

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE ALLEGANIAN***  
A Cumberland, Md. Newspaper  
and  
***THE WASHINGTON TIMES***  
and  
***THE EVENING STAR***  
Two District of Columbia newspapers  
***THE NEWS***  
A Frederick, Md. newspaper  
and  
***ALEXANDRIA GAZETTE***  
An Alexandria, Va. newspaper  
1902

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## A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The Alleganian* a Cumberland, Md. newspaper, *The Washington Times* and *The Evening Star*, two District of Columbia newspapers, *The News*, a Frederick, Md. newspaper and the *Alexandria Gazette*, an Alexandria, Va. newspaper of the era. The articles were compiled, chronologically in a two-column format, much as they appeared in the newspaper. Articles from *The Alleganian* are preceded by CA, those from *The Washington Times* are preceded by WT, those from the *Evening Star* are preceded by ES, those from *The News* are preceded by *News*, while those from the *Alexandria Gazette* articles are preceded by AG.

The Cumberland newspaper was found on microfilm at Frostburg State University, Frostburg, Md., while all the other newspapers were found on-line. There may be some duplication, conflict in content or overlapping of stories due to the varied sources, date of publication, and local interest. I did not include the newspaper editorials because those were opinion pieces. The research continues because the reader may yet find a missing article.

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

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## Canal Trade 1902

*Sun*, Mon. 1/6/02, p. 3. **Caught 800 pounds of Fish.** - On Friday evening last Messrs. Jas. P. Gott and Benj. O. Gott, of Boyd's, and Henry Lindig, of Beallsville, and others went to the Potomac river to seine for fish in the Chesapeake and Ohio canal, the water of which had been drawn off. At a point known as the Marble Quarry, near Campbell's Lock, just a few miles from Edward's Ferry, they caught over 60 very fine carp, the largest of which weighed 30 pounds and ranged from that down to 18 pounds. Some very nice bass were also caught. Over 800 pounds of fish in all were caught.

*News*, Tue. 1/7/02, p. 2. **Repairing the Canal.** - The Chesapeake and Ohio Canal Company has a force of men at work cleaning out the levels and basin preparatory to the opening of navigation in the spring. Improvements are also being made to the locks and general repairs along the line.

*ES*, Wed. 1/8/02, p. 10. **Canal Seined for Fish.** The water has been drawn off the Chesapeake and Ohio canal, with the exception of what is known as the Georgetown level. Many of the canal boats winter along this level and go to western Maryland in the spring when there is no longer any danger of damage by ice and high water. There was a coating of ice on most parts of the canal when the water was drawn off, which greatly interfered with the work of those who usually seine the holes for fish. These people turned out as soon as last week's rains melted the ice and some big hauls are reported.

Thousands of carp were caught along the line of the waterway, and at some places many fine bass were taken from the water. From the holes along what is known as log-wall level, this side of Great Falls, many

winter shad and Mississippi catfish were caught. Carp were also found there.

*AG*, Thu. 1/16/02, p. 2. **The C. & O. Canal** - There is much disappointment among Maryland State officials over the decision of the Court of Appeals in the Chesapeake and Ohio canal case, which was announced yesterday. It had been hoped by them that it might be utilized to secure Baltimore's coal supply by extending the Western Maryland road to Cumberland on the towpath. But the decision continuing the work in its present hands for six more years ends all such hopes. The matter was not mentioned at the meeting of the Board of Public Works yesterday, which was held at 10 o'clock. The annual election of directors of the canal was held and Governor Smith voted for the State stock for directors.

*News*, Fri. 1/17/02, p. 2. **CANAL NOT TO BE SOLD. - Court of Appeals Extends Trusteeship for Six Years.** - The Court of Appeals yesterday rendered a decision in the case of the State of Maryland vs. the Trustees of the Chesapeake and Ohio Canal Company. The court refuses the order of sale asked for. The decision, in part, is as follows:

It is not necessary in this decision to restate the facts connected with the origin of the Chesapeake and Ohio Canal Company, the creation of its property and indebtedness, or the successive steps in the litigation that this appeal again brings before us. All that has been exhaustively said in these two cases has been reported in 73 Maryland, 484, et. seq., and 83 Maryland, 551, et. seq. In the first mentioned the original decree passed by the lower court was affirmed, this court there holding that the trustees of the bonds issued under the Act of 1844 and secured by the several mortgages executed in pursuance of that act were, "by the default of the company to pay its indebtedness

according to the terms of the mortgages, entitled to take possession of the canal upon the terms prescribed by the decree." that this right existed as against the State, and that the said trustees ought to be allowed to put the property "in a condition to produce revenue." mentioned in the decree the trustees, who had been operating the canal during the period, applied to the court below for an extension of six years more. At that time the net revenues had been far from sufficient to liquidate any of the claims against the company. The court says that under the circumstances of the case we cannot find the conditions of fact that must exist before we can order the sale of the property. We cannot decide that the lien of the appellee is valueless or that the property cannot be operated so as to produce revenue applicable to the bonded indebtedness of the company. No valid objection had been shown why the continuance of control with the transportation company should not be permitted, and there is certainly nothing in the present condition of the canal or in the prospect of revenue for the future that would warrant us, in the face of the decision of this court heretofore made, in depriving the trustees of the right to use and operate the property as provided by the original decree. The order of the lower court is, therefore, affirmed. Order affirmed and remanded.

The annual election of directors of the canal company took place at Annapolis yesterday and Governor Smith voted the State's stock for the following: Frank A. Furst, of Baltimore, president; Ferdinand Williams, of Allegany; Jacob M. Newman, of Frederick; Spencer Watkins, of Montgomery; David Seibert, of Washington; Thomas Hunt, of Howard; Dr. George Wells, of Anne Arundel [Directors].

*News*, Mon. 2/24/02, p. 3. **Preparing to Open Canal.** - Active preparations are being made for reopening and Ohio canal.

If the weather permits, the waterway will be opened for boats on or about March 15. The coming season promises to be a busy one, and coal shipments and boatmen are looking forward with hope of renewed prosperity.

AG, Sat. 3/1/02, p. 2. **Floating Ice at Georgetown.** - General Manager G. L. Nicholson of the Chesapeake and Ohio canal received a telegram this morning from Hancock, Md., that the water at that point was twenty-six feet high and rising at the rate of seven inches an hour. This may not seem so much, but last Thursday the greatest height attained by the Potomac at the place was twenty-one feet. The report this morning showed a gain of five feet, which means considerable, as Hancock is between the District and Harper's Ferry. [Really??] A rise of twenty-four feet at the latter place means some danger at this point, but even with such a rise at the Ferry the water will not equal twenty-six feet at Hancock, so it is said.

WT, Tue. 3/4/02, p. 1. **POTOMAC WATERS FIND THEIR LEVEL. - Loss to Chesapeake and Ohio Canal May Prove Exceptionally Heavy.** - The flood in the Potomac is over. Yesterday the waters fell to within their usual boundaries. The flats and the sea wall are no longer submerged, while from all points come favorable reports. Comparatively little damage was caused in this city as a result of the flood.

The loss to the Chesapeake and Ohio Canal as a result of the flood cannot as yet be ascertained, although it must be considerable. Along many miles between this city and Cumberland, Md., the river and the canal formed one stream. The former rose, overflowing its banks, and then, seeking new fields to conquer, swept away or overflowed the towpath and joined the waters of the canal. A large amount of work

must necessarily be done to repair the damage to the towpath and the sides of the canal, which were washed away by the flood.

ET, Tue. 3/4/02, p. 2. **WATERS SLOWLY RECEDING. - Chesapeake and Ohio Canal Badly Damaged by Flood.** - BALTIMORE, Md., March 4. - The latest reports from the upper Potomac valley indicate that the river is slowly falling.

The Chesapeake and Ohio canal is badly damaged in places, no less than four breaks being reported between Cumberland and Hancock, while there are other serious breaks near Seneca in Montgomery county.

The flood has also carried a large quantity of debris into the bed of the canal, the removal of which will cost a great deal. The full extent of the damage to the waterway will not be known for a day or two.

*Ibid.*, p. 8. **OUTLET LOCK FAILURE.**

A suit in equity was instituted yesterday by Messrs. Blair and Thorn, representing Messrs. Thomas Hitchcock, Jr., and William Thompson Harris, against the Potomac Lock and Dock Company of Montgomery county, Md., to appoint mortgagee and foreclosure mortgage.

This is a step looking to the dissolution of the Outlet Lock Company and the winding up of its affairs.

The outlet lock is the mechanical contrivance constructed some years ago west of the Aqueduct Bridge for the purpose of locking boats from the Chesapeake and Ohio Canal into the river. The project failed and the lock was abandoned. It represents an expenditure of nearly \$100,000.

CA, Thu. 3/6/02, p. 7. **Hancock Under Water.** - Hancock, Md., March 3. - The water at Hancock was 34 feet above low water mark. It was within eight feet of reaching the bridge across the river. The

road to the station was under six feet of water and had to be ferried for the convenience of pedestrians. Twenty-one houses in the west end of Hancock were flooded, and the families carried their belongings upstairs. They were rescued in boats. Main street was under from four to six feet of water all day Saturday. The water rose steadily until 3 o'clock Saturday morning, when it seemed to come in swells, and rushes into the houses before many of the people had time to remove all their goods. The Chesapeake and Ohio canal is full. The old national pike, between Piney Grove and Indian Springs is greatly damaged, and a number of small bridges have been washed away.

ET, Fri. 3/7/02, p. 8. The repairs to the Georgetown locks of the Chesapeake and Ohio Canal are nearing completion. The entire sidewalk has been overhauled.

WT, Fri. 3/14/02, p. 1. **POTOMAC AGAIN RISING - River Fifteen Feet Higher Than Usual at Hagerstown.** - HAGERSTOWN, Md., March 13. - The Potomac River is in flood today, the stage being fifteen feet above ordinary level. There is still a gradual rise of an inch or two, but there are no fears of another serious flood like the recent one.

Repair work on the Chesapeake and Ohio Canal has been stopped by the rise in the river. Water is roaring into the levels and some slight damage may be done.

CA, Thu. 3/20/02, p. 3. **SOUTH CUMBERLAND - Repairing Canal.**

The damage to the towpath in the vicinity of the stop lock near the steel works is being repaired. A force of men are carting earth from close by to fill up the break, which extends about 50 feet on the lower side of the lock. Some damage was also caused to the heavy wall of the lock on the

berm side of the canal. The flood also washed the earth from the bank on this side of the lock leaving the slate rock bare and clean. The bank is also being repaired at other points where breaks occurred.

*News*, Sat. 3/22/02, p. 5. **C. and O. Canal Repairs.** - Mr. J. Graham Pearre, paymaster of the Chesapeake and Ohio Canal Company, says the work of repairing flood damages to the canal is hampered by the lack of labor. He says nearly every available man along the entire waterway has been hired by the railroad. It has been necessary to go to the mountains in quest of labor. Mr. Pearre says there is no great break along the line, but there are numerous washouts, and at some points debris has choked up the bed of the canal. The masonry generally withstood the flood well and there is no costly damage at any point. The canal will hardly be ready for navigation before April 15 and the work of restoration may extend to May 1.

CA, Thu. 4/3/02, p. 5. **NORTH BRANCH NEWS.** The C. & O. Canal is being repaired along this section of the ditch, and it is reported that it will be in operation in a short time.

*News*, Sat. 4/5/02, p. 5. The Chesapeake and Ohio Canal will be ready for traffic by April 25.

ET, Sat. 4/12/02, p. 8. **HUMAN BONES DUG UP. - Workmen Make a Gruesome Find in Georgetown.** - While excavating in the alley of premises 3315 R street yesterday the bones of a human body and the remains of a coffin were found.

It is thought that the remains are those of one of the victims of the local cholera epidemic of 1832-33, which brought death to so many of the laborers on the

Chesapeake and Ohio Canal construction. Bodies of scores of the victims are buried in what is now R street, and when the highway was opened up but little attention was paid to their removal.

ES, Mon. 4/14/02, p. 8. **Affairs in Georgetown.** - It is understood from what is considered good authority that the Chesapeake and Ohio canal will be reopened for traffic about April 25. The canal has suffered during the past winter and early spring from the freshets and its opening has been delayed on account of the large amount of repairs necessary. It is thought the fleet of canal boats this year will be largely increased.

*Ibid*, p. 10. **Sale of Old Outlet Lock Material Recalls a Fatal Accident.** - The stock and bond holders of the Outlet Lock Company of Georgetown have dissolved the company and are selling as junk the iron, brass and other material of which the lock was constructed. The lock originally cost over \$100,000.

The Outlet Lock Company was formed in 1875 for the purpose of building a railway or inclined plane that would pass loaded boats from the canal to the river without the trouble of going through a series of locks, as at present. The invention was that of the late H. H. Dodge, president of the Potomac Lock and Dock Company.

A serious accident occurred May 30, 1877, by some derangement of the machinery and Michael Reynolds, Sylvester Carroll and John W. Mead were killed.

The lock was never [again] put into practical use for various reasons, and was abandoned.

*News*, Fri. 4/18/02, p. 3. **C. & O. Canal Repairs.** - All the breaks in the Chesapeake and Ohio Canal from Harper's Ferry to Georgetown are now repaired and the water is being turned in today at Harper's Ferry.

From Seneca to Georgetown the canal was repaired during the past week and the water turned in, but the level has as yet not been used. All the boatmen along the canal are repairing their boats for the opening of traffic on the 25th of this month. The levels of the canal will be filled by that time from Harper's Ferry to Georgetown. West of Harper's Ferry to Cumberland 10 days more will be necessary before water can be turned in, as the breaks are not yet quite repaired.

ES, Wed. 4/23/02, p. 16. **AFAIRS IN GEORGETOWN.** - Captain G. L. Nicholson, superintendent of the Chesapeake and Ohio canal, has gone to Cumberland for the purpose of inspecting the recent repairs on the waterway. The water at the Georgetown level has been turned into the river and the company is cleaning the canal bed. This is done every spring just prior to opening it to traffic, during which time the various millers make needed repairs to their plants.

*News*, Wed. 4/23/02, p. 3. **Water Turned Into Canal.** - The repairs to the Chesapeake and Ohio Canal have been completed. The work of filling the level at the Cumberland end began yesterday. Everything is now in readiness for boating.

ES, Fri. 4/25/02, p. 1. **On the River Front.** - The small pleasure sloop Edna Earle is hauled out on the railway at "Sonny" Reagan's boat yard at the foot of 13½ street southwest, for a general overhauling and repainting.

The prow sloop Greyhound, belonging to Dr. A. L. Rauterberg, will be hauled out soon on the small marine railway at Cumberland's boat yard to have a new phosphor bronze rudder put on her. The boat building house of Cumberland & Son was destroyed by fire, but the small railway was not, and will be used during the

summer. It is also stated that Mr. Cumberland will be allowed to rebuild his boat building plant on the site of the one destroyed by the fire.

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**Hagerstown News Grist.**

All the breaks in the canal from Harper's Ferry to Georgetown are now repaired and the water is being turned in at Harper's Ferry. From Seneca to Georgetown the canal was repaired during the past week and the water turned in, but the level has as yet not been used. All the boatmen along the canal are repairing their boats for the opening traffic, April 25.

AG, Tue. 4/29/02, p. 2. Traffic was yesterday resumed on the Chesapeake and Ohio canal. It is expected that about 200 boats will be in operation on the canal this season. The canal has been put in good order again, the damage caused by the recent floods having been repaired.

*News*, Tue. 4/29/02, p. 3. **C. and O. Canal Opens.** - Traffic was resumed yesterday on the Chesapeake and Ohio canal. It is expected that about 200 boats will be in operation on the canal this season. The canal has been put in good order again, the damage caused by the recent floods having been repaired.

ES, 4/30/02, p. 1. **Boyd's and Vicinity.**

Traffic has commenced on the canal again. Boats about Seneca, near here, are getting up their loads, as the waterway is now filled from Georgetown to Cumberland, and all the boats as far as Harper's Ferry and Point of Rocks have commenced to move. The amount required to repair the canal was considerably less than the appropriation of \$25,000 made by the company.

CA, Thu. 5/1/02, p. 2. **SOUTH CUMBERLAND. - Thursday.**

The boatmen on the canal have struck for a raise in freight rates and as a result there's "nothing doing" along that historic waterway. The canal was opened on April 25th and everything is ready now for navigation but not a pound will be loaded until the rates are adjusted. The rate has been 70 cents a ton, and an increase of 10 cents is demanded, the boatmen claiming they cannot afford to haul for less. There are about 200 serviceable boats on the canal and these are all tied up by this trouble. The side tracks are all filled with coal cars waiting to be unloaded.

CA, Sat. 5/3/02, p. 7. **Unearthed Skeletons.** - Henry Burgen, supervisor of the C. & O. Canal, with his forces repairing the canal within a short distance of Antietam battlefield unearthed the remains of two ex-confederates with a part of the Confederate uniform. Their hats were in better order. The buttons told that they were Georgians. Imbedded in the thigh bone of one was found fully one-third of a shell. Around the ankle bones of one was a blue silk tie.

AG, Tue. 5/6/02, p. 2. **News of the Day.** - Chesapeake and Ohio canal traffic is still blocked by the strike of boatmen at Cumberland.

*News*, Tue. 5/6/02, p. 5. **Strike Stops Canal Traffic.** - There are 150 idle boats along the wharves and in the basin of the Chesapeake and Ohio canal at Cumberland as the result of the strike of the boatmen. The coal company has so far refused to grant the advance from 70 to 80 cents a ton demanded by the men, who claim that owing to the advance in the price of feed and food products since last year the increase they ask is absolutely necessary in order that they may make a living. The average load in a canal boat is about 115 tons and the boatman gets about \$78.50, with which he must meet

all expenses. It is thought something definite will be done toward ending the strike this week. Mr. Findlay, of Steffey & Findlay, prominent shippers at Williamsport, has gone to Baltimore to consult with the canal officials and the officers of the Consolidation Coal Company, the heaviest shippers.

ET, Wed. 5/7/02, p. 8. About 200 boats will be in operation on the Chesapeake and Ohio Canal this season. Traffic was resumed on Monday, April 28. The first boats were loaded at Cumberland last Tuesday and Wednesday. A large number of boats from Williamsport, Sharpsburg, Harpers Ferry and other points have gone to Cumberland to receive cargoes for local dealers.

CA, Thu. 5/8/02, p. 5. **Boats are Idle Yet.**

Several attempts have been made to end the strike on the Chesapeake and Ohio canal but they have not been successful, the men sticking together better than was expected.

ES, Thu. 5/8/02, p. 2. **GEORGETOWN AFFAIRS. - Resumption of Canal Business.** - About 200 boats will be in operation on the Chesapeake and Ohio canal when the busy season arrives. The first boats destined to Georgetown were loaded last week at Cumberland and are expected to arrive here in a few days. Empty boats lying at Williamsport, Sharpsburg and Harper's Ferry have been ordered to Cumberland to receive their cargoes of coal and lumber for Georgetown dealers.

*News*, Sat. 5/10/02, p. 5. **Strike Continues.**

There are no signs of the canal boatmen's strike being settled soon, but it is thought that the strikes will have to yield in the end, as they are not able to stand the delay, and will be forced to accept the old rate - 60 cents. The shippers are arranging

to transport coal by rail to tide over the situation.

*News*, Mon. 5/12/02, p. 3. **Canal Strike Settlement.** - The strike of the Chesapeake and Ohio canal boatmen was settled on this basis: The men are to try boating for one month at the old rate of 70 cents to Georgetown and 45 cents to Williamsport. If they find they cannot make a living they are to be given the 10 cents demanded. Mr. G. L. Nicholson, superintendent of the canal, was in Cumberland on business pertaining to the settlement of the strike.

*News*, Mon. 5/19/02, p. 3. **Canal Boatmen's Demands.** - It is believed by the boatmen on the Chesapeake and Ohio Canal that the coal companies and shippers will grant the increase in freight rates asked for by them at the end of the month, in order to avoid another strike. Up to this time the boatmen claim that they have barely made their expenses, and in several instances, it is stated, boatmen have gone in debt. They will submit statements of their expenses during the month to the coal companies, showing the bare facts and figures, and demand the increase. They ask for 80 cents a ton for hauling coal to Georgetown and 40 cents to Williamsport, an increase of 10 cents to the former place and 5 cents to Williamsport. Traffic so far this month has been brisk, and an opportunity has been afforded the boatmen to show the actual pecuniary results of boating.

*AG*, Mon. 5/19/02, p. 2. **Local Brevities.** - The canal boat W. A. Smoot, jr., arrived today from Cumberland with coal to W. A. Smoot & Co. This is the first boat which has arrived this season.

*News*, Sat. 5/22/02, p. 5. **C. & O. Canal Repairs** - Mr. J. Graham Pearre, paymaster of the Chesapeake and Ohio Canal

Company, says the work of repairing flood damages to the canal is hampered by the lack of labor. He says nearly every available man along the entire waterway has been hired by the railroad. It has been necessary to go to the mountains in quest of labor. Mr. Pearre says there is no great break along the line, but there are numerous washouts, and at some points debris has choked up the bed of the canal. The masonry generally withstood the flood well and there is no costly damage at any point. The canal will hardly be ready for navigation before April 15 and the work of restoration may extend to May 1.

*ES*, Fri. 5/23/02, p. 1. **HAGERSTOWN NEWS GRIST.** - Boatmen on the Chesapeake and Ohio canal agreed to try boating for a month to convince the coal companies and shippers that there is barely a living in boating, and their statements are being borne out. At the end of May they will submit an account of expenses, and if it is shown that their statements are correct the coal companies will consider the increase asked for. If it is not granted there will be another strike.

*News*, Wed. 6/4/02, p. 3. **Will Show Figures.** - C. & O. canal boatmen will submit to the coal companies on June 10 a statement of their expenses for the month in accordance with an agreement made at the conclusion of the recent strike. The boatmen contend that they cannot make a living at present freight rates paid for hauling coal and will give figures.

*ES*, Sat. 6/7/02, p.2. **AFFAIRS IN GEORGETOWN - Strike of Canal Boatmen Averted by Concessions.** - From what could be learned up to a late hour this afternoon the threatened strike among the boatmen of the Chesapeake and Ohio canal for an increase of 10 cents per ton on all coal

handled by them, which they purposed instituting today, and which has been in prospect for the past month, had not been enforced. It was stated this morning by a prominent shipper that the strike was averted by canal boat owners reducing the amount charged for hire, per trip for each boat, from \$15 to \$10 and by the coal shippers agreeing to give the boatmen five cents more on each ton they haul, making the rate 75 cents per ton on all coal transported from Cumberland to Georgetown.

*News*, Wed. 6/11/02, p. 3. **Canal Boatmen's Pay.** - Business is practically at a standstill again on the Chesapeake and Ohio Canal, pending the settlement of the freight-rate question. According to an arrangement made on April 10, the boatmen who went on strike at the beginning of the season for an increase of 10 cents a ton for hauling coal to Georgetown and 5 cents to Williamsport returned to work on trial for 30 days. The boatmen claimed that owing to the high price of feed and the expense of the cost of hiring hands and living they could not make a living at the old rate, and now that the 30 days have expired they have renewed their demand for the increase. An advance of five cents to Georgetown and two and a half cents to Williamsport was offered the boatmen a few days ago, but they declined to accept it.

ET, Thu. 6/12/02, p. 5. **CANAL IS TIED UP. - Boatmen on C. & O. Strike for Increase in Rates.** - HAGERSTOWN, June 12. - Traffic on the Chesapeake and Ohio canal is suspended on account of the boatmen declining to work for the present rates received for hauling coal, and all the boats are tied up along the line.

The boatmen asked for an increase of 10 cents in freight rates to Georgetown and 5 cents to Williamsport at the beginning of the season. They had been getting 70 cents

to Georgetown and 35 cents to Williamsport, and claimed that there was not a living in the business at these rates. An agreement was entered into by which the boatmen were to return to work for thirty days on trial. The time expired yesterday and the boatmen renewed their demands for the advance, which has not yet been granted, and as a result they have refused to load and business is stopped.

The canal company, it is understood, offered the boatmen half of the amount they asked for, but it was declined. An estimate of the cost of operating a boat for a month furnished by a boatmen shows it to be \$175, against \$161 received from freightage, leaving a deficiency of \$14. The boatmen claim they are getting in debt at this rate.

G. L. Nicholson, general manager of the canal, came to Hagerstown last night it is understood on business connected with the boatmen's trouble. He left this morning for Cumberland. It is thought that the boatmen will get the increase asked for.

CA, Fri. 6/13/02, p. 8. **Died on Canal Boat.** - Williamsport, Md., June 7. - Information has been received here of the death of Joseph Meade, who died on a canal boat on the Chesapeake and Ohio Canal, near Orleans, while coming to this place. Death was caused by consumption. His remains were interred in a burial place along the canal. Meade had been expecting a fortune which he claims an uncle who died out West. He was about 45 years old.

*News*, Fri. 6/13/02, p. 4. **Canal Boatmen Resume.** - The boatmen on the Chesapeake and Ohio Canal, who stopped work on Tuesday, have been granted the advance in freight rates which they asked for, 10 cents to Georgetown and 5 cents to Williamsport, and returned to work yesterday. Loading commenced yesterday at Cumberland and the boats that have been tied up at

Williamsport pending a settlement of the freight rate question left that place. At a conference between the coal shippers and Mr. G. L. Nicholson, general manager of the canal, it was decided to grant the advance demanded by the boatmen. It is understood that the additional amount of freighting will be paid by the shippers and rebated by the canal company. The freight rates under the new schedule are 80 cents to Georgetown and 40 cents to Williamsport.

*News*, Tue. 6/17/02, p. 4. **POWER FROM THE POTOMAC. - River to be Harnessed at Dam No. 5.** - Before the end of another year the Potomac river at dam No. 5, 12 miles north of Martinsburg, W. Va., will be harnessed and power conveyed to Martinsburg for a street car line and other purposes. Application has been made at Charleston by Martinsburg and Maryland capitalists for a charter for the Martinsburg Power Company, which will erect the power at the dam. The four abandoned turbine wheels of the Potomac Pulp Company, which has sold out to the new company, will be used in generating power for the new plant. Large cables will be stretched from the plant to Martinsburg, connecting with the intermediate towns and villages. The power plant will be erected above the dam at a safe distance from the river. The wheels of the old pulp mill will be utilized and others will be added. The plant of the Martinsburg Electric Company, now in use in that city, will be kept in good condition always as an auxiliary to the plant at dam No. 5 during periods of high water. The waterfall at the dam is said to be the highest along the Potomac - 22 feet. The masonry work extends across the river a distance of 1100 feet. The present officers of the Martinsburg Electric Company will continue as the officers of the new company, with the addition of S. A. Williams, of Belair, Md., who represents the stockholders of the old

Potomac Pulp Company as one of the directors. Dr. S. N. Myers is the president. When the plant is completed and the power is conveyed to Martinsburg it is expected that many new industries will start up to take advantage of the cheap power.

CA, Thu. 6/19/02, p. 7. **POTOMAC POWER CO. - Hon. S. A. Williams, of Belair, Makes a Deal in Martinsburg.** - Martinsburg, W. Va., June 14. - Hon. S. A. Williams, president of the Harford County Bank at Belair, Md., as the representative of capitalists of that place yesterday closed a deal with the stockholders of the Martinsburg Electric Company for the organization of a company to be known as the Potomac Power Company. The Belair capitalists own the large water-power plant at Dam No. 5 on the Potomac, at which place the new company will construct a plant for the generation of electricity for light and power to be transmitted to the adjacent towns. The local company here has been merged into the new company, which will have a capital stock paid-up of \$115,000.

ES, Sat. 6/21/02, p. 10. **ON THE RIVER FRONT. - General Port News.** - The large barge No. 5 of the Consolidation Coal Company of Baltimore arrived in port with a cargo of about 1,200 tons of ice yesterday evening. She was brought from the Kennebec to this city in tow of a tug. *Ibid.*, p. 25.

**TO GREAT FALLS—STEAM PACKET LOUISE** leaves 32d and Canal Sundays, Mondays, Wednesdays and Fridays at 8:30 o'clock; round trip, 50c. Also mule yacht, capacity of 200, can be chartered at any time. Meals and refreshments served at Great Falls Hotel; city prices. For charters apply to **JOHN R. MASON,** Je17-6t\* 1063 32d st. n.w.; 'phone West 197.

The above advertisement initially ran June 17 and ran 6 times. Note the steam packet Louise ran on a regular schedule and the mule yacht, capacity 200, could be chartered.

WT, Thu. 7/3/02, p. 9.

**TO GREAT FALLS**  
**ON THE FOURTH**

**Mule yacht leaves 32d and Canal at 8:30. Round trip, 50c. 'Phone, west 197.**

The above advertisement for the mule yacht ran just the one time.

ET, Mon. 7/7/02, p. 5. **Hagerstown, Md., July 7.** - The two-story frame house and store of Mr. Frank Wine, at Two Locks, near Williamsport, was destroyed by fire, together with all the contents of the store and nearly all the household effects, about 5 o'clock Saturday evening. Mrs. Wine was in the back part of the house when she discovered the fire. Her husband, who is locktender on the canal at that place, was some distance away, and when he got to the building the fire was beyond control. Eighty dollars in paper and coin was burned up. The loss is about \$1,000; partly insured.

WT, Sat. 7/19/02, p. 8.

**TO GREAT FALLS--**

**Steam Packet Louise**

**Leaves 32d and Canal, Sundays, Mondays, Wednesdays and Fridays at 8:30 o'clock; round trip, 50c. Also mule yacht, capacity of 300, can be chartered at any time. Meals and refreshments served at Great Falls Hotel; city prices. For charters apply to JOHN R. MASON, 1063 32d st. nw. 'Phone, West 197. m13-7**

The above advertisement first ran July 13 and then daily for 7 days. It was identical in content to the previous advertisement for the steam packet Louise and mule yacht..

*News*, Tue. 7/22/02, p. 3. **Mowing Canal Grass.** - The Chesapeake and Ohio Canal Company has the grass mowing machine in operation cutting the grass from the channel. The machine, which is in charge of John W. Burgess, superintendent of the construction, consists of a large scow with a mowing machine attached and run by a steam engine. When lowered into the water the mower cuts

the grass in a most satisfactory manner. The grass attains a great length and often obstructs the passage of loaded boats.

*News*, Thu. 7/24/02, p. 3. **Low Water in C. & O. Canal.** - Navigation on the Chesapeake and Ohio canal is seriously interfered with by the low state of the water on the upper levels. Between 50 and 60 loaded boats bound for Georgetown are held at the four-mile level at Dam No. 6 waiting for the levels to fill in order to move. No water is running over the dam and there is not sufficient head to feed the canal. Rain is needed to raise the stream. The boats may have to be partially unloaded to lighten them sufficiently to be moved.

ET, Fri. 7/25/02, p. 2. The coal shipment from Cumberland to Georgetown is very much affected by the low state of the water in the upper levels of the Chesapeake and Ohio Canal. Local traffic is practically at a standstill. Between fifty and sixty boatloads of coal, bound for Georgetown, are held at four-mile level waiting for the levels to fill. The boats may have to be partially unloaded to lighten them sufficiently to be towed to their destination.

AG, Fri. 7/25/02, p. 2. **News of the Dat.** - Navigation is greatly interfered with on the Chesapeake and Ohio canal by low water, and sixty to seventy-five boats bound to Georgetown are held at different points along the line; unable to proceed. A message from Williamsport, Md., says the water is extremely low and boats are tied up there waiting for the levels to fill. No water is running over the dam, and rain is badly needed to fill the feeders of the canal. The matter is one of much importance and the boats may have to be partially unloaded before they can reach Georgetown.

ES, Wed. 7/30/02, p. 3. **AFFAIRS IN GEORGETOWN.** - A crowd of colored boys attempted to amuse themselves yesterday afternoon by stoning mules of canal boat No. 145, which is anchored in the Chesapeake and Ohio canal at the foot of I street, and as a result, Archie Genex, fifteen years old, one of the lads, is lying at his home, 2627 I street, suffering from a bullet wound in his left thigh. While the boys were stoning the mules, Daniel McCarthy, a white boy sixteen years old, who lives on the canal boat, made his appearance on the scene. He warned the boys to stop tormenting the animals, but they merely laughed at him. The colored youths were on the opposite side of the waterway, and McCarthy could not get to them, so he went into the cabin of the boat, and securing his Winchester rifle, fired into the crowd of boys, wounding Archie Genex. The injured boy was taken to the Emergency Hospital and McCarthy made his escape. It is thought he is on his way to Cumberland, Md.

*News*, Mon. 8/4/02, p. 3. The Consolidation Coal Company has removed its boats from the Chesapeake and Ohio Canal. This is considered as significant in connection with the Pennsylvania's plan to divert traffic from the Western Maryland Railroad.

*News*, Tue. 8/5/02, p. 3. **Denial From Williamsport.** - The statement that the Consolidation Coal Company has taken all its boats off the Chesapeake and Ohio Canal is stated by shippers at Williamsport to be without foundation. The company is still loading boats for Georgetown at Williamsport, as heretofore. It is pointed out that if the Consolidation Company would transfer its traffic to the Pennsylvania lines, which is given as the cause for the alleged removal of the boats, they could find wharfage at Powell's Bend, one mile below

Williamsport, where coal could be transferred to the Cumberland Valley Railroad, which is controlled by the Pennsylvania system.

ET, Thu. 8/7/02, p. 8. **NEWS AND GOSSIP FROM GEORGETOWN.** - Barney McCarthy, a son of Captain McCarthy, a canal boatman for whom the local police have been looking for a week or more, has not yet been located. The boy is but fifteen years of age. Nothing has been seen of him by his parents since he left the boat upon which he was working.

McCarthy is wanted for shooting Archie Genex, a colored boy, in the hip with a bullet from his parlor rifle. The affair happened about 6 o'clock in the evening. The canal boat, of which the boy's father is captain, was lying in Rock Creek, just at the mouth of the Chesapeake and Ohio Canal. A crowd of colored boys were on the east bank of the creek, throwing stones into the water.

Finally they changed their target to Captain McCarthy's mules, which were feeding on the towpath near the boat. The McCarthy boy warned them not to strike the mules, but they continued to do so. McCarthy, who was lying on top of the cabin of the boat, got up and went into the cabin and brought out his rifle, loaded with a "twenty-two short." Without further warning he fired it into the crowd, the bullet striking Genex in the right hip.

The lad was taken to the Emergency Hospital, where he was found to be but slightly injured, and was later taken to his home on I street, near Twenty-sixth northwest. Meanwhile McCarthy had made his escape and was last seen running up the towpath.

ES, Fri. 8/15/02, p. 3. **AFFAIRS IN GEORGETOWN.** - A number of boats on the Chesapeake and Ohio canal are stranded

on account of low water near Hagerstown, Md. On the nine-mile level ten boats are tied up and on the seven-mile level a dozen boats are unable to proceed. The water in the canal is about eighteen to twenty-two inches lower than usual, and the boatmen are complaining of losing money on account of the delays. The water in the canal has been low for several weeks past, and this fact has interfered to a considerable extent in the shipping along the route.

ET, Fri. 8/15/02, p. 8. **NEWS AND GOSSIP FROM GEORGETOWN.**

A number of boats are stranded on the Chesapeake and Ohio canal by low water. On the nine-mile level ten boats are tied up, and on the seven-mile level a dozen or more boats are unable to proceed. The water is about twenty inches lower than usual. Navigation has been interfered with for several weeks on account of low water, and boatmen are complaining that they are losing almost all of their earnings on account of the delay.

ES, Tue. 8/19/02, p. 12.

TO GREAT FALLS—  
**Steam Packet Louise**  
Leaves 32d and Canal Sundays, Mondays, Wednesdays and Fridays at 8:30 o'clock; round trip, 50c. Also mule yacht, capacity of 200, can be chartered at any time. Meals and refreshments served at Great Falls Hotel; city prices. For charters apply to JOHN R. MASON, 1063 32d st. n.w. au16-6t\* 'Phone West 197.

The above advertisement first ran August 16 and then daily for 6 times. It was identical to that in the Washington Times of the previous month.

AG, Wed. 8/20/02, p. 2. **Local Brevities.**

The canal boats C. C. Co., No. 19 and the John Heiston cleared today from the wharves of the Bryant fertilizer Company in this city loaded with fertilizer for points along the C. & O. canal.

WS, Tue. 9/2/02, p. 2. **Body Found in Canal.** - The body of a white female infant

was found yesterday about noon floating in the Chesapeake and Ohio canal between 32nd and Potomac streets by Capt. James Shaw of the canal boat Marian and Aime. Capt. Shaw notified the police of his find, and the body was removed to the seventh precinct police station. Later in the day, upon the order of Coroner Nevitt, it was taken to the morgue. The police state that the baby was apparently still-born, and that it had been in the water about two days.

#### **General Matters.**

The repairing crew of the Chesapeake and Ohio Canal Company has gone to Williamsport, Md., to repair one of the company's locks at that place, it having been reported that the canal boat James McKelvey had wrecked the lock while passing through yesterday. It is said that the navigation on the canal at that place will be impeded for a day or two.

*News*, Mon. 9/8/02, p. 3. The water in the Chesapeake and Ohio canal at the Four-Mile Level, above Hancock, is lower than for many years. It is impossible for boats to float over the level.

ES, Sat. 9/20/02, p. 2. **COAL PRICES SOARING.** - Soft coal is in great demand as a substitute for the anthracite product, and the price has gone up. There has been a noticeable lack of shipments of soft coal from the Cumberland district. Scarcity of rains has made it impracticable for canal boats on the Chesapeake and Ohio canal to carry as many tons per load as usual.

Boats that have arrived within the past few weeks have therefore not been loaded to the full capacity. This would suggest that the bituminous operators are watching carefully the conditions here, and are anxious to restrict the amount that shall be delivered, hoping thereby to receive an advanced price a few weeks later, when the population of the District of Columbia shall

be dependent to a great extent upon the soft product.

ET, Mon. 9/22/02, p. 5. **COAL TO ADVANCE TO \$15 PER TON TODAY.** -

In view of the certain famine in hard coal, the soft coal situation is interesting. The demand for bituminous coal is daily increasing. Already the price has been increased from 50 cents to \$1.25 a ton, according to the grade, and is now from \$5 to \$6 a ton. There are indications that it may be advanced still more for two reasons - first, the increased consumption, and second, because of low water in the Chesapeake and Ohio canal.

A large portion of the bituminous coal which come to Washington is shipped by canal boats from Cumberland. Owing to the low water in the canal the boats accustomed to carrying 120 tons are now bringing in but 80 tons. While the tolls on the small loads are less than on the large loads the cost otherwise is as great to ship 80 tons as 120 tons. This will have a tendency to increase the cost of soft coal.

ES, Mon. 9/22/02, p. 3. **AFAIRS IN GEORGETOWN** - The low tide of the Potomac river, and the consequent low water of the Chesapeake and Ohio canal, is causing considerable interruption to traffic over that well-known waterway. It has become necessary for the boats operating on the canal to reduce their cargoes of coal from 124 tons to eighty tons. The light cargoes have caused an increase in the price of the product, it is said, which is today selling for \$6 a ton, with a prospect of going higher.

WT, Tue. 9/23/02, p. 3. **EXACTLY DOUBLE PRICE FOR CUMBERLAND COAL.** - On account of low water in the Potomac and consequent low water in the Chesapeake and Ohio Canal, the canal boats

can only carry eighty tons of coal from Cumberland to town, instead of the regular cargo, 124 tons.

Cumberland coal is selling in town for \$6 per ton, which is just double the old price.

ET, Wed. 9/24/02, p. 3. **MULE YACHT OUTING FOR CRESCENT CLUB. - Fishermen Angle and Do Other Things at Great Falls.** -

The Crescent Fishing Club, its members composed mostly of employees of the Bureau of Engraving and Printing, gave its first outing of the season on Saturday last, leaving Georgetown for Great Falls on the mule yacht John R. Mason at midnight.

The club arrived at the Falls on Sunday morning, where breakfast was served on board. During the day its members and guests indulged in fishing, baseball, running races, standing jumping matches, and other amusements.

After leaving the Falls an entertainment was given on board ship, the talent being furnished by the following members:

Comic song, Mr. Charles Miller; imitations and recitations, Mr. Sam Reeder; solo, Mr. Harmon; Irish song, Mr. Barney Gillen; song, Mr. Fred Hill; song and dance, Mr. James Ford, jr.; song, Mr. Joe Bernard; piano solo, rendered by Mr. Pat Collins, of New York; comic song, Joe Pallas.

The club is a newly organized one, and will give its friends a similar outing on October 1, which promises to be a big success.

Among those present were Mr. Charles Miller, John Webster, Al Reinburg, James Ford, jr., Samuel Reeder, Fred Hill, C. Budke, Larry Keane, J. Harmon, Harry Hayden, Pat Collins, Barney Gillen, Jerry Murphy, John Grigsby, Ed. Hughes, M. Foley, Gus Lay, C. Burrows, W. Kiner, George Elam, Joe Bernard, John Hickey, I.

M. Wright, M. J. Long, R. Ryan, Pink Cross and J. Pallas.

*News*, Wed. 9/24/02, p. 3. **Low Water in the C. and O. Canal.** - Boats on the Chesapeake and Ohio canal are tying up at Cumberland owing to low water. They can carry only about 80 tons, or two-thirds of a load, for fear of being grounded, and boatmen refuse to go out with a light load unless paid a higher rate.

ES, Sat. 9/27/02, p. 2. **500 TONS ARE COMING.** - Five hundred tons of precious anthracite coal, consigned to the District Commissioners and destined for use in the public schools, is enroute to this city. Upon the arrival of the train bearing the fuel a guard of policemen will be placed about it in order that none may be stolen.

Several canal boats arrived at Georgetown with Cumberland coal today. The recent rain has so filled the canal that the boats may carry a full cargo. Owing to the recent drought the canal was only partly filled and the boats, if they had been loaded to the load line, would have grounded.

There appears, however, to be some trouble with the lock at Georgetown which lowers the boats into the river, so there may still be some delay in bringing the boats to the local coal yards.

ET, Tue. 9/30/02, p. 2. Aside from the coal brought into the city over the rail lines under present conditions about 2,000 tons a week is about the maximum supply of the city. This amount is brought over the Chesapeake and Ohio Canal from Cumberland. The boats on the canal are moving with great irregularity owing to the low water in the canal and their loads have as a consequence been cut down 20 percent.

#### **No Labor Troubles on Canal.**

There now exists no trouble among the owners of the boats and the boatmen, the

matter having been settled a fortnight ago. It has been customary whenever the low water in the canal prevented the carrying of full loads for the owners to grant the boatmen an increased percentage to cover the decreased tonnage for which they were paid. This increase was granted to the boatmen about two weeks ago, without any friction or suspension of business.

ES, Wed. 10/1/02, p. 14. **LOST AND FOUND - Lost** - Black, Tan and Ticked Setter; answers name "Rox." Reward for return to G. L. Nicholson, C. and O. canal office, 31st and M sts.

[Transcriber's Note: this ad first ran on 9/29 and then for 3 times.]

AG, Thu. 10/2/02, p. 2. **LOCAL BREVITIES.** - It is stated that the Chesapeake and Ohio canal is now full of water and coal shipments by barges from the Cumberland mines will be resumed in a day or two. There are several barges in the canal on their way here for the dealers.

*News*, Thu. 10/2/02, p. 4. **CANAL BOATMEN STRIKE - Demand More for Transportation of Coal.** - Coal shipping firms of the Chesapeake and Ohio canal were notified a few days ago by the boatmen engaged in transportation coal from Cumberland to Washington that unless they were paid more for their services they would institute a strike. The boatmen were at Cumberland when they made this announcement, and the shipping officials at that place immediately communicated with their respective firms located in Washington and Baltimore. A reply was quickly received telling the officials at Cumberland to adjust matters with the boatmen.

Several of the boatmen stated to a reporter that they were compelled to ask for more pay on account of the small cargoes they were hauling, necessitated by the low

water of the Potomac river and the consequent low water in the canal. They also said that they intended to ask of the shippers \$1 for every ton of coal they transport during the present conditions of the waterway. One boatman stated that it had taken him nine days to bring a cargo of eighty tons from Cumberland to Georgetown.

Very little information as to how the matter was settled could be obtained, coal shippers being very reticent on the subject. Mr. Henry C. Winship, of the firm Winship, Leech & Co., Washington, stated that his company, as an individual firm, had agreed to allow the boatmen to use the company's boats free of charge as long as the canal remained in its present condition. This action gives the boatmen employed by Mr. Winship's firm 95 cents a ton for hauling coal, an increase of 15 cents.

ET, Thu. 10/2/02, p. 6. **CUMBERLAND COAL VIA GEORGETOWN CANAL.** -

Sixteen hundred tons of Cumberland coal were shipped from Georgetown yesterday, by the Consolidation Coal Company, of Boston, Mass. Another 1,600 ton barge is being loaded now for the North and another larger barge will come here in a day or two for a cargo. The coal is being shipped through the Meredith-Winship Company.

The Consolidated Coal Company, which controls all Cumberland coal shipped to Washington over the Chesapeake and Ohio Canal, has notified its customers that they will be furnished with the same amount of coal this year as last and at the same price. The latter are warned not to speculate with it, but to supply regular customers only.

Notwithstanding this, however, Cumberland coal is being retailed in town for a little less than \$7 a ton.

Nearly ten boatloads of soft coal are received in Georgetown over the canal daily,

the majority of which is shipped by the Meredith-Winship Company for the Consolidation Coal Company. Owing to the low water in the canal, boats are able to carry but about eighty tons as a cargo. The usual cargo is 120 tons.

The Consolidation Coal Company has agreed to furnish the Washington Gas Light Company with 2,000 tons of coal and the Washington Traction Company with about the same quantity. These two are the only contracts into which the company has entered.

ES, Sat. 10/11/02, p. 32. Late rains have raised the waters in the Chesapeake and Ohio canal and boats are now loading full cargoes of coal at Cumberland for Georgetown and Williamsport.

ES, Mon. 10/13/02, p. 5. **AFFAIRS IN GEORGETOWN.** - William Fry, forty-eight years of age, of canal boat No. 110, while walking along the canal bank between 33rd and 34th streets, about 10 o'clock Saturday night, stepped on a piece of broken glass and severely cut his left foot. The wound was treated at the Georgetown University Hospital.

*Ibid.* p. 7. **Coal by Canal.** - The canal? Oh, yes, coal is coming down the canal to Georgetown, but all of it is being shipped away. At first there was an excuse that from lack of rain the depth of water had fallen in the canal and the boats were but half-laden; but the good Lord sent rain and filled the canal. Then there was another song and dance; a freshet had washed a bar up in Rock creek in front of the lock and the boats could not be lowered into the creek (and river) until the creek was dredged. On the 21st of September I saw the dredge being towed down from Chain bridge. At that time there were fifteen canal boats at Georgetown and eight more up at the Seven

Locks, aggregating about 2,000 tons of coal. I don't believe our local dealer got any of it. *Ibid.* p. 13. **ON THE RIVER FRONT.** - Barge No. 9 of the Consolidated Coal Company of Baltimore, which has been lying at the Georgetown dock for the past ten days loading soft coal from Cumberland, completed the taking of her cargo Friday and sailed in tow of the tug Wm. H. Yerkes, Jr., for the mouth of the river, where one of the large sea-going tugs of the Consolidation company will take her in tow for Boston. The barge has aboard about 1,200 tons of coal, and will be one of the last to load here this season. Since the 1st of June about 50,000 tons of soft coal have been shipped from this city to Boston in the Consolidation Coal Company's barges.

ES, Fri. 10/24/02, p. 16. **Drop in Price of Soft Coal.** - There seems to be an ample supply of soft coal here to meet the demands of the steamboat companies, and it is stated that prices this morning have dropped from \$6.50 per ton to \$6.05 per ton, and a further decrease is looked for within the next two or three days. Much of the coal being supplied to the steamboats is coming from the mines at Cumberland, Md., through the Chesapeake and Ohio canal, and a number of boats have arrived at Georgetown this week.

WT, Tue. 10/28/02, p. 10. **MARYLAND YOUNG MAN SHOT.** - Herbert King, twenty-two years old, whose home is near the second lock on the Chesapeake and Ohio Canal, in Montgomery county, Md., was brought to this city about 2 o'clock yesterday afternoon suffering from a gunshot wound in his right leg. He was taken to the Georgetown University Hospital. According to King's story the shooting was accidental.

ET, Wed. 11/5/02, p. 2. **GEORGETOWN TO HAVE NEW STONE BUSINESS.** - It is reported that an out-of-town firm, has purchased a tract of quarry property on the Chesapeake and Ohio Canal, near Seneca, and that it is its intention to conduct a stone business in Georgetown. The firm is said to be negotiating now for wharf property.

The stone will be quarried and shipped to Georgetown by way of the canal, on boats, specially built for the purpose.

News, Mon. 11/24/02, p. 3. **Closing of the Canal.** - The Chesapeake and Ohio canal will be closed for the season after the middle of December unless freezing weather comes before. Shippers are urging the movement of boats with all possible speed in order to increase their supply of coal for the winter.

WT, Sat. 12/6/02, p. 5. **THE NEWS OF GEORGETOWN.** - The Chesapeake and Ohio canal will close down this year about December 15, when the water will be drawn off the upper levels, and the work of repairing the waterway begun. The water will not be drawn from the Georgetown level, as it furnished power to all of the Georgetown mills. The waterway will reopen about March 15. The season has been one of the busiest experienced by the canal company for several years, though traffic has been somewhat handicapped.

Heretofore, every winter from one to two thousand tons of Cumberland coal have been saved by the Georgetown dealers to meet extra demands. This year, no surplus coal has been received by the dealers. In fact, scarcely enough has been obtained to meet the regular demand. This is due to the low condition of the water in the canal. The boats could not carry full cargoes.

Next year, the canal company will have facilities to ship at least 30 percent more coal than it has in those previous. It is said that in the past summer. 1,000 tons of

Cumberland coal have been shipped over the Chesapeake and Ohio canal to Georgetown dealers, daily, the majority of which was consumed by the street railroad and gas companies, of Washington. All of the coal shipped to Georgetown over the canal is controlled by three local dealers.

*News*, Wed. 12/10/02, p. 3. **WILL CLOSE NEXT WEEK. - C. & O. Canal Season Near Its End.** - While business is brisk on the old C. & O. canal there is a feeling of uncertainty among the boatmen and shippers, particularly the former, owing to the severity with which winter has set in. Boatmen are always fearful of being caught in a freeze up along the line and naturally there is a rush to make the last trips with all haste. Boats are still arriving at Williamsport and some few are going through to Georgetown with coal. Some of the Williamsport boatmen will go back to Cumberland to make another trip and hope to get back without encountering ice.

The last boats will be loaded Friday and the water will be drawn from the canal as soon as the boats reach their respective ports and the old waterway will be closed for the winter. The Williamsport shippers state that they are getting a good supply of coal on the wharves and while they will not have enough to meet the full demand, yet the supply will be sufficient for immediate needs and local purposes.

After closing of the canal some necessary repairs to the banks and property along the line will be made. The canal is reported in fairly good condition.

*News*, Wed. 12/10/02, p. 3. **THE LATE GEN. CLARKE** - Ex-Mayor Ferdinand Latrobe, of Baltimore, who was a warm friend of the late Gen. James C. Clarke, said yesterday:

"General Clarke was an eminent and valuable citizen of the State. He was State

Senator from Baltimore county during the session of the Legislature of 1868 and 1870. He was influential and potential in the important work before the Legislature at that time. I do not think he held any other political office except that of State Senator from Baltimore county, but he later was elected president of the Chesapeake and Ohio Canal Company. My relations with him were always of the most delightful character.

"He was a man who had not enjoyed the advantages of even a common school education, but had a keen, analytical and powerful mind. He never undertook anything that he did not know thoroughly, and so he was as successful as a railroad president as he was as a subordinate about Baltimore. He was selected as president of the Chesapeake and Ohio Canal in 1870 and filled the office two years. His former position as a State Senator and his knowledge of public men gave him an insight into public character that was invaluable and of which he made good use. After his retirement from this office, two years after accepting it, his work had been largely outside the State of Maryland, and of it I cannot speak.

"I wish to say this, however," continued ex-Mayor Latrobe: "General Clarke was one of the brightest men I ever knew. His energy was limitless and irresistible. He was one of the hardest workers I ever knew. During his brief period of prominence in Maryland politics he exercised great influence. After he gave up the canal presidency and retired to the South he came to this city occasionally, but always regarded himself as a Marylander."

The following was published about General Clarke several years ago:

"About 70 years ago a small lad was seen patiently traveling horseback between Winchester and Harper's ferry, tirelessly carrying what little mail passed between

those two places. He was a bright industrious little fellow, but at that time no one knew that beneath the rugged exterior of this hard-working little boy lurked possibilities which in after life would elevate him to the high rank of one of the country's leading railroad men, and that by his unflinching sense of duty and indefatigable perseverance he would later be a retired railroad president, resting comfortably upon the laurels he had won; that the poor boy of yesterday would be the millionaire of today.

"Such was and is Gen. James C. Clarke. General Clarke now resides in Mobile, Ala. Before the war he carried the mail between Winchester and Harper's Ferry, and also worked in a stable. Later he drove a mule on the towpath of the Chesapeake and Ohio canal, of which he later became president, residing then in Hagerstown. Subsequently he went to work firing an engine, rose to engineer, became superintendent and eventually became president of the Mobile and Ohio Railroad.

"During all the time from the dark hours of adversity to his palmist days, General Clarke never forgot his beginning nor did he scorn the 'horny-handed sons of toil' who afterward came under his management. He did, though, justly believe that every man should work, and was not ashamed, even while occupying a high position, to grapple the shovel, crowbar or to run a train.

"An old railroader on an Illinois road under General Clarke's supervision tells many interesting stories of the General's kindness to his men and thoughtfulness of their welfare. The General was quick to act in moments that permitted of no hesitation. Once when an engineer had been ordered and refused to do a certain task, General Clarke jumped into the cab, took hold of the throttle and ran the train to safety to its destination."

[Transcriber's Note: The rest of this eulogy has been omitted for brevity.]

*News*, Tue. 12/16/02, p. 2. Ten thousand and ten tons of coal were shipped to Williamsport by Chesapeake and Ohio canal during November and 335 tons of miscellaneous freight. The receipts from tolls for November were \$2,650.