Saturday evening, hails from this city, having been about Cumberland for the last four or five years. He is a native of Berkley county, West Virginia. He is a young, single man, aged about 25 years. The Washington correspondent to the *Baltimore Sun* says: "Ward is in jail and has retained counsel for his defense and claims that he acted in self-defense, as Lewis was about to kill him when he resorted to the musket with which he knocked him overboard. He also claims that he himself jumped overboard to save his victim, but was unable to do so, as the latter did not rise after he went down."

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*Homicide on a Canal Boat.* - The Washington Star of Monday says: "A quarrel took place on the boat *F. H. Mertens*, on the Chesapeake and Ohio Canal, near the chain bridge, about 6 o'clock on Saturday afternoon, between two men - Milton Ward (white) and John Lewis (colored) and during the difficulty Ward struck Lewis with the butt end of a gun knocking him overboard, into the canal where he was drowned. Ward escaped by swimming ashore. About 9 o'clock yesterday morning officers O'Brien, Dangler and Cunningham, of the third precinct, who had been detailed to pursue Ward, came up with the boat *Mertens* at Magazine Locks, and took the Captain into custody as a witness. Officer O'Brien having received information that Milton Ward was aboard of an up-bound boat; continued his pursuit, and on overhauling the canal boat *Spielman*, Captain O'Neil, boarded her. The Captain denied the presence of

Ward on board his craft, but the officer having good reason to believe otherwise, continued his search in every part of the boat. His diligence was rewarded by finding his man nicely stowed away under some loose hay in the feed cabin of the boat. The officer took him into custody, and after properly securing him, brought him to the Chain bridge where the coroner's inquest was being held. Deputy Coroner Hartigan ordered him to be committed, and officer O'Brien took him in charge and safely lodged him in jail.

"The following verdict was rendered by the coroner's jury: That the deceased came to his death at about half-past four o'clock, on the 19th day of August, 1871, on the Chesapeake and Ohio Canal, near the Chain Bridge, by drowning, from the canal boat *F. H. Mertens*, and the jury further find that the drowning resulted from a blow received from the hands of Milton Ward, from the butt-end of a gun, which knocked him overboard."

The body of Lewis was turned over to officer Sebastian, of the sanitary force, who had it buried in the vicinity of the Chain bridge. Ward, the alleged murderer, was committed to jail. He is a man about 27 years old, and his home is in Cumberland.

Mr. O. D. Barrett has been retained to defend Ward, who is a rather intelligent looking man, and claims that he acted in self defense, that he had [illegible] that Lewis was about to attempt to kill him, that he (Ward) got the gun to defend himself, that Lewis advanced on him in a threatening manner, that he (Ward) struck him (Lewis) with the butt end of the gun, that [illegible], and that he (Ward) jumped overboard to try to save him but failed.

**61. John:**

*The Alleganian*

C&O Association: [1871 newspaper reports](#), transcribed by William Bauman

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*Death from the Kick of a Mule.* - A colored boy, employed as a driver on the canal boat *F. A. Mertens*, was kicked in the stomach by one of the mules of his team, at the Four Locks, on Thursday last, sustaining internal injuries which terminated fatally on Saturday morning. The remains were brought to this port and an inquest held over them by Coroner Strong, a verdict being rendered in accordance with the facts. The deceased was nearly grown and was perhaps twenty years of age. He hailed from Washington City, and answered to the name of John. - His family name is unknown.

62. Unknown D:

*The Cumberland Daily News*

C&O Association: [1871 newspaper reports](#), transcribed by William Bauman

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**Colored Boy Drowned** – On Saturday morning last, as the canal boat “Davenport,” Capt. Geo. McMackin, was ascending the canal at Dunnigan’s Lock, near the canal tunnel, a colored boy employed on the boat, whilst in the act of opening a lock gate, slipped and fell into the lock, and was drowned before assistance could be rendered him. His remains were interred in that vicinity.

63. Charles Morse:

*The Cumberland Daily News*

C&O Association: [1871 newspaper reports](#), transcribed by William Bauman

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In an altercation near Georgetown, on the 17th inst., between a white man, named William Wilson, employed on the canal boat "A. L. Miller," and a negro named Charles Morse, employed on the boat "Star," the former struck the latter on the head with a stone, knocking him insensible. The injured man was taken on board his boat, which proceeded up the canal, and it is reported subsequently died from the effects of his injury at Six Locks, near the Great Falls. We have heard no confirmation of the report.

64. **Thomas Colton:**

*The Daily Times*

C&O Association: [1873 newspaper reports](#), transcribed by William Bauman

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*Ibid*, p. 4. **Thomas Colton**, colored boy, driver on the canal boat "R. L. Gross," had the middle finger of his right hand cut off yesterday. Another colored boy, driver on the boat "Sallie H. Taylor," did it with his little hatchet.  
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65. Unknown E:

*The Daily Times*

C&O Association: [1873 newspaper reports](#), transcribed by William Bauman

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**A colored hand on the boat H. J.**

Canean was drowned in the canal a few miles above Shepherdstown on Friday last. He had been raiding on a neighboring chicken roost, and in endeavoring to swim the canal with his plunder (four chickens) on his back he sank to rise no more in this

troublesome world. The moral of which is, if you choose to steal chickens don't try to carry them over a stream by swimming,

Another colored man, a hand on the boat E. Rizer, was drowned about the same time as the above at Harper's Ferry. He merely endeavored to swim from the boat to the tow-path, but from some cause was unable to accomplish the feat, and drowned before assistance reached him. The names of neither of these men could be obtained.

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**Two** colored men called on us yesterday and asked us to give the correct version of the circumstances attending the drowning of the colored boy near Shepherdstown on Friday last. They say the accident took place at Mercerville. Two white men went out into the country and stole four chickens, which they gave to the colored boy to take to the boat, and then slipped across to the other bank of the canal. The boy and a companion were sitting on the tow-path with the chickens, when the men who had given them to them, intent on a practical joke, called across from the berm bank something about stealing chickens, which created the impression in the minds of the boys that the owner of the stolen property was upon them. Their first impulse was to make their boat, and they both jumped upon a hatch that had been used for ferrying from the boat to the banks, which sank beneath their weight; when the boy with the chickens, being unable to swim, was drowned.



66. Unknown F:

*The Daily Times*

C&O Association: [1873 newspaper reports](#), transcribed by William Bauman

Another colored man, a hand on the boat E. Rizer, was drowned about the same time as the above at Harper's Ferry. He merely endeavored to swim from the boat to the tow-path, but from some cause was unable to accomplish the feat, and drowned before assistance reached him. The names of neither of these men could be obtained.

67. Richard Penard:

*National Republican*

C&O Association: [1873 newspaper reports](#), transcribed by William Bauman

NR, Fri. 10/10/73, p. 4. **GENERAL CITY NEWS.** - Richard Penard, a young colored man employed on the canal boat Captain Geo. Reid, was drowned near the canal tunnel at Cumberland, Md., Monday night. He was a resident of Washington.

**68. Henry Taylor:**

*Alexandria Gazette*

C&O Association: [1873 newspaper reports](#), transcribed by William Bauman

AG, Fri. 10/17/73, p. 3. **Shooting Affair** –  
A disturbance occurred at the canal basin  
yesterday afternoon between James Nokes  
and John C. Stoutenburg, canal boatmen  
from the Point of Rocks, and a colored canal  
boatman named Henry Taylor, during which  
the latter was shot but not badly hurt. All  
the parties engaged were arrested, brought to  
police headquarters, and examined by the  
Mayor and Justice May, as will be seen by  
reference to the police report elsewhere in  
today's *Gazette*. From the evidence elicited  
at the examination it appears that one of the  
white men while drunk got aboard the boat  
on which the colored man was employed,  
and upon being cursed and driven off by the  
latter went aboard his own boat to get a club,  
when the colored man produced a gun, but  
had hardly done so before the other white  
man snatched up a gun likewise, and blazing  
away, sent some scattering shot into  
Taylor's face, which drew blood but  
inflicted no serious injury.

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69. William Fletcher:

*The Alleganian*

C&O Association: [1874 newspaper reports](#), transcribed by William Bauman

CA, Wed. 7/1/74, p. 3. **Kicked by a Mule.**

On Monday morning a colored boy named William Fletcher, aged 14 years, residing in Washington, D.C., and employed on the boat of Captain Tony Singer, of Williamsport, was badly kicked by a mule near the wharf of the Consolidation Coal Company in this city. He was struck between the eyes. The bones of the nose were broken, the lower portion of the forehead was severely cut, and one of the eyelids frightfully torn, though the eye itself escaped fatal injury. He will recover.

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70. Samuel Gordon:

*The Alleganian*

C&O Association: [1874 newspaper reports](#), transcribed by William Bauman

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

*The Alleganian*

C&O Association: [1874 newspaper reports](#), transcribed by William Bauman

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

72. William Rohr:

*The Alleganian*

C&O Association: [1874 newspaper reports](#), transcribed by William Bauman

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

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

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73. Ben:

*The Daily Times*

C&O Association: [1874 newspaper reports](#), transcribed by William Bauman

*Ibid*, p. 4. **Homicide at the Seven**

**Locks. - A Negro Shot Dead.** - A fatal case of shooting occurred at the Seven Locks, Montgomery country, about seven miles above Georgetown, on Friday evening last. We give such particulars as we could obtain. Mr. Michael McQuade, a gentleman well known in this city, where he formerly resided, is the proprietor of a store near the second lock of the seven. A negro known as Ben had been for some time employed as lock tender at the first lock, and is represented as being violent in disposition and insulting in his bearing toward all with whom he came in contact. He was indebted to Mr. McQuade in a small amount, and upon the evening in question went into his store and asked that gentleman for a further extension of credit. This was refused by Mr. McQuade for reasons perfectly satisfactory to himself. The negro at once became irritated and used some insulting language, when Mr. McQuade ordered him out of the store. Instead of retiring the negro drew a large knife and threw it at McQuade, who almost instantly drew his revolver and fired. The negro ran a few steps and fell dead, the ball having entered his brain. The shooting occasioned but little excitement, as the negro was said to be one of those characters who always, sooner or later, meet a violent end. Mr. McQuade made no effort to get away, but at last accounts had not been arrested.

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*The Alleganian*

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**A Negro Lock-Keeper Shot.** - The negro keeper of seven locks, a station on the Chesapeake and Ohio Canal about ten miles from Washington city, was killed on last Friday night by Mr. Michael McQuade, a store keeper near the Locks, under the following circumstances: The negro who was owing Mr. McQuade a bill called at the latter's store on the evening mentioned and desired to purchase some articles on credit. McQuoid's refusal to comply excited the negro very much. He used extremely abusive language, and attempted an assault on the store keeper with a cheese knife. Upon this McQuade drew a pistol and shot his adversary through the brain. The negro is represented as a man of violent and ungovernable passions, and there are few regrets for his summary demise.

74. Frank Smith:

*The Daily Times*

C&O Association: [1874 newspaper reports](#), transcribed by William Bauman

**Drowned** – Frank Smith, a colored tow boy, aged about fifteen years, on Capt. Capper's boat, D. M. Read, was thrown into the Lock at the Narrows on Wednesday last, and drowned before assistance could reach him. Dr. Blocher, Esq., was called upon to hold an inquest, but not deeming it necessary, made arrangements through W. E. Beall, County Commissioner, for his interment.

75. Reuben Harris:

*The Alleganian*

C&O Association: [1874 newspaper reports](#), transcribed by William Bauman

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**A Violent Assault.** - On Wednesday morning two young colored boatmen named Daniel Robinson and Reuben Harris quartered in South Cumberland. Robinson dealt Harris several blows on the head and shoulders with an oak board about two inches thick. The wounds inflicted were very severe, and Harris remained unconscious from their effects several hours. He arraigned Robinson before Justice Blocher later in the day, who held Robinson to bail in the sum of \$500 to await the October Court. Robinson being unable to furnish bail was committed; also Harris as a witness, he, too, not furnishing bail.

76. Unknown G:

*The Alleganian*

C&O Association: [1874 newspaper reports](#), transcribed by William Bauman

CA, 10/7/74, p. 3. On last Thursday morning a colored boatman on the boat J. C. Stubblefield was drowned in the Canal, on the Four Mile Level, while climbing out of the stable in an intoxicated condition.

77. George Lee:

*The Alleganian*

C&O Association: [1874 newspaper reports](#), transcribed by William Bauman

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**Theft.** - On last Friday morning forty-eight dollars in money were stolen from Capt. John Chambers, of the boat "J. A. Millholland," while lying at Georgetown. A colored boy, named George Lee, aged 18, employed on the boat, decamped about the same time and has not been seen since. The negro has relations in Frostburg and this city. A vigorous effort will be made to recover the property stolen. One of the notes was a ten-dollar treasury note numbered 513,663. The general knowledge of this fact may lead to the capture of the thief.

Some time since a watch was stolen from Capt. Chamberlin, and it is supposed that it disappeared under auspices similar to those under which the money was stolen.

## 78. Sandy Sorrell:

*National Republican*

C&O Association: [1874 newspaper reports](#), transcribed by William Bauman

NR, Wed. 12/9/74, p. 4. **Serious Affray.** - About 5:30 o'clock yesterday afternoon an altercation took place between two boatmen up the Chesapeake and Ohio canal, which will likely result in the death of one of the parties. It appears that at the time there was a great jam of boats, the owners of which were all anxious to get started upon a return trip northward. During one of the customary altercations which ordinarily accompany canal enterprises, a colored man named Sandy Sorrell, it is said, was seriously injured by receiving a blow on the head by a brick bat thrown by a young Irishman named John Dugan. A report of the occurrence was promptly conveyed to the station-house, and Dugan was arrested. The wounded man was speedily attended to through the care of Lieutenant Hurley and Sergeant Buil, and a doctor was immediately summoned and restoratives administered. The investigation was postponed until today. It seems, however, that at the time the occurrence took place Dugan, who was a laborer upon one of the Three Sisters, was endeavoring to pass the boat upon which Sorrell was employed. A quarrel ensued, resulting in severely injuring the man in the manner described. No anterior motive was given for the act, and it is very probable that it originated from the effects of liquor.

NR, Thu. 12/10/74, p. 4. **GEORGETOWN NEWS – The Canal Affray** – Chas. Sorrell, (colored,) who was reported in yesterday's *Republican* as being seriously injured, was yesterday conveyed to the Georgetown Free Dispensary. Upon examination he was found to be in a semi-comatose state, with a compound fracture of the skull.

NR, Sat. 12/12/74, p. 4. **Not Dead Yet.** - The colored man Charles Sorrell, whose serious injury upon the Chesapeake and Ohio canal was reported in *The Republican* of Thursday last, is still at the Free Dispensary. His condition remains the same.

79. James Mick:

*Alexandria Gazette*

C&O Association: [1875 newspaper reports](#), transcribed by William Bauman

AG, Sat. 6/26/75, p. 4. **Coroner's Inquest**  
– Coroner Powell held an inquest at noon today upon the body of a colored man named James Mack, of Bolivar Heights, Harper's Ferry, a mule driver belonging to the canal boat *H. C. Flagg*, who, while dipping a bucket of water for his mules, fell into the first level below the basin and was drowned. The jury, of which A. C. Kell was foreman, returned a verdict in accordance with the above mentioned facts.

80. Marion Brown:

*Alexandria Gazette*

C&O Association: [1875 newspaper reports](#), transcribed by William Bauman

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*Ibid* p. 4. **Police Report** – The following cases have been reported at police headquarters since yesterday afternoon:

Frank Brown and Mary Banner, wife No. 2, for an assault on Marion Brown, wife No. 1, all colored, and canal boat people, were fined and discharged.



## 81. Lucinda Carter:

*Alexandria Gazette*

C&O Association: [1875 newspaper reports](#), transcribed by William Bauman

*Ibid.* p. 4. **Unsuccessful Chase** – Policeman Morris went to the yard of the American Coal Company, this morning, to arrest a canal boat boy, name unknown, charged with assault upon a colored woman named Lucinda Carter. The complainant, who accompanied the officer in order to identify the offender, having pointed him out, the policeman advanced towards him, when he sprang aboard of his boat and ran down the companion way of the cabin, and emerging through a side window, got on another boat, and leaping to the wharf ran off, and though almost surrounded by colored men, who, in response to the cries of the pursuing officer, attempted to head him, escaped through the ring they had formed around him, and darting through the yard gate, and running rapidly up Okonoko street, still hotly pursued, was soon lost amid the intricacies of “Petersburg.”

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**Police Report** – The following cases have been reported at police headquarters since yesterday afternoon:

Lucinda Carter, colored, complained before Justice Padgett of an assault that had been made upon her by an unknown white boy, a hand on a canal boat, but the offender escaped before the warrant that was issued for his arrest could be executed.

82. John Minor:

*Evening Star*

C&O Association: [1875 newspaper reports](#), transcribed by William Bauman

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**Lock Jaw** – A colored man named John Minor, a hand on a canal boat, died suddenly in Cumberland last Tuesday, and the verdict of the coroner’s jury was: “The deceased came to his death from lock jaw, produced by having one of the toes of [his] left foot torn off by being trampled upon by a mule.”

83. Emanuel Dodson:

*Evening Star*

C&O Association: [1875 newspaper reports](#), transcribed by William Bauman

ES, Thu. 10/21/75, p. 4. **GEORGETOWN.**  
**Drowned in the Canal** – A colored  
man named Emanuel Dodson was drowned  
about 1 o'clock yesterday in the Chesapeake  
and Ohio canal, near the Chain bridge, by  
falling from a canal boat. The verdict of the  
coroner's jury was accidental drowning.

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#### 84. Henry Gilbert:

*Alexandria Gazette*

C&O Association: [1876 newspaper reports](#), transcribed by William Bauman

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p. 3. **Man Killed** – A colored man named Henry Gilbert met with his death at Agnew's coal dock this morning under the following circumstances: The steam hoisting apparatus was at work transferring coal from a canal boat to the schooner Earl P. Mason, when an eye bolt which held up the derrick broke off owing to a flaw in the iron, and the derrick fell to the floor of the upper platform. The empty coal bucket becoming detached from the hook fell to the wharf below, striking Gilbert on the top of the head, and falling into the dock. Gilbert, at the time he was struck, was crossing from the canal boat to the wharf on a plank directly beneath the hoisting apparatus. Upon being struck he fell into the dock [*sic.* water] and sunk. His body was after some difficulty recovered. The top of his skull was crushed in and his death must have been instantaneous. Gilbert was about fifty years of age and leaves a wife and five small children, who live near Colross. No blame can be attached to any one connected with the yard as Mr. Milstead, the foreman, had carefully examined the derrick this morning, as is his custom, and found it in seemingly good order. The defect in the iron was so located as not to be apparent on the outside.  
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Tue. 5/30/76, p. 1. **Terrible Accident in Alexandria.** – While the steam hoisting apparatus at Agnew's coal dock in Alexandria was at work transferring coal from a canal boat to the schooner Earl P. Mason, on Saturday morning, an eye-bolt which held up the derrick broke off owing to a flaw in the iron, and the empty iron coal bucket becoming detached from the hook, fell and struck a colored man named Henry Gilbert, who was just crossing a plank from the canal boat to the schooner, upon the head. Gilbert fell into the dock and sunk. His body was recovered after a while, and his head was found to have been terribly crushed.  
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85. Joseph Bain:

*Alexandria Gazette*

C&O Association: [1876 newspaper reports](#), transcribed by William Bauman

### **Broke his Fishing Rod.**

Yesterday afternoon a colored man named Joseph Bain, a boatman, was fishing down at the canal bridge, about the time a loaded boat was there. At the time the negro was some distance away from his rod, and had not noticed the approach of the boat, which came on, and the rod, getting entangled in the irons of the bow, was broken off. The rod was a handsome bamboo one, and the negro was very much enraged. So, picking up a large stone he threw it at the captain of the boat, but misses him. The captain reaching under the hatch secured a sizeable piece of coal and threw it at the negro, hitting him on the head without much damage, except to the lump of coal, which was pulverized.

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86. Spencer Bowman:

*Evening Star*

C&O Association: [1876 newspaper reports](#), transcribed by William Bauman

ES, Tue. 9/5/76, p. 4. **GEORGETOWN Drowned** – About nine o'clock last night a colored man named Spencer Bowman fell from the canal boat M. Reuben, at the "Old Distillery," and was drowned before assistance could be rendered him. Bowman was a young man about 19 years of age, and lived on Frederick street, between 2<sup>nd</sup> and 3<sup>rd</sup>. The coroner has been notified.

87 & 88. Thornton Hazleock and Charlotte Robinson:

*National Republican*

C&O Association: [1878 newspaper reports](#), transcribed by William Bauman

### **Accidental Drowning**

Saturday night, about nine o'clock, a small boat, containing three men and two women, was run into by the canal boat C. H. Dalton, about one mile below the Chain Bridge, on the Chesapeake and Ohio Canal, and, before assistance could reach them, Thornton Hazelock

aged twenty-two years, and Charlotte Robinson, aged twenty-five years, both colored, were drowned. Officers Benton and Jones, of the mounted police, brought the crew of the canal boat to the Georgetown Station, where they were held to await the result of the coroner's inquest. The bodies were recovered yesterday morning, when Coroner Patterson was notified. He empaneled a jury, and, after examining a number of witnesses, the following verdict was rendered:

That the said Thornton Hazelock and Charlotte Robinson came to their death about nine o'clock p. m. August 24, 1878, on the Chesapeake and Ohio Canal, near the Chain Bridge, in the county of Washington, D. C., by being accidentally drowned in a collision with their skiff and the canal boat C. H. Dalton. We further find that no blame can be attached to the captain or employees of the boat.

Upon the rendering of the verdict the captain and crew of the canal boat were, by order of Coroner Patterson, released from custody.

89. Samuel Owens:

*Evening Star*

C&O Association: [1878 newspaper reports](#), transcribed by William Bauman

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**Drowned.**

Samuel Owens, a colored man employed on a canal boat, fell overboard in Twigg's lock, about 30 miles below this city, on Sunday last, and was drowned. His body was recovered and will be brought here today on a canal boat. He is a single man and has resided with his mother on Vinegar Hill, where his body will be taken on its arrival here.

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**The Inquest.**

The jury of inquest was summoned on the body of Samuel Owens, colored, who was drowned near Kelly's lock last week, and consisting of Messrs. Louis Young, J. Henley, T. Kean, Thomas Dowden, \_\_\_\_\_ Strong, J. N. Clary, F. Keyser, F. Madore, and Wm. Plummer. Concluded their labors yesterday. The body was brought to this city for burial. The evidence showed that the boat was on the berm side; the towline was thrown to Owens to fasten to the dead-eye; that Owens missed the hook and was drawn overboard; that the tow boy thought he swam ashore since he failed to receive answers to his interrogation; the hands on the boat summoned and with a lamp searched for the body but failed to find it; at daylight, it was found, and buried; on Thanksgiving day it was taken up and brought to this city. The jury rendered a verdict of accidental drowning.

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90. Arthur Lewis:

*National Republican, Evening Star*

C&O Association: [1879 newspaper reports](#), transcribed by William Bauman

NR, Wed., 4/2/79, p. 3. **GEORGETOWN NEWS** – About seven o'clock last evening Arthur Lewis, a colored man, about thirty years old, a hand on the canal boat *Joseph Light*, lying at Hieston's wharf, between Washington and Green streets, was taken suddenly ill and died in an hour. The coroner was notified, and will hold an inquest this morning.

ES, Wed., 4/2/79, p. 4. **GEORGETOWN – Sudden Death** – A colored man named Arthur Lewis, about 30 years of age, employed on the canal boat *Joseph Light*, was taken suddenly ill last night about 7 o'clock upon the boat, which was lying at Mayfield & Hieston's wharf. A physician was summoned, but the man died before he arrived. The coroner will make an examination this evening.

## 91. Henry Carter:

*Evening Star*

C&O Association: [1879 newspaper reports](#), transcribed by William Bauman

ES, Fri. 7/25/79, p. 4. **GEORGETOWN – A Canal Boatman Shot in the Shoulder –** Samuel Banks, a colored man from South Washington, got into a difficulty with Henry Carter, also colored, a “hand” on the canal boat *Mollie E. Tice*, from Alexandria, near the Aqueduct bridge, about 12 o’clock last night, which resulted in the shooting of Carter by Banks, the ball lodging in his shoulder and inflicting a serious wound. The wounded man was sent to the Freedmen’s hospital, and Bank was arrested by Officer Harper. Dr. Suter probed for the ball, but failed to extract it. The case was called in the Police Court this morning, and Banks was committed to await the result of the injuries. Banks says he was walking down the street in Georgetown, and he met Henry Carter and three others. One of the four asked Banks where he was going. Banks replied that it was none of his business. Carter remarked that that was not an answer to the question he asked, whereupon Carter threw a stone at Banks, and he (Banks) drew his revolver, and as carter was picking up another stone, he (Banks) fired, the ball taking effect in Carter’s side. Messrs. G. H. Thompson and L. Browning appear for him. The case will be heard on Tuesday.

92. Jake:

*Alexandria Gazette*

C&O Association: [1880 newspaper reports](#), transcribed by William Bauman

Sunday 4/11/80, p. 2. Yesterday a colored man named "Jake," employed by Captain G. E. Little, of the boat *Mollie E. Tice*, had his leg broken by being thrown from a mule.

93. John W. Fenick:

*National Republican*

C&O Association: [1880 newspaper reports](#), transcribed by William Bauman

### **Drowned in the Canal.**

John W. Fenick, a colored boy aged about 16 years, and employed on the boat James E. Hughes, was accidentally drowned on Sunday evening at Williamsport. The captain directed him to feed hay to the stock, and then went away. On returning, he saw hay floating on the water and could not find the boy. Believing he had fallen overboard; search was made and his body was found half an hour afterwards.

#### 94. John Johnson:

*Washington Star*

C&O Association: [1880 newspaper reports](#), transcribed by William Bauman

##### **Drowned in the Canal.**

Last evening, a colored woman named Jane Johnson, living at 631 I Street southwest, appeared at police headquarters and stated to Lieut. Eckloff that her little son, John Johnson, 10 years old, left home on the 13th July, since which time she has not seen him. She stated that she had incidentally heard that he had drowned on the canal, and learning that a colored boy in Alexandria knew something about it, she went down there yesterday and hunted up this strange boy, who, she found, had been engaged on the canal boat American Flag, Capt. Pierce, running

between Alexandria and the Cumberland Valley. He stated to her that the boy John Johnson got on Capt. Pierce's boat near the Long Bridge and the captain employed him to drive the mule team, that they went on up the river to Georgetown, the boy driving, that when they arrived at Goose Creek level, some nine miles above Georgetown, Johnny, while driving in the dark, got inside the towline while it was slack and when the mules brought up the slack he was thrown into the canal and before they could stop the boat and team he was drowned. The captain recovered the body and gave it to a man to bury beside the canal, giving him \$5 dollars for the trouble and then went on. She was not clear that this was her son and wished the aid of the police to ascertain if it was her boy and if so, she wanted to recover the body and give it decent burial. Lieut. Eckloff told her that about two weeks or more ago a case of drowning had been reported by Sergeant Swindles, of Georgetown precinct; that the name and description of the boy corresponded exactly with that of her son, and that Sergeant Swindles had notified her of the fact in writing, but had addressed his communication to No. 631 I street northwest, instead of southwest, and that the messenger had returned it to headquarters, being unable to find her. In that communication to her, which she did not receive, was also stated the fact that an inquest had been held on the body of her son and that it had afterward been buried. -

*Washington Star, Friday.*

95. Samuel Washington:

*Evening Star*

C&O Association: [1880 newspaper reports](#), transcribed by William Bauman

**Drowned.**

On Friday evening last, Samuel Washington, a colored man and a driver on canal boat, fell into the canal below the Great Falls lock and was drowned. On Saturday morning his body was recovered. A jury of inquest was summoned by Squire Davidson, and a verdict rendered of accidental drowning.

96. George Taylor:

*The Daily Times*

C&O Association: [1881 newspaper reports](#), transcribed by William Bauman

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A colored hand, Geo. Taylor, on the boat  
Hunter No. 3, was kicked by a mule near  
Georgetown on Tuesday, and very seriously  
hurt. Dr. Carraher, who attended him, says  
he has but slight hopes of his recovery.

97. Frank Turner:

*Evening Star*

C&O Association: [1881 newspaper reports](#), transcribed by William Bauman

ES, Sat. 8/13/81, p. 4. **West Washington, nee Georgetown – KICKED BY A MULE**  
– Yesterday evening about 3:30 o'clock a colored man named Frank Turner, aged twenty-four years, a canal boatman, while driving a team of mules on the towpath above the Aqueduct bridge was kicked in the face by one of the animals. His face was terribly mashed, the nose being broken and a sever cut received over the right eye. Dr. Suter attended him, after which he was taken to his home on I street, between 11<sup>th</sup> and 12<sup>th</sup>. His condition today is very serious.



98. Joseph Summers:

*Evening Star*

C&O Association: [1882 newspaper reports](#), transcribed by William Bauman

ES, Fri. 12/1/82, p. 1. **Affairs in West  
Washington** – *Shooting Affair on the Canal*  
– Denton Shupp, captain, and Joseph  
Summers, (colored,) steersman of the canal  
boat M. A. Shupp, charged with shooting  
and badly wounding Captain Henry Arnold,  
of the boat Weyand Doerner, have been  
arrested in Cumberland. The affray  
occurred a few days ago on the canal, about  
twenty-seven miles from Cumberland.

AG, Fri. 12/1/82, p. 4. **The Canal Shooting Affair** – As stated in yesterday's *Gazette*, Denton Shupp, captain, and Joseph Summers, (colored,) steersman of the canal boat M. A. Shupp, had been arrested in Cumberland, charged with shooting Captain Henry Arnold, of the American boat Weyand Doerner, near Paw Paw, Tuesday morning. The two men had a hearing at Cumberland yesterday, the result being that Shupp was discharged from custody and required to give bail as a witness, and Summers, the colored steersman, was recommitted to await the result of Arnold's injuries. The *Cumberland News* in its account of the affair says: "The facts as developed from the testimony of Shupp and David A. Wolfer, the stable boy on Shupp's boat, are as follows: Shupp's boat was coming up light and Arnold's going down loaded. They met near canal tunnel. Shupp was steering, Wolf was in the stable and Summers was in the cabin. As Arnold's boat approached, he was seen steering, and Summers remarked to Shupp that he was going to shoot him (Arnold). Shupp tried to dissuade him from doing this, but when Arnold's boat had gotten up to and was passing Shupp's, Summers shouted to

Arnold: "Are you ready for that now?" Arnold replied rather roughly, telling the negro that he wished to have nothing to do with him. Summers then fired out the window with an old army musket, loaded with shot, the charge taking effect in Arnold's arm and leg. After the shooting, Arnold's boat kept on down the canal. When last heard from he was reported in a dangerous condition. He is about 35 years old and said to be generally quiet and peaceable. His wife is on the boat with him and they are trying to take him home to Alexandria. The trouble between Arnold and Summers is said to have originated several trips back, when the former accused the latter of stealing a tow-line." Arnold is well known in this city, having lived here for some years. He is a very light mulatto and is frequently taken for a white man. He is a member of several colored societies of this city and has been employed by the American Coal Co. for some time. His boat is expected here daily.

99. Henry Arnold:

*Alexandria Gazette*

C&O Association: [1882 newspaper reports](#), transcribed by William Bauman

AG, Thu. 12/21/82, p. 4. Henry Arnold, colored, who was shot by John Summers on the canal a few weeks ago, an account of which affair was published at the time of its occurrence, is convalescent, and is still here. He is expected at Cumberland at the commencement of the January term of the Court, when the case will come before the grand jury.

AG, Sat. 12/23/82, p. 4. John Summers, colored, accused of shooting Capt. Henry Arnold, on the canal about a month ago, and who was at the time committed to jail to await the result of Arnold's injuries, was on Tuesday at Cumberland fully committed, for the action of the grand jury.

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*Ibid.* p. 9. John Summers, colored, charged with shooting Capt. Henry Arnold on the Chesapeake & Ohio canal about a month ago, has been committed for the action of the grand jury of Allegany county.

100. Frank Williams:

*Evening Star, The Evening Times*

C&O Association: [1894 newspaper reports](#), transcribed by William Bauman

C&O Association: [1895 newspaper reports](#), transcribed by William Bauman

ES, 8/8/94, p. 10. MURDER BY ORDER.  
**Williams Claims His Captain Told Him to Shoot Twigg.** - The slayer of W. H. Twigg, who was shot on the Chesapeake and Ohio canal towpath yesterday afternoon, as stated in a *Star* postscript, about 2:30 o'clock, was captured an hour and a half later. He proved to be Frank Williams, a colored boy, hardly twenty years of age. He was employed on the canal boat Ivy City as a mule driver, and man-of-all-work. Twigg had asked for

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passage on the Ivy City from Georgetown to Cumberland. His request was granted. As the boat moved slowly up the stream she met the scow of the canal company, used to dredge the great trough. As the canal boat approached Twigg, it is claimed, stepped on the scow with a whip belonging to the captain in his hand. The colored boy saw him and told the captain. The boat was stopped and the boy sent after the whip. According to the story of Williams, as told in his cell to a *Star* reporter, he passed to the scow, where Twigg was then seated, and asked politely for the whip. It was refused. He asked several times without success and then went back to the captain. The captain called out: "If you don't get that whip I'll shoot you."

The boy started again, this time in a determined way. He claims that as soon as Twigg saw him, he (the white man) advanced with a long-bladed knife.

He again went back to the captain, who gave him a gun and told him to shoot. He went forth at first tremulously, but kept on over to the scow and to the towpath, which Twigg had reached. Here, he says, Twigg rushed at him with the knife, and he fired full into his stomach.

As soon as the shot was fired and the man fell the negro went back deliberately to Ivy City, by jumping on the scow. He handed the gun he had used to Capt. Linneberger, "You had better run now," the captain said. "Hadn't I better give myself up?" the boy replied. "No, break for it," came the answer.

Then the boy was handed \$1.25, about one-third of what was due him for work, and he bolted. By this time the attention of several had been attracted by the noise and they immediately started off after the boy, who ran up the towpath. Foremost among the followers was W. T. Richards, the "boss" on the dredging scow. The boy saw he was being pursued and ran for dear

life. He realized before he had gone far that he would be overtaken, and turning from the towpath rushed down the hill into the marshy land near the outlet lock. He was caught there in the mud and found that he could proceed only with difficulty. He stopped then to rest. A moment later his pursuers came up and sighted him. Sgt. Haney and Officers Brown and Finnely, who had joined the followers, took charge of him. He offered no resistance. The patrol was summoned and he was brought to the station. His victim had been brought there about two hours before and placed in the morgue, almost beneath his cell.

He lay on a board, his body covered with an old white spread, his feet protruding, his shoes full of blood.

Williams is short and round headed. His teeth are long and full of ridges - unusual looking. His eyes are dull. He talks mechanically. His face is full and lacks life. His fingers are long and wrinkled. When *The Star* man approached his cell he was lying prone on his face, probably half asleep. He arose and came to the grated door at the second calling. He was not remorseful - not talkative. Questions were answered when put, though most of them had to be repeated. Meanings were seemingly grasped slowly. He was scantily clothed, his trousers, full of the mud of the marsh, having been taken off and hung in the cell. No tremor was noticed when he spoke of his crime.

He seems to be devoid of all sensitiveness. There is more of the animal than man in the fellow. He seems to be almost unconscious of the seriousness of his position and does not realize, apparently, what he has done. He talked of the crime last evening to a reporter as if he were telling the most commonplace incidents. He appears to be exceedingly ignorant and hard of understanding. Answers had to be drilled from him. He said he was from some

unintelligible place about twenty miles from Columbia, S. C. He had worked on a farm there. Both parents were dead. He had three sisters, but had not seen them for years, nor did he know where they were. On leaving South Carolina he had worked his way up the coast with the circus show of Barnum & Bailey. He left it in Washington and went to Cumberland, after having failed to get work in Pittsburg. He did not leave the circus voluntarily. He was dropped because he was not needed. In Cumberland he secured a job with Capt. Linneberger of the canal boat Ivy City, engaged in coal transportation.

Twigg was probably twenty-six or twenty-seven years of age. When shot he was very shabbily dressed. His features are clear-cut and rather handsome, though his skin is dark, rather an olive complexion. His hair is curly and of a rich black. His name is tattooed in large blue letters on his right arm below the elbow.

The stomach was horribly torn by the leaden bullets, which bored their way in. They made holes as large as slugs.

Twigg, it is said, had been working for Taylor Reid, the canal captain. He was employed on the boat Mertens. He had but left Reid's employment that day.

His father is John Twigg, who resides at Lock 61 on the canal, his post office address being Paw Paw, Md.

The coroner yesterday, late, ordered the removal of the dead man's body to the sixth precinct morgue, where there are facilities for preserving it. The inquest will be held at 8 o'clock today.

As soon as Captain Linneberger's part in the crime was discovered, through the boy's story, efforts were at once made to overtake him.

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**ORDERED HIM TO KILL.**

**A Colored Youth is Ordered to Kill a Man by His Captain.**

W. H. Twigg, son of Mr. John Twigg, residing near Paw Paw, was shot and instantly killed near Washington on the Chesapeake and Ohio canal towpath on Tuesday evening last.

Twigg is a man about 27 years of age and has for sometime past been employed on the canal boat Mertens, which is run by Captain Taylor Reid, of this city. It seems that Twigg left Reid's employ on Tuesday evening and asked Captain Linneberger, of the boat Ivy City, for passage to this city.

His request was granted and everything went along smoothly until the boat on which Twigg was, met a dredging scow near the great trough, when Twigg left the boat and boarded the scow, taking with him a whip belonging to the captain, who sent a colored boy named Frank Williams back to get the whip.

Twigg refused to give it up and Captain Linneberger gave his colored boy a gun and told him to go back and get the whip even though he had to shoot Twigg. The boy returned to the scow and upon Twigg's refusing to give up the whip, shot him. He was then told by the Captain to make his escape and started to do so, but was overtaken and lodged in the station and the body of the unfortunate man taken to the morgue.

As soon as Captain Linneberger's part in the crime was discovered, through the boy's story, efforts were at once made to overtake him.

GEORGE'S CREEK COAL & IRON CO.  
To J. P. Agnew & Co., Georgetown  
Ivy City 120 04  
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G. L. Nicholson 113 17

ES, Tue. 8/14/94, p. 1. THE TOWPATH TRAGEDY. - **The Canal Boat Captain Tried in the Police Court.**

Another chapter in the recent Twigg murder case up the canal was enacted in the Police Court this afternoon, when Henry Linneberger was brought in on a warrant charging him with aiding and abetting in the murder. He was arraigned before Justice Mills, Mr. A. R. Mallowney prosecuting and Mr. Albert Sillers appearing for the defendant.

It will be remembered that this is the case of the killing of Harry Twigg on the towpath a week ago today. He was shot by a colored man named Frank Williams, and the latter, after being put under arrest, insisted that the shooting had been done at the instigation of the captain of the canal boat Ivy City, Capt. Linneberger.

The trouble was begun over the possession of a whip, which Williams said was his, but which Twigg was holding in his hand. Williams claimed that Linneberger ordered him to shoot Twigg, and the police decided to arrest the captain, who was afterwards apprehended up the canal toward Cumberland.

A number of witnesses were in court this morning, mostly canal men, who described the incidents of the shooting, among them Williams himself, who was held by the coroner's jury on the charge of murder.

Williams is a young negro, and he seemed to be about the least concerned man in the court room, notwithstanding the serious charge that is impending over him.

**Told by the Testimony.**

According to the witnesses Twigg was very drunk as he came up the towpath, Williams jumped aboard the boat and stooped down and took a gun out of the cabin. A woman who was in the doorway of the cabin tried to prevent him, but he wrested the gun out of her hands. Then he jumped off the boat, and running back to Twigg, shot him squarely in the stomach with a load of buckshot.

A number of the eyewitnesses of the shooting denied emphatically that Linneberger was present, handed the gun to Williams, helped him to wrest it from the woman's hands or played any part in the incident whatever. They said that after the shooting the canal boat did not go up the canal at any unusual rate, as if Linneberger were trying to escape.

The most satisfactory account of the shooting was given by a young man named Thomas Nuce, who was steering the boat at the time. He said he saw Twigg leave the boat and he told Mrs. Linneberger that Twigg had taken the whip. She sent Williams back for it, and in a few minutes he returned to the boat on a run and got a double-barreled shotgun. No one gave him the gun and no one on board knew that anybody had been shot until afterwards.

After the shooting, which occurred after the boat had rounded a bend and was out of sight, Williams ran back to the boat and rode on it for a quarter of a mile or so, but they didn't know that he had shot a man.

While all this was happening Linneberger was on the floor so drunk that he couldn't have been of any assistance to Williams if he had wanted to. There had been no bad feeling between Twigg and the captain, as was shown by the fact that the latter was giving Twigg a free ride up the canal.

**Gives Up the Case.**

After this sort of testimony had been going on for about an hour Mr. Mallowney admitted to the judge that there was

evidently not the shadow of a case against the defendant, although, as it was a serious charge, he had thought it best to give it a thorough ventilation, and he suggested that the whole matter be dismissed. Justice Mills concurred in this view, as Linneburger's innocence had been shown beyond all doubt, and he discharged the defendant.

Mrs. Linneburger had been sitting by her husband's side holding their little baby in her lap, and she came near breaking down from hysterical joy. She threw her arms about his neck and kissed him, and a couple of other female relatives found the same vent for their feelings, and as Linneburger left the court room he was surrounded by friends, who showered him with congratulations.

ES, Wed. 1/9/95, p. 2. **CHARGED WITH MURDER** – Frank Williams, a young colored man, was placed on trial before Judge Cole, in Criminal Court No. 2, this morning, charged with the murder of William H. Twigg, a young white man, on the 7<sup>th</sup> of last August, District Attorney Birney representing the government and Messrs. Truitt and Duffy the defendant.

The story of the alleged crime, as told by the witnesses for the prosecution, was that Williams shot the deceased on the canal towpath above the Aqueduct bridge. Twigg was a boat hand, as was Williams, and the two became involved in a controversy over a whip, which Twigg, who was quite intoxicated, had in his possession. The men were ordered off a canal boat, and Williams left the scene. He shortly returned with a shotgun, and, carefully taking aim, shot Twigg down, killing him almost instantly.

For the defense, it was asserted that Williams was attacked by Twigg, the latter endeavoring to cut him with a knife, and that

Williams fired a fatal shot believing that his life was in danger.

The trial was still in progress when *The Star's* report closed.

ET, Thu. 1/14/95, p. 3. **He Got Ten Years**  
– A sentence of ten years in the penitentiary was imposed by Judge Cole, of Washington, on Frank Williams, charged with the murder of Wm. H. Twigg, on the canal towpath near Georgetown on the 7<sup>th</sup> of last August, a full account of which appeared in this paper at the time. As stated in the *Times*, the killing of Twigg resulted from a quarrel over the possession of a whip. The deceased was in a drunken condition, and was shot down by Williams after the quarrel had apparently ended. A verdict of murder was urged by the prosecution, despite the contention of the defense that the prisoner shot in self-defense.



101. "Peek":

*The Evening Times*

C&O Association: [1895 newspaper reports](#), transcribed by William Bauman

ET, Tue. 5/7/95, p. 1. **An Unknown Boy Drowned** – A colored boy, about 16 years of age, was drowned at Brickhouse Lock, near Orleans, on the Chesapeake and Ohio canal, on Saturday, the 4<sup>th</sup>. He was on the boat John K. Cowen, as a hand, under Captain Harry Burrough. His real name is unknown. He went by the name of "Peek." He was swimming and his pantaloons came loose and entangled his feet. The coroner's jury held an inquest and pronounced it a case of accidental drowning.

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102. George Brown:

*The Washington Morning Times*

C&O Association: [1896 newspaper reports](#), transcribed by William Bauman

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.

103. Jesse Spriggs:

*The Washington Times*

C&O Association: [1903 newspaper reports](#), transcribed by William Bauman

**WT, Wed. 10/21/03, p. 5. Towline Enwraps Driver.** - Jesse Spriggs, a negro, who lives in Brunswick, Md., was driving the mules of a loaded canal boat past the foot of Thirtieth Street northwest yesterday afternoon, when the towline broke. Wrapping about Sprigg's body it threw him against the wall of the gas house, badly bruising him about the head.

104. Gertie Green:

*Evening Star*

C&O Association: [1903 newspaper reports](#), transcribed by William Bauman

ES, Fri. 11/6/03, p. 17. **GEORGETOWN AFFAIRS** – Gertie Green, colored, thirty years of age, employed as a cook on a canal boat of the Chesapeake and Ohio canal, was found in a semi-conscious condition yesterday afternoon on a vacant lot in the rear of 33<sup>rd</sup> street. She was removed to the Georgetown University Hospital, where she recovered after treatment.

105. Clement H. Martin:

*Evening Star*

C&O Association: [1907 newspaper reports](#), transcribed by William Bauman

ES, Fri. 5/24/07, p. 2. **Canal Boatman Injured.** - Clement H. Martin, colored, fifty-two years of age, who is employed as a boatman on the Chesapeake and Ohio canal, met with a painful accident this morning while his boat was passing under the bridge at Jefferson street. He was caught between the boat and the wall of the canal and injured about his head and shoulders. The police patrol wagon was summoned and the injured man removed to the Georgetown University Hospital.

106. William Green:

*Evening Star*

C&O Association: [1907 newspaper reports](#), transcribed by William Bauman

ES, Fri. 9/27/07, p. 8. **Drowned in Canal.** - William Green, colored, about thirty years of age, while working on one of the canal boats of the Chesapeake and Ohio Canal Towage Company, accidentally fell overboard this morning about 7:30 o'clock at the Rock creek boat lock and was drowned.

Jerome Mose, Edward King and another man procured grappling hooks and recovered the body, which was removed to the morgue. Assistant Coroner Glazebrook was notified.