

COMPILATION OF
CANAL TRADE ARTICLES FROM
EVENING TIMES
a Cumberland, Md. newspaper
and
THE NEWS
a Frederick, Md. newspaper
and
THE WASHINGTON TIMES
and
EVENING STAR
two Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1903

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SEPTEMBER 2015
Revised June 2019

Canal Trade 1903

A. PREFACE

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

The newspapers were found on-line. There may be some duplication or overlapping of stories due to the varied sources, date of publication, and local interest. The research continues because the reader may yet find a missing date or a missing newspaper.

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 1903

ES, Fri. 1/2/03, p. 15. **Boyd's and Vicinity.** – BOYD'S, Md., January 1, 1903. – As a consequence of the embargo placed upon all freight with the exception of coal, live stock and perishable goods by the Baltimore and Ohio railroad, several train loads of soft coal from the Cumberland mines passed through Boyd's for Washington, and more will be moved during the night. The trains were all carrying coal, with the exception of one or two cars of live stock.

Since the water has been drawn from the canal, a great quantity of fish has been caught in the basins. The heaviest carp caught so far weighed sixteen pounds. Several hundred are caught daily weighing from three pound to ten pounds each. The bass caught are small and are thrown back into the Potomac river.

WT, Mon. 1/5/03, p. 3. The upper levels of the Chesapeake and Ohio Canal are undergoing repair. The beds are to be cleared of refuse, and the banks in many places rebuilt. The past season has developed much damage along the course, especially in the upper levels. It is estimated that quite a large sum will have been expended in repairs, before the beginning of the next season. In a few weeks the Georgetown level will be prepared. The water will be drawn off for a few days to permit this. A number of modern canal boats will be constructed by the company for next year's shipments.

ET, Mon. 1/5/03, p. 6. **ANNUAL FISHING IN CANAL. - All Bass Caught are thrown into the Potomac.** - The usual fishing following drawing of the water from the canal has been started at Seneca, on the Potomac river, south of Boyd's, Md., and some very fine catches are reported. The

seine is being used, and all the bass caught are thrown into the Potomac for later use, it being against the law to use bass at this season of the year. The German carp caught weigh from 3 to 16 pounds each, though not so many of the larger ones have been taken as were caught last year at this time. Many were caught then weighing from 3 to 40 pounds. The carp find ready sale at 7 cents a pound.

ET, Wed. 1/14/03, p. 1. **DEAD IN SHANTY ON "MOSQUITO FLAT"** - A man identified by Mr. John Fox as Albert Tarlton, was found dead in Summer Brant's shanty on Mosquito Flat, near the Basin Wharf, at three o'clock this morning under circumstances that indicate foul play.

At 3 o'clock this morning Dr. Thos. W. Koon was notified by telephone that he was needed at Summer Brant's, the message stating that a man was either dead or dying.

When Dr. Koon went to the scene, he found the object of his call cold in death.

About that time or a few minutes previous Policeman Seders saw a man running from the Brant place as he went to see what was wrong. The officer was there when Dr. Koon arrived.

Besides the dead man, Summer Brant, Polly Conrad (Brant's wife), a Mary Campbell, who is a colored woman, Green Fields, a peg-leg negro, William Kiel and John Rawlings. They were all placed under arrest and are being held as witnesses pending the coroner's inquest, which will take place at 4 o'clock this afternoon. To all questions asked the police by a Times man an evasive answer was received, such as "I don't know." The reporter got that answer so often during the day that he came to the conclusion that the answer was true and sought his information from a source where they did know a little something. This matter of holding back information on the part of the police seems to have become

chronic, but if they really "don't know," why they should be excused.

Said He Was Cold.

From the best information obtainable, the facts so far known are as follows:

About midnight Will Kiel and John Rawlings state that they were walking along the street and when at the corner of Mechanic and Williams street they saw a man standing against the mattress factory.

The latter beckoned Rawlings and Kiel to come to him. He stated that he was nearly frozen to death and wanted to be taken some place to get warm. They asked him if he wanted to be taken to a hotel, when the man said he didn't have any money. The police station was next suggested, but the latter brought forth a strong protest.

The men said they would take him over on the Island to "Aunt Polly's," which they did.

At 1:30 o'clock this morning Rawlings and Kiel say they went to a restaurant on the Queen City pavement, where they got something to eat. They returned to the Brant house, taking some lunch with them. After eating the latter, Rawlings got ready to go home. The strange man was then lying on the floor. Either Rawlings or Kiel then went to the man for the purpose of giving him a drink, when it was discovered that he was dead or dying.

Rawlings then ran to a telephone at the shafting works and called up Dr. Koon. The later, assisted by Dr. Weimer, held a postmortem examination at 5 o'clock.

There is a wound on the back part of the man's head, which may or may not have been inflicted in a foul manner.

The Man Identified.

The dead man was taken to Stein's morgue. Ten cents in money was found lying on his side and a B. & O. relief card was found on the man's person and a letter

which was addressed to "John Fox, care of W. T. Coulehan."

Communication with Mr. Coulehan revealed the fact that John Fox was the captain of a canal boat lying in the basin wharf, below the flood locks and only a few steps from the Brant place. Mr. Coulehan stated that he thought the letter belonged to someone who boarded with Fox and who had his mail addressed in the above manner.

Mr. Fox was seen by a Times man and when informed of what had happened said that the man who boarded with him didn't come home during the night. Mr. Fox accompanied by a reporter then went to the morgue, where Mr. Fox identified the dead man as his boarder. The former stated that the deceased gave his name to him as Albert Tarlton, and his home Hanover street, Baltimore.

Mr. Fox said that Tarlton told him that he had a wife and five children in Baltimore. Tarlton had told Mr. Fox that he couldn't get along with his wife's people and that he left home in October, first going to Washington. He boated with Mr. Fox for two months, but since the canal closed, he had been working as a repair hand for the B. & O. The relief card found on the man's person was made out to "J. Drakenhauser."

The letter found on his person was signed "George Yost," and was mailed at Baltimore. In the letter the writer speaks of a firm which the dead man was evidently trying to find out about which it would seem is located in Charlestown, W. Va., although neither the writer nor dead man seemed to know the name of the firm. He was about 35 years of age and was rather a fine-looking man. He was dressed in a suit of black and wore a black overcoat.

Paid off Yesterday.

Yesterday was B. & O. payday and the dead man received his money. He paid Mr. Fox \$14 board. The latter says that the deceased came to his boat at four o'clock

yesterday afternoon with a bundle of new underclothes for which he stated that he had paid \$5. Mr. Fox says that the deceased left his boat shortly after. He could not see that the man had been drinking, but said that Tarlton, who he considered a good man, did drink occasionally.

Some of those found at the Brant house were under the influence of liquor, indications about the place pointing to the fact that they had been having a night of it.

Rawlings is the man who tried to commit suicide some time ago by trying to throw himself in front of a train. Kiel is the son of Mr. Phillip Kiel. They formerly lived at Little Orleans district, but recently the family is said to have moved to this city. Kiel was never in any trouble so far as known, nor was Rawlings.

Rawlings Was Not Along.

After the above was put in slugs, it is learned that it was Kiel alone who took Tarlton to the Brant place, Rawlings being already at the latter place.

The wound found on the back of the man's head was about two inches long and was, it is said, of sufficient seriousness to cause death. The physicians who made the autopsy are not in position to make any statement until the case comes up before the jury at four o'clock.

If the officers have any facts that the public should not know, let them withhold such facts, but there is neither sense nor wisdom in this clam-mouth business so far as details such as are given above are concerned.

While the man may have died as the result of a fall, coupled with the cold, many think that there was a fight and that the dead man received a blow, but by whom is not known.

The name on the relief card is that of one of the men in charge of that department. He called at the morgue and identified the dead man as Alric Theodore Tarlton. He

said that Tarlton was for 19 years an employee of McShain's Brace Factory, Baltimore.

The dead man's people have been communicated with.

ET, Mon. 1/19/03, p. 6. **CANAL FREIGHT RAISED. - Boatmen Demand 50 cents a Ton for Coal.** - Boatmen on the Chesapeake and Ohio canal, who freight coal from Cumberland to Williamsport, held a meeting and decided unanimously that they would demand 50 cents a ton freight for boating coal from Cumberland to Williamsport the coming season, and will not stretch a line until they are assured by the shippers that they will receive the amount agreed upon.

AG. Tue. 1/20/03, p. 3. The latest development in regard to the future business policy of the Chesapeake and Ohio Canal has been announced. It is said that a syndicate or transportation company will get control of the transportation facilities of the waterway and conduct navigation hereafter, introducing some decided changes. It is understood that the syndicate has purchased all the boats owned by the Consolidation Coal Company and H. C. Winship, and negotiations are now pending with the Mertens for their boats. The wholesale purchase of boats by the syndicate as reported gives it complete control of navigation on the waterway.

News, Tue. 1/20/03, p. 4. **SYNDICATE AFTER C. & O. CANAL - General Manager Nicholson Makes a Proposition to Boatmen.** - The latest development in regard to the future business policy of the Chesapeake and Ohio Canal was sprung at Williamsport, Md., yesterday when it became known that a syndicate or transportation company will get control of the transportation facilities of the waterway

and conduct navigation hereafter, introducing some decided changes. The plan as unfolded created considerable agitation in canal and business circles.

General Manager G. L. Nicholson, who, it is understood, represents the syndicate, yesterday held a conference with a number of the boatmen and representatives of the shipping firms at the office of Steffey & Findlay, and to the boatmen he made a proposition by which the syndicate offers to engage their services to operate the boats at a salary of \$100 a month, each captain to hire the regular complement of men, a steersman and two drivers and board and pay them out of his salary, while the syndicate agrees to furnish the mule team and feed and the boat rigging.

The proposition came as a surprise to the boatmen, who were unable to give Mr. Nicholson a definite answer. They were asked to consider the matter and determine what they will do.

Mr. Nicholson further stated that the syndicate will purchase the mules owned by boatmen at a fair price. He also said that the boat captains would be paid for any loss of time on account of breaks or delay on the canal.

It is understood that the syndicate has purchased all of the boats owned by the Consolidation Coal Company and H. C. Winship, and negotiations are now pending with the Mertens for their boats. There are now about 150 boats in the canal, of which number a hundred or more belong to the Consolidation Coal Company. The wholesale purchase of boats by the syndicate as reported gives it complete control of navigation on the waterway.

It is the general opinion that the boatmen will have no other choice than to agree to the terms offered them by the syndicate.

The boatmen have been active the past few weeks in organizing to demand an

advance in freight, asking 50 cents to Williamsport and \$1 to Georgetown. A general meeting of boatmen was held yesterday at Sharpsburg, at which resolutions were passed asking the shippers for the above advance in freight. Some of the boatmen are in favor of accepting the proposition, while others demur, claiming that they can make more out of boating under the present system. Another conference will be held here tomorrow. It is believed that the Baltimore and Ohio Railroad is back of the syndicate, and it is predicated by some that the canal will not be operated as a waterway very long. A railroad, it is thought, will be built on the towpath within a few years.

ET, Wed. 1/21/03, p. 1. **TO INFUSE NEW LIFE INTO THE OLD WATERWAY.**

A special from Hagerstown today says that it is learned on good authority that negotiations, whereby the boats owned and controlled by F. Mertens' Sons, passed into the hands of a syndicate which is to control and operate the C. & O. canal, were closed last evening.

Mr. William Mertens of the above firm was seen this afternoon, who stated that they had not sold their boats yet, and that all he knows about the syndicate was through the newspapers.

The special from Hagerstown also stated that the syndicate was composed of Pennsylvania railroad company and the Consolidation Coal Co., and that the promoters of the enterprise will make the canal boom and that the employees will be given an increase of ten per cent in wages.

Baltimore, Jan. 31 - The proposition to run all the boats on the Chesapeake and Ohio canal by a syndicate, or under one management, as reported from Williamsport, was verified in this city so far as the

Consolidation Coal Co.'s interests are concerned.

Mr. Clarence W. Watson, president of the Consolidation Coal company, and Mr. J. H. Wheelwright, assistant to the president, were out of the city yesterday, but another official of the company said that the report was practically correct.

He explained that the intention in making the change so as to run the boats under one management and on a systematic basis in order to improve the traffic as well as to better the conditions on the canal. He said that at present it requires a month for a boat to make the run from Cumberland to Georgetown, and at the destination antiquated methods for unloading were in use. The captain pays the Consolidation Company, which owns a number of the boats, 10 cents a ton for the use of the boat. The company, he said, had no ulterior motive in its part in the proposition, the object being to make the movement of the boats more speedy, and thus greatly increase the traffic, to which better, stronger and well-fed mules will contribute.

The plans have been worked up by General Manager G. L. Nicholson, of the Chesapeake and Ohio canal, and by allowing each captain \$100 a month for himself, one helper and two tow-path boys, the official said that the captain will find that he has more money at the end of the month than at present.

The syndicate agrees to furnish the mule team and feed and the boat rigging.

The company made an investigation as to the advisability of inaugurating a trolley system, but it was concluded that the size of the canal would not permit such modern methods of propulsion.

It is understood that the syndicate has purchased all of the boats owned by the Consolidation Coal company and H. C. Winship, and negotiations are now pending with the Mertens for their boats. There are

now about 150 boats in the canal, of which number a hundred or more belong to the Consolidation Coal company. The wholesale purchase of boats by the syndicate as reported gives it complete control of navigation on the waterway.

It is the general opinion here that the boatmen will have no other choice than to agree to the terms offered them by the syndicate.

Boatmen Object.

A dispatch received from Williamsport says:

"A committee of boatmen has waited upon General Manager Nicholson and notified him that they had decided not to accept the terms of the proposition, which he presented to them. The boaters argue that they could not make an ordinary living at a salary of \$100 a month, which the syndicate agrees to pay, and hire hands and board them. Figures furnished by boatmen place the pay of a steersman at \$20 a month and two drivers at \$15 each, and after boarding them, the captain would have \$15 left for his services. According to Mr. Nicholson's figures, boatmen should be able to employ a steersman for \$18 and drivers at \$12, and, after paying for necessary expenses, the captain would have about \$30, while the boatmen claim it is almost impossible to hire hands at the figures they have submitted.

Shippers Favor Plan.

On the other hand, the shippers here and others who are indirectly interested in the canal business favor the proposition and consider it a decided change for the better. A prominent shipper informed your correspondent today that the firms here will advise their boatmen to accept the terms of the syndicate's offer, as it will insure a steady and largely increased business and while it may in a manner take away the independent life of the boat captain, yet he will be relieved of a great deal of responsibility.

A prominent canal official said the plan will inject new life into the old waterway and put it back where it was many years ago - into a flourishing condition and on a paying basis. It is the purpose of the syndicate to operate boats day and night, and make navigation as rapid as possible. The syndicate will establish company stores at the locks at convenient points along the canal, where the boatmen can procure provisions at reasonable prices. It is also proposed to purchase several hundred mules as a part of the equipment for the increased business expected to be done.

The statement has been made here that the canal company will increase the wages of all its employees 10 percent at the beginning of the boating season. The statement comes from a reliable source.

A general meeting of the boatmen of Sharpsburg and Williamsport was held Monday at Sharpsburg and it was decided to ask for \$1 freight to Georgetown and 50 cents to Williamsport. A petition was drawn up and is being signed by the boatmen and others.

Report Confirmed.

Manager Nicholson arrived in Cumberland last night accompanied by Supervisor William T. Hassett. Mr. Nicholson confirmed the report that a transportation company had been organized to operate the canal and that the boats of H. C. Winship and the Consolidation Coal company had been purchased. It is understood that Mr. Nicholson's visit here is to further the syndicate.

News, Wed. 1/21/03, p. 3. **THE NEW CANAL PLAN - Syndicate Proposes to Improve Transportation.** - BOATMEN OPPOSE THE CHANGE. - The proposition to run all the boats on the Chesapeake and Ohio Canal by a syndicate, or under one management, was verified in Baltimore so

far as the Consolidation Coal Company's interests are concerned.

Mr. Clarence W. Watson, president of the Consolidation Coal Company, and Mr. J. H. Wheelwright, assistant to the president, were out of the city yesterday, but another official of the company said that the report was practically correct.

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The plans have been worked up by General Manager G. L. Nicholson, of the Chesapeake and Ohio Canal, and by allowing each captain \$100 a month for himself, one helper and two towpath boys, the official said that the captain will find that he has more money at the end of the month than at present. Four good mules for the entire run are to be used, instead of three indifferent animals now employed by the boatmen.

The company made an investigation as to the advisability of inaugurating a trolley system, but it was concluded that the size of the canal would not permit such modern methods of propulsion.

A dispatch from Williamsport says:

"A committee of boatmen has waited upon General Manager Nicholson and notified him that they have decided not to

accept the terms of his proposition. The boatmen argue that they could not make an ordinary living at a salary of \$100 a month, which the syndicate agrees to pay, and hire hands and board them. Figures furnished by boatmen place the pay of a steersman at \$20 a month and two drivers at \$15 each, and, after boarding them, the captain would have \$15 left for his services. According to Mr. Nicholson's figures, boatmen should be able to employ steersmen for \$18 and drivers at \$12, and after paying the necessary expenses, the captain would have about \$30, while the boatmen claim that it is almost impossible to hire hands at the figures they have submitted.

"On the other hand, the shippers here and others who are indirectly interested in the canal business favor the proposition and consider it a decided change for the better. A Prominent shipper informed your correspondent today that the firms here will advise their boatmen to accept the term of the syndicate's offer, as it will insure a steady and largely increased business, and while it may in a manner take away the independent life of the boat captain, yet he will be relieved of a great deal of responsibility.

"A prominent canal official said the plan will inject new life into the old waterway and put it back where it was many years ago - into a flourishing condition and on a paying basis. It is the purpose of the syndicate to operate the boats day and night, and make navigation as rapid as possible. The syndicate will establish company stores at the locks at convenient points along the canal, where the boatmen can procure provisions at reasonable prices. It is also proposed to purchase several hundred mules as a part of the equipment for the increased business expected to be done.

"The statement has been made here that the canal company will increase the wages of all of its employees 10 per cent, at

the beginning of the boating season. The statement comes from a reliable source.

"At the meeting of canal boatmen of this place and Sharpsburg, held yesterday at that place, resolutions were adopted and will be sent to the shippers at Cumberland and places along the line demanding an increase in freight rates. They want 50 cents for hauling coal to Williamsport and \$1 to Georgetown. They are now receiving 40 cents to the former and 80 cents to the latter place.

"It is not thought that the efforts of the boatmen in this direction will avail anything, and that if they want to continue boating, they will be compelled to accept the terms of the syndicate.

"There is great agitation here and at other places along the canal over the matter, and not only the boatmen, but shippers and business men generally are stirred up and taking sides for or against the plan."

Thu. 1/22/03, p. 4. The banks of the old waterway will reverberate with the braying of the canal mule for some time to come yet.¹

WT, Thu. 1/22/03, p. 12. Local merchants who are interested in the Chesapeake and Ohio Canal believe that the contemplated change in the canal company is a wise one. They say the new system will give the company complete control over the boatmen, who heretofore have practically done as they pleased. The boatmen had already planned to demand an increase in freightage to Williamsport of 50 cents and to Georgetown of \$1, the coming season.

Though the boatmen have not yet accepted the offer of the new syndicate, it is generally thought that they will accept. The new canal company has provided liberally for them. They offered \$100 per month to

¹ *Cumberland Alleganian*, Cumberland, Maryland.

each captain, the latter to pay all the expenses of running the boat.

Last season, had the canal company had control over the boatmen, much of the trouble which occurred, in the way of strikes, etc., could have been averted.

It is said the new syndicate, in addition to buying all of the boats of the Consolidation Coal Company and the Mertens boats, will have a number of boats built.

ES, Thu. 1/22/03, p. 8. **GEORGETOWN AFFAIRS** – The business men of Georgetown who are more directly interested in the proposed new method of the management and operation of the Chesapeake and Ohio Canal express much hesitancy in referring to this joint move on the part of the shippers and officials of the canal. They say at this time the scheme is in its infancy and that it is being thoroughly considered by the individual boatmen of the waterway, who are expected to answer the proposition of the new combination within a few days.

Some of the boatmen are inclined to favor the proposition of receiving \$100 a month for their services, while others demur, declaring that if they are compelled to pay a crew they will lose. The latter say, that according to the proposition of the canal company, it would cost \$18 a month for a steersman and \$12 each for two drivers, making a total for hire of \$42 a month. In addition to this they say that the board of a crew costs from \$20 to \$24 a month, which would bring the actual expense of operating a boat to about \$64, leaving the captain about \$34 for his service. Under the system now in vogue some of the boatmen earn more, it is understood, than that amount.

According to late advices, the new syndicate has purchased all the boats owned by the Consolidated Coal Company and those of H. G. Winship. Negotiations, it is

said, are on foot for the purchase of the Mertens boats. The shippers refuse to give out any information in reference to the new policy or say whether or not they will hold stock in the company.

ES, Fri. 1/23/03, p. 17. **HAGERSTOWN NEWS GRIST** – HAGERSTOWN, Md., January 22, 1903. – A large and enthusiastic meeting of the boatmen of the Chesapeake and Ohio canal, was held in the Knights of Pythias' Hall, Sharpsburg, on Monday afternoon. The object of the meeting was to ask for an advance in freight for hauling coal on the canal. Heretofore the boatmen have gotten 80 cents per ton from Cumberland to Georgetown. They ask for \$1 to Georgetown and 50 cents to Williamsport. The boatmen not only ask for this advance, but pledge themselves not to move their boats or attempt to haul coals until the advance is made. The boatmen point out to the company the advance in the price of coal and in everything they are compelled to buy. A meeting was also held in Goddard's Hall, Williamsport, Tuesday night. About twenty-five boatmen were present. Shippers are advising the boatmen to accept the terms or come to some agreement with the syndicates as to the amount of salary to be paid before taking a decided step in the matter.

ES, Sat. 1/24/03, p. 11. **Boyd's and Vicinity.** – BOYD'S, Md., January 23, 1903. – Many boatmen along the canal are perturbed over the reported sale of all the boats to one concern. Many believe it will destroy their former means of making a few odd dollars.

News, Mon. 1/26/03, p. 3. The boatmen on the Chesapeake and Ohio Canal at Seneca are anxious as to the operations of the alleged purchase of canal boats by a syndicate.

ES, Mon. 1/26/03, p. 7. **GEORGETOWN AFFAIRS** – The Consolidation Coal Company, which recently acquired the boats of a majority of the shippers on the Chesapeake and Ohio canal, including those of the Meredith-Winship Company, will in the near future introduce labor-saving devices in the unloading of canal boats at the local wharves. Among the new appliances to be used are huge dredge-like tongs, which will make the services of at least eight laborers unnecessary.

From one who keeps in touch with soft coal interests and the management of the Chesapeake and Ohio canal, it is learned that the Consolidation Coal Company intends to make a strong effort to gain control of the local sale of bituminous coal.

This is considered an easy task by some, as that company, it is understood, owns the controlling interest in the railroad which runs from the Cumberland terminus of the canal to mines in the upper part of Maryland and Pennsylvania, and can dictate as to which consignments or cargoes shall have precedence.

It is said that nearly all of the boats which were bought up by the recently formed syndicate will have to undergo an overhauling, strengthening and adapted to the use of the new unloading apparatus. It is believed that the few remaining interests which have not yet been absorbed by the syndicate will fall into line within the next few days.

It is said the Consolidation Company intends to keep large quantities of coal on the Georgetown wharves for immediate delivery to retail dealers.

Mr. William A. Leetch of the Meredith-Winship Company will represent the Consolidation Coal Company in Georgetown and Mr. John Lewis, formerly of the Meredith-Winship Company, will be the company's representative in Baltimore.

ET, Wed. 1/28/03, p. 1. **CANAL FREIGHTING. - New Offer to C. & O. Boatmen by Mr. Nicholson.** - Williamsport, Md., Jan. 28 - Mr. G. L. Nicholson, general manager of the Chesapeake and Ohio Canal, met about 50 boatmen yesterday afternoon at the Van Lear House, this place, to confer in regard to the terms of boating next season. A week ago, Mr. Nicholson held a conference there with a small number of boatmen and made them a proposition to pay \$100 a month salary to the captain, who was to hire and board the hands, and the company to furnish the mule team and rigging. There was general dissent to the proposition from the boatmen, who claimed they could not make a living at the salary offered, and they had decided not to accept the offer.

At the conference yesterday Mr. Nicholson had another proposition which he submitted to the boatmen. He proposes that the boatmen are to boat by tonnage, the company to pay 22 cents a ton for hauling coal to Williamsport and 40 cents to Georgetown, the boatmen to hire and board the necessary number of hands and pay for a few incidentals. The company agrees further to pay the boatmen \$1.50 trippage for each mule, or \$6 for a four-mule team to Williamsport, and double that amount to Georgetown, furnish feed for the mules, lines, etc.

There will be about 32 per cent profit in boating over last year according to figures submitted by Mr. Nicholson. Boatmen who made a close calculation on a basis of five trips a month to Williamsport say that they will be \$30 to the good under this system and through boatmen nearly twice that sum. Mr. Nicholson informed the boatmen that the first offer made to pay \$100 a month salary still holds good, but the latter offer is considered far better and the boatmen at Williamsport generally are in favor of

accepting it. Mr. Nicholson stated that there is no possible chance of the boatmen getting an advance to \$1 freight to Georgetown and 50 cents to Williamsport. He made a very plain statement to the boatmen and declared that unless they accept this proposition, they may never have an opportunity to accept any other. Mr. Nicholson said that they proposed to purchase their supplies, including feed and boat equipments in large quantities and thereby be enabled to make the boatmen this offer.

He said it is proposed to begin boating about March 1, and to keep the canal open nine months.

ET, Thu. 1/29/03, p. 6. **WM. McCULLY DEAD - He and His Wife Tortured by Burglars.** - Mr. William McCully, one of the oldest and most highly respected citizens in the county, died yesterday at his late residence at the Canal Tunnel, on the Maryland side of the river opposite Paw Paw, W. Va.

About three years ago the deceased and his aged wife were the victims of horrible treatment by a gang of robbers, who, after tying them both with rope, applied torches to their feet until they revealed where a considerable sum of money was hidden.

So terribly were they treated that the lives of both of the victims were despaired of when they were first discovered the next morning. Mrs. McCully lived about three months, however, before she died, while he who had shared with her the sorrows and joys of a long married life, lived until yesterday, but never fully recovered from the effects of the treatment received.

The deceased was engaged in the mercantile business at the tunnel for a number of years, and was at one time a member of the Board of Commissioners for this county. He was a man of high character and unusually respected. He was a native of

Ireland and came to this country when only 9 years of age, and soon, thereafter, located in the lower end of this county, where he remained ever since. That was before either the Baltimore and Ohio railroad or the Canal were built.

The burial will be made tomorrow near the old home of the deceased.

ET, Sat. 1/31/03, p. 6. **Repairing Canal.** Williamsport, Md., Jan. 31 - Superintendent Burgan has a big force of men at work on the one-mile level of the C. & O. canal, making repairs. A sloping stone wall is being built on the inside of the towpath, so as to prevent it from washing when overflowed by freshets. Similar work will also be done on the five-mile level.

ET, Mon. 2/2/03, p. 1. **BOATMEN REJECT THE PROPOSITION OFFERED THEM. - Not Willing to Haul Coal to Georgetown for Forty Cents a Ton.** - Williamsport, Md., Feb. 2. - The Chesapeake and Ohio canal boatmen here announce their decision to reject the last proposition submitted here the other day by Mr. G. L. Nicholson, general manager of the canal, according to which the transportation company agrees to pay 22 cents freight for hauling coal to this place, and 40 cents to Georgetown. The decision was reached at a meeting of the boatmen of Sharpsburg and this place, held here.

The Sharpsburg boatmen objected to the offer because they state that they will not fare as well as the Williamsport boatmen, claiming that the 18 cents difference in tonnage between Williamsport and Georgetown is not enough, considering the distance. A majority of boatmen here favor proposition, and will accept it if the others can be persuaded to do so. The boatmen are again clamoring for a \$1 freight to Georgetown and 50 cents to this place, and will not be satisfied until they get it.

It is thought the transportation company may make another offer, but hardly agree to pay the increase on freight rates asked for by the boatmen. Mr. Nicholson stated a few days ago that the boatmen will not stretch a line on the canal if they wait for dollar freight, as it is impossible to pay that amount.

AG, Mon. 2/2/03, p. 2. The Chesapeake and Ohio Canal boatmen at Williamsport, Md., announce their decision to reject the last proposition submitted the other day by Mr. G. L. Nicholson, general manager of the canal, according to which the transportation company agrees to pay 22 cents freight for hauling coal to that place, and 40 cents to Georgetown.

News, Mon. 2/2/03, p. 4. **BOATMEN REJECT OFFER. - Refuse to Accept Terms of Canal-Boat Syndicate.**

It is stated that at a meeting of canal boatmen of Williamsport and Sharpsburg, held in Williamsport on Saturday, it was decided not to accept the proposition made them by General Manager G. L. Nicholson, of the canal, to pay tonnage for hauling coal, forty cents to Georgetown and twenty-two cents to Williamsport, under the system as proposed by the new transportation company.

While the Williamsport boatmen consider the other advantageous, and they are willing to boat on these terms, the Sharpsburg boatmen protest against the proposition on the ground that it is unfair to them in that the eighteen cents difference which the company agrees to pay between Williamsport and Georgetown is not sufficient compensation considering the distance, which is about 100 miles.

The boatmen freely expressed their views in regard to the offer, nearly all of them preferring to boat as they have been doing under the present freight system.

There has been a renewal of the demand for \$1 freight to Georgetown and fifty cents to Williamsport. Last year the boatmen were paid eighty cents to the former and forty cents to the latter place. The boatmen desire more particularly to retain their independent method of living and boating, and fear that being under the direction of a transportation company would largely diminish these privileges they have so long enjoyed. Mr. Nicholson will be informed of the decision of the boatmen. It is thought the transportation company may make another offer, but hardly agree to pay the increase on freight rates asked for by the boatmen. Mr. Nicholson stated a few days ago that the boatmen will not stretch a line on the canal if they wait for dollar freight, as it is impossible to pay that amount.

ET, Wed. 2/4/03, p. 6. **Consolidation Coal Company's Report.** The annual report of the Consolidation Coal company was made public yesterday by Mr. Charles K. Lord, the chairman of the executive committee and former president of the company. . .

The coal tonnage handled during the year amounted to 3,336,702 tons, distributed as follows:

	Tons
Baltimore and Ohio R. R.	2,775,552
Pennsylvania railroad	250,822
Chesapeake and Ohio canal	192,557
Local	117,771

The addition to the company's floating equipment during the year were the purchase of 45 canal boats, making the total canal equipment 66.

WT, Fri. 2/6/03, p. 9. **Increase of Miners' Wages.** - The Somerset Coal company, one of the largest operators of the Meyersdale fields, Md., and one of the incorporators of the new company which will control traffic over the Chesapeake and Ohio Canal next year, at a meeting held a few days ago,

decided to increase the wages of their miners, whether the other companies do so or not. The report that the canal boatmen would not accept the plans of the new canal company has been denied. The men are only too eager to so, it is said.

ET, Sat. 2/7/03, p. 6. **MAY ACCEPT PROPOSITION. - Boatmen Meet Mr. Nicholson and Discuss Transportation Company's Offer.** - Williamsport, Md., Feb. 7. - A committee of five boatmen of the Chesapeake and Ohio canal, of this place, yesterday met G. L. Nicholson, general manager, by appointment at Hagerstown, to confer further in regard to the last proposition made by the Transportation Company to the boatmen offering to pay the 22 cents freight to Williamsport and 40 cents to Georgetown, the company agreeing to feed the mules and furnish lines and boat trimming.

Mr. Nicholson informed the committee that he desired to have the boatmen decide at the earliest possible date whether or not they intend to accept the offer, practically leaving the impression that the Transportation Company will not make another offer or concession. He said the offer practically amounts to \$1 freight.

The committee informed him that they were unable to decide the matter for the boatmen as a whole, but would lay it before them for their further consideration and give him an answer.

The Sharpsburg boatmen, who object to the proposition, and are clamoring for a dollar freight, will have to be dealt with, and it is considered doubtful if they can be persuaded to agree to the terms. They claim that they will not receive as much benefit under the proposition as the local boatmen, but the statement is made, based on a careful estimate, that they will receive more at the rate of three trips a month than the

Williamsport boatmen will making five trips.

A member of the committee stated last evening that the local boatmen will likely accept the proposition if the Sharpsburg boatmen do, and pressure will be brought to bear upon the latter to get them in line. The boatmen have received a reply from the trustees of the canal to their petition asking for \$1.50 freight rates, stating that it is impossible to grant it and suggesting an acceptance of the transportation company's last offer. Notices have been issued by the company to boatmen requesting them to make application for boats before February 20. The company has already received a number of applications for boats, and it is understood that if the boatmen do not come to terms soon, their opportunity will be lost.

Sun, Sat. 2/7/03, p. 5. **ULTIMATUM TO BOATMEN. - Manager Nicholson Asks for an Answer to His Recent Offer.** -

G. L. Nicholson, general manager of the Chesapeake and Ohio canal, yesterday afternoon summoned the committee of boatmen from Williamsport to a conference at Hagerstown, at which he renewed the recent proposition made by the new transportation company to pay the boatmen tonnage - forty cents to Georgetown and twenty-two cents to Williamsport, and also to furnish feed for the teams.

Mr. Nicholson impressed upon the committee the imperative need of receiving their answer to the offer as soon as possible, as the company expects to begin navigation about March 1. He went further into the details of the offer, submitting figures to show that the boatmen would receive more, financially, than they did last season, and that under this proposition they are receiving the equivalent of \$1 freight to Georgetown and fifty cents to Williamsport, for which rates they have been asking. His statement

was in a manner the ultimatum from the transportation company to the boatmen, and unless they accept it, others will be secured to take their places.

The committee being unable to speak for all the boatmen, asked for more time in which to consider the proposition and to confer with the Sharpsburg boatmen, who strenuously object to it on the grounds that they will not fare as well as the Williamsport boatmen. This is denied, it being stated that they will receive more in proportion. The Williamsport boatmen are now more favorable to the proposition, and if the Sharpsburg men can be prevailed upon to accept, the plan will go through. Their petition, asking for \$1 freight, has, it is understood, been rejected, the trustees stating that the rate is too high and cannot be paid.

The transportation company has issued notices for applications for boats to be made by February 20.

Mr. Nicholson will either see the Sharpsburg boatmen personally or send a representative to urge upon them the necessity of accepting the offer. The company has received applications for a number of boats.

ET, Tue. 2/10/03, p. 6. **Canal Boatmen Decline.** - Hagerstown, Md., Feb. 10 - Thirty Sharpsburg canal boatmen, at a secret meeting at McGraw Hotel, yesterday declined the offer made by the Canal Transportation company to boat from Cumberland at \$100 a month salary or 40 cents ton freight.

WT, Tue. 2/10/03, p. 2. **Wages for Canal Boatmen.** - Thirty canal boatmen of Sharpsburg, Md., at a meeting held at the McGraw Hotel, Hagerstown, yesterday, declined the offer of the new canal company of \$100 per month, or 40 cents per ton freightage. It was stated this morning,

however, that the boatmen could be induced, in fact, forced, to accept the terms. It is expected now, that many of the boatmen will follow the example of the Sharpsburg men. When the new canal company was organized, it anticipated having trouble with the boatmen, though the terms offered are said to be more liberal than those given by the Chesapeake and Ohio Canal Company. The \$100 per month for each captain, is to be expended among four, a steersman, two drivers, and captain, besides paying for the care of the teams. The captain of a boat, it is said, under these terms would receive about \$35 a month net. The new canal company will be known as the Canal Transportation Company.

ES, Tue. 2/10/03, p. 12. **GEORGETOWN AFFAIRS – Preparations for Opening of C. and O. Canal.** – Active preparations are being made for the opening of the Chesapeake and Ohio canal the early part of next month. It is predicted that the coming season will be prosperous for the shippers and boatmen, and that more soft coal will be transported to Washington over the waterway during the months it remains navigable, than during the same period in either of the last two years.

The Consolidation Coal Company, which recently absorbed the interest of practically all the shipping firms of the canal, has placed orders for new boats with nearly every boat builder along the line of traffic. The company is issuing application blanks to the boat captains. According to the explanatory note which accompanies them, they must be returned to the manager of the company by not later than the 20th instant, in order that stock and equipment may be procured at once for any boat not taken, and also to provide teams where boatmen cannot furnish them. The offer of the company to the boatmen is optional, and

they will be paid by the ton or by the month, whichever they desire.

The New Plan.

Under the new plan, the boatmen are protected against all risks of loss from the high price of feed, high trippages on boats or mules and other uncertain charges, and secures to the boatmen a sure compensation, which, it is stated, is at least 33-1/3 percent higher than earnings made last season under the system then in vogue.

Officials of the company are of the opinion that the majority, if not all the boatmen, will accept the offer. It is stated that should they refuse it, as has been reported, the company will import men to take their places on the boats. This is considered a small task, as unemployed men are now making applications for boats.

ES, Wed. 2/11/03, p. 13. **Boyd's and Vicinity** – The boatmen on the canal still refuse the offer of General Manager Nicholson for \$100 per month or forty cents per ton to run the boats, the canal company agreeing to furnish feed for the teams. They want \$1 a ton for coal from Cumberland to Georgetown. It is believed they would compromise on a little less, but will not sell out at the rates offered by the canal company.

WT, Thu. 2/12/03, p. 6. **Transportation on the Canal** – The Canal Transportation Company will begin traffic on the waterway running from Georgetown to Cumberland in the first week of March, weather permitting. Everything necessary, it is thought, will be in readiness by that time. The improvements to the Georgetown wharves will be begun in about a month. It is said about \$100,000 will be spent in modernizing the wharves here. The trouble between the boatmen and the company can be compromised, it is believed, before traffic is commenced. All of the coal shipped to

Georgetown this season will go through the hands of William A. Leetch, formerly of the Meredith-Winship Company.

ES, Fri. 2/13/03, p. 21. **HAGERSTOWN NEWS GRIST** – HAGERSTOWN, Md., February 12, 1903. – Victor Cushwa & Sons, coal shippers, have purchased a large locomotive-hoisting crane, which will be erected at Powell's Bend on the Chesapeake and Ohio canal, one mile below Williamsport, and be used to unload coal from boats.

At a meeting of boatmen of Sharpsburg, Monday, it was decided to decline the offer made by the Chesapeake and Ohio Canal Company to haul coal at \$100 a month, or 40 cents a ton. The boatmen received a notice Saturday night that they would be given until February 20 to accept the terms and if they refused the offer, their boats would be given to others.

ET, Sat. 2/14/03, p. 6. **CANAL BOATMEN ACCEPT - Will Work for the New Transportation Company.** - Williamsport, Md., Feb. 14 - Nearly all of the canal boatmen of this place Thursday signed an agreement to accept the proposition made by the new transportation company to take charge of the company's boats next season. The company agrees to pay 22 cents freight to this place and 40 cents to Georgetown, and furnishes the mules, feed, lines, etc.

G. L. Nicholson, general manager of the canal, was here and met the boatmen, appointing next Thursday as the date for a final conference.

The transportation company is erecting a large building at Four Locks for a depot where the boatmen will be furnished with supplies for their boats. The depot will be in charge of William T. Hassett and son.

The Sharpsburg boatmen, who have objected to the proposition, it is thought will

follow the action of the local boatmen and accept. The company will contract for 200 sets of harness for the mule teams.

Sun. 2/15/03, p. 6. **ALL BOATMEN ACCEPT** – Williamsport, Md. February 14. – The boatmen of Sharpsburg today held a meeting and decided to accept the last offer made by the new transportation company to operate the company's boats at 40 cents a ton for hauling coal to Georgetown. G. L. Nicholson, general manager of the canal, who made the offer to the boatmen, was notified by the boatmen of their decision.²

WT, Mon. 2/16/03, p. 5. **Freight Rates on the Canal.** - The trustees of the Chesapeake and Ohio Canal, John K. Cowen, Joseph Bryan and Hugh L. Bond, jr., have sent a reply to the committee representing the Williamsport boatmen who want a fixed rate of \$1 per ton freightage to Georgetown and 50 cents to Williamsport for next season.

The reply says that the trustees of the Chesapeake and Ohio Canal Company cannot fix the freight rate, because transportation on the waterway is not controlled by them, but by the Canal Towage Company, of which G. L. Nicholson, of Georgetown, is manager. The trustees, however, in reply advised the representatives of the boatmen to accept the proposal made to them by the new company which will control traffic over the waterway in future. The towage company offers the boatmen mules, feed, ropes, and other supplies, and pay them either a fixed amount per month or a compensation based on tonnage.

The trustees say: "This plan protects the boatmen against all risks of loss from the high price of feed, high trippage on boats or mules, and uncertain charges, and guarantees them a certain pay, which is at least 33 1/3 per cent higher than last year's

² *Baltimore American*, Baltimore, Md., newspaper.

compensation. This plan meets our hearty approval, because, as we believe, it will make boating on the canal a prosperous business by securing good wages to the boatmen without risk or loss.

Mr. Nicholson will hold a final conference with the boatmen on Tuesday. The boatmen have until Friday to make their applications for boats.

ES, Mon. 2/16/03, p. 7. **AFFAIRS IN GEORGETOWN** – If present plans are carried out, the Chesapeake and Ohio canal will open the early part of the coming month. The repairing of the various locks and the canal banks is being rapidly completed. It is predicted that more coal will be brought down the canal during the coming season than ever before. The fleet of canal boats has been greatly increased, and many boats are now being built.

Ibid, p. 12. **Boyd's and Vicinity**

The canal boatmen have at last come to terms and accepted the recent offer of General Manager Nicholson, in which he will give them 22 cents per ton for hauling coal to Williamsport from Cumberland and 40 cents to Georgetown, and the canal company will furnish the mules, lines and feed and other articles needed in the boating of coal. All of the men have accepted the agreement, and it will go into effect as soon as the waterway is opened for navigation. The boats, as a rule, haul 115 tons of coal each.

ES, Wed. 2/18/03, p. 8. **AFFAIRS IN GEORGETOWN** – The present cold weather has somewhat interfered with the work of repairing the Chesapeake and Ohio canal, but it is thought the waterway will open for the season on scheduled time. All the old boats have been renovated, and a large number of new ones placed in commission.

News, Fri. 2/20/03, p. 3. **Canal Navigation.**

President G. L. Nicholson, of the Canal Towage Company, who was in Cumberland last night with Supervisor William T. Hassett, said it was intended to turn the water in the canal about March 1, but the cold snap will delay matters somewhat, as it interferes with making repairs. Mr. Nicholson says the boatmen are now very eager to accept the proposition of the Canal Towage Company and at present there are more applications than boats to be given out. The company has control of the Consolidation Boat Yards, in Cumberland, which are very busy. Mr. Nicholson says the season will start with 125 boats and later on there will be 150 in service. Every available boat is being thoroughly overhauled.

WT, Fri. 2/20/03, p. 3. **Canal Navigation.**

President G. L. Nicholson, of the Canal Towage Company, who was in Cumberland last night with Supervisor William T. Hassett, says it was intended to turn the water in the canal about March 1, but the cold snap will delay matters somewhat, as it interferes with making repairs.

Ibid, p. 5. **Canal Opening**

Postponed. - G. L. Nicholson, formerly general manager of the Chesapeake and Ohio Canal Company, now president of the Canal Towage Company, is at present in Cumberland, Md., with General Supervisor William T. Hassett. He has notified the boatmen and other employees of the company that the present coal snap will prevent traffic from being opened on March 1, though it was hoped that the season would open on or about that date. Mr. Nicholson said the opening of the waterway depends now entirely upon the weather, as all other difficulties had been straightened out. The

boatmen, he said, are only too eager to accept the terms of the new company, and already there are more applicants than boats to be given out. The season will start with 125 boats, and later 150 boats will be in service. Every available boat is being overhauled, and will be used next year. The Canal Towage Company controls the Consolidation Boat Yards at Cumberland, which are very busy getting the boats into condition. The company is making every provision for one of the busiest seasons in the history of the canal.

ES, Fri. 2/20/03, p. 14. **HAGERSTOWN NEWS GRIST** - All boatmen on the Chesapeake and Ohio canal have come to terms. They have decided to accept the last offer made by the new transportation company to operate the company's boats at 40 cents a ton to Georgetown. The company has commenced making arrangements for the boating season.

WT, Sat. 2/28/03, p. 2. **Nicholson Selected**

The soft coal [illegible] capitalized at \$30,000,000 has selected G. L. Nicholson, general manager of the Chesapeake and Ohio Canal Company, as superintendent. He will introduce modern devices in handling coal, and institute many new and practical ideas in the transportation on the old waterway. As a step toward this end, the Meredith-Winship plants, in Georgetown and Baltimore were recently purchased from H. C. Winship, who practically controlled the business. The financial consideration, while not made public, was large, as can be judged from the fact that Mr. Winship is said to have paid Mr. Meredith's heirs \$102,000 for one-half interest held by [the] deceased.

WT, Mon. 3/2/03, p. 13. **Canal to Open March 10.** - It has been officially announced that the Chesapeake and Ohio

canal will open for the season on March 10. Everything is in readiness for the opening. The boatmen, with whom the Canal Towage Company has had considerable difficulty in arranging suitable terms, concerning wages, etc., will, they say, report at the Cumberland headquarters on the morning of March 10.

In a short time, work will be begun in modernizing the unloading facilities on the Georgetown wharves, estimated to cost about \$100,000.

Water Receding.

The high water in the upper Potomac, which gave evidence of a freshet, subsided late yesterday afternoon. All danger of a further rise is thought to be over. The Canal Towage Company, which will control traffic over the Chesapeake and Ohio Canal this year, was somewhat concerned about the condition of the Potomac near Williamsport, and feared that much damage would be done to the canal bed, if the water continued to rise.

ES, Mon. 3/2/03, p. 7. **AFFAIRS IN GEORGETOWN** – It was officially announced this morning that the Chesapeake and Ohio canal will reopen for the season the 10th instant. It had been expected that the waterway would be in perfect condition for traffic today, but owing to the recent severe cold weather, which resulted in a general suspension of boat building and repairing for several days, a postponement of the opening could not be avoided.

The traffic of the canal is now entirely in the hands of the Canal Towage Company, that company having recently bought out the interests of the various shippers of the waterway, some of whom are now identified with the new company. The Consolidated Coal Company, besides holding the greater portion of the stock of the towage company, owns the controlling interest, it is said, in the railroad running

from the Maryland terminus of the canal to the mines, and its effort will be to control the soft coal market of the District. The Consolidated Company is now installing modern devices for the unloading of coal, which are estimated to cost \$100,000.

News, 3/3/03, p. 3. **Opening of the C. and O. Canal.** - The Chesapeake and Ohio Canal will reopen for the summer coal season on March 10. It was the original intention to resume traffic yesterday, but recent cold weather resulted in general suspension of boat building and repairing. Most of the canal traffic is in the hands of the Canal Towage Company, which recently bought the interests of many of the shippers, some of whom have stock in the new concern. The Consolidation Coal Company holds the bulk of the stock. It is trying to control the soft coal business of the national capital and is installing in Georgetown modern devices for unloading coal involving an expenditure of \$100,000.

AG, Tue. 3/3/03, p. 2. The Chesapeake and Ohio canal will reopen for the summer coal season on March 10. It was the original intention to resume traffic today, but recent cold weather resulted in general suspension of boat building and repairing. Most of the canal traffic is in the hands of the Canal Towage Company.

News, Wed. 3/4/03, p. 3. **Preparing to Haul Grain.** - Canal boatmen at Seneca, Point of Rocks, Dickerson and Catoctin are getting ready to resume the transportation of grain when the canal opens March 10. The grain boatmen were not interfered with by the recently organized towage company, which purchased only [coal] boats.

ES, Thu. 3/5/03, p. 16. **Grain Boats Not Included** – The recent combination of canal boat owners on the Chesapeake and Ohio

canal, it is stated, does not include the boats used in the transportation of grain, but only those used to carry coal, and the owners of the grain boats at Seneca, Point of Rocks, Dickerson's, Catoctin and other points on the canal are busily employed putting their boats in order and preparing for the transportation of grain when the canal opens for navigation about the middle of this month.

WT, Mon. 3/9/03, p. 12. **Repairs to the Canal.** - The water has been drawn from the Georgetown level of the Chesapeake and Ohio Canal, in order that the necessary repairs to the canal bed can be made. The Georgetown mills, which depend upon the canal water for power, have been forced to close down, and will probably remain so all this week. Work was begun this morning on the repairs to the bed of the Georgetown level. Everything will be in readiness for the opening of the season the early part of next week.

WT, Wed. 3/11/03, p. 12. **Boatmen Getting Ready.** - Canal boatmen at Seneca, Point of Rocks, Dickerson, Catoctin and other points along the waterway, are getting ready to resume the transportation of grain when the canal opens for the season, next week. The grain boatmen were not interfered with by the recently organized Canal Towage Company, which will only control the coal traffic over the canal. The coal boatmen are also preparing to take charge of their respective boats next week. Including drivers and assistants, about 600 men will be employed by the company. The company has 150 boats for service, and will employ four men for each, a captain, two drivers and a steersman.

ES, Wed. 3/11/03, p. 6. **AFFAIRS IN GEORGETOWN** - Arrangements for the opening of the Chesapeake and Ohio canal

are nearly complete, and it is expected that traffic over the waterway will be resumed next Monday morning. Coal and grain boatmen at Seneca, Point of Rocks, Dickerson and Catoctin have hired crews and judging from reports there will be more freight hauled over the canal during the coming season than ever before.

WT, Fri. 3/13/03, p. 9. A bad leak in the Chesapeake and Ohio canal is being repaired near Hancock.

ET, Sat. 3/14/03, p. 6. **WATER TURNED ON - The First Boat Will Leave Wharf Monday.** - The water was turned into the Chesapeake and Ohio canal Tuesday and the first boat will leave the wharf Monday under the new management. The latter has 200 mules on the way here from Kentucky to be used in hauling boats and when they arrive the business is expected to hum. Each boat will be provided with 4 mules and will be run day and night. The boats will be required to run on a sort of schedule, leaving here at a certain time and reaching Georgetown in a given period. They must make at least three round trips in a month. Each captain will be allowed 40 cents a ton for boating coal, out of which he must pay and board the helpers. The company will furnish the mules and boats and feed the former and keep the later in repair. A supply station will be maintained at Four Locks, where feed will be distributed. This will cause many of the stores along the canal to close up.

Where a boat captain furnishes his own team, he will be allowed three dollars a trip for each mule. Boatmen stated today that they were having a hard time securing crews on the wages they could afford to pay for help, which were very small.

News, Mon. 3/16/03. p. 3. **Canal Opens.**

The first canal boat to go out from Cumberland this season started today under the new management with a cargo of coal. Several days ago, the water was turned on and the levels are now filled ready for the season's boating. Two hundred mules are now on the way from Kentucky and they will be put to use as soon as they arrive. Four mules will be furnished the captain of each boat by the company, and at Four Locks a supply station will be equipped where feed will be distributed to the boats. The company will also keep the boats in repair. By a systematically arranged schedule, the boats will be kept running day and night, and at least three round trips a month will be made by each boat between Cumberland and Georgetown. The boat captains are to receive 40 cents a ton for their pay, and from this amount they will be expected to pay and board their helpers. The captains claim the pay they will be able to give their help is so small that they will find it very hard to secure crews for their boats.

WT, Mon. 3/16/03, p. 1. **CANAL TOWAGE COMPANY OPENS C. & O. WATERWAY.** - The Canal Towage Company, which will control traffic over the Chesapeake and Ohio Canal this year, began the season's business today. At 7 o'clock this morning the work of loading the boats at Cumberland with soft coal was commenced. The greater part of this coal will be shipped to Georgetown, and if no accidents occur on the trip the season's first shipment over the waterway will reach here sometime Friday.

General Manager G. L. Nicholson stated this morning that, according to present indications, the present season would be the busiest in the history of the canal. About 150 boats will be put into service. Six hundred men have been employed to run them, a captain, two drivers, and a steersman for each boat.

Though only 150 captains have been employed, over 200 made application for boats. The Canal Towage Company is now endeavoring to obtain more boats in order to keep the other applicants employed.

In a month or two it is expected arrangements will be completed whereby over 250,000 tons of coal will be shipped over the canal this season. The force of unloaders at Georgetown wharf has been increased to sixteen men.

ES, Mon. 3/16/03, p. 11. **GEORGETOWN AFFAIRS – Reopened for Traffic** – It was officially announced this morning that the Chesapeake and Ohio canal has reopened for traffic, and that if nothing unforeseen occurs, soft coal will be received in Washington from Cumberland over the waterway next Friday. All the old boats of the canal have been remodeled and are in first-class shape, and a large number of new ones have been placed in commission, all of which are the property of the Canal Towage Company, which recently purchased the interests of the soft coaling shippers of the waterway. The company also owns the controlling interests of the railroad which operates from the coal mines to canal terminus. Although not officially known, it is stated that the new company contemplates installing modern devices for unloading and loading coal at the Georgetown wharves. It may be said that the company will control the soft coal market of this city hereafter; since it is backed by the Baltimore and Ohio Railroad Company.

AG, Tue. 3/17/03, p. 3. **LOCAL BREVITIES** - The Chesapeake and Ohio Canal was reopened for the season yesterday.

WT, Wed. 3/18/03, p. 9. A break occurred Monday night on the towpath bank of the

Chesapeake and Ohio Canal, near Sharpsburg, but it was speedily repaired.

Ibid, p. 12. **Coal on Friday.**

The first shipment of coal this season over the Chesapeake and Ohio Canal, from Cumberland, will reach Georgetown Friday. The shipment consists of ten boatloads, or 1,250 tons. The cargo will be sold, when it reaches here, by William A. Leetch, the Canal Towage Company's Washington agent.

Several days ago, a boat load of material for the dredges, ropes, harness, etc., left here for the Four Locks, in charge of Owen Stickler, one of the best-known canal boat captains in the service. He will captain boat No. 23 this season.

ET, Fri. 3/20/03, p. 1. **VERY MUCH ALIVE.**

Things are very much alive today in the vicinity of the old Chesapeake and Ohio canal. About the boat yards, the blacksmith shops and the mule horns there is an activity reminding one of the palmy days of the old waterway when it was one of the most important institutions in Western Maryland.

Forty-four well groomed Kentucky mules were received in this city over the Baltimore and Ohio railroad last night and today these are being harnessed and shod to be ready for immediate service.

The mules were purchased by the Towage Company, which is to handle practically all traffic on the canal during the coming season and probably during the maintenance of the waterway.

On the island below Central depot a new barn has been built for the stabling of the canal mules and a new blacksmith shop has been fitted up.

At the boat yards there is a hustle and bustle that certainly contradicts every notion that the life of the canal is near an end.

At the wharves the vessels are being loaded with coal as rapidly as possible and started on their journey eastward.

Among the boatmen there seems an air of satisfaction that prompts energy.

Under the new arrangement by which the Towing company shall furnish boats, mules and all supplies and pay forty cents per ton for each crew, the men feel confident of realizing fair wages, getting a much better net remuneration for their services than they have in recent years. This makes the boatmen more than anxious to load and get away.

The boatmen expect to average 3 trips each month during the season, carrying not less than one hundred and sixteen tons each trip.

Mr. Nelson C. Read, the local representative of the towing company, is having an office built along the towpath near the canal dam.

The two carloads of mules received last night are part of a purchase of 200 of these animals, which the new traffic organization will place on the towpath.

WT, Sat. 3/21/03, p. 5. **Mules for the Canal.** - The transportation facilities of the soft coal combine, so far as the Chesapeake and Ohio Canal transportation is concerned, was increased yesterday by the arrival at the Cumberland end of the canal of an assignment of forty-four Kentucky mules.

ES, Mon. 3/23/03, p. 13. **GEORGETOWN AFFAIRS – Coal Comes in Daily** – Coal is being received daily over the Chesapeake and Ohio canal. The Chesapeake and Ohio canal. The first consignments arrived in Georgetown late Friday evening.

Word was received in Georgetown this morning that the Potomac river had risen three feet and it was thought a higher mark will be reached, but it is not believed traffic will be interrupted.

WT, Tue. 3/24/03, p. 12. **Soft Coal by Canal.** - Daily large cargoes of soft coal are arriving here from Cumberland, by way of the Chesapeake and Ohio Canal, for local firms. The distribution of all of the coal shipped from Cumberland to Georgetown, is made by the local agent of the Canal Towage Company, which controls traffic over the waterway this season.

The company anticipates one of the busiest seasons in the history of the canal, and preparations have been made accordingly. Over 150 boats will be put into use, which will necessitate the employment of 600 men.

The company recently purchased forty Kentucky mules, which are now stabled at Cumberland. About 300,000 tons of coal will be shipped to Georgetown this season, an increase of more than 100 per cent over last year's shipments.

News, Wed. 3/25/03, p. 3. **Canal Navigation Interrupted.** - Navigation on the Chesapeake and Ohio canal has stopped owing to high waters in the Potomac river, due to heavy rains that have fallen since Sunday. The slack waters are impassable owing to the rise in the river and boats are unable to get around. The river is still rising, but a serious freshet is not expected.

AG, Wed. 3/25/03, p. 3. **LOCAL BREVITIES** - Daily cargoes of soft coal are arriving in Washington from Cumberland, by way of the Chesapeake and Ohio Canal.

Sun, 3/29/03, p. 8. **B. & O. Buys Canal boats** - A special dispatch to *The American* from Hancock, Md., says: "The Baltimore and Ohio Railroad Company, through the firm of F. Mertens & Sons, Cumberland, has at last put its stamp on the Chesapeake and Ohio Canal. The boats formerly owned by

the Mertens concern have been turned over to the Baltimore and Ohio Railroad, and the name-plate is labeled in large black letters, 'B. & O., No. 1,' etc. The Canal Company has its boats numbered and claims to be independent of the Baltimore and Ohio. The Baltimore and Ohio has also been quietly buying up old claims against the canal through H. Swartzelder, a broker, of Cumberland."³

WT, Mon. 3/30/03, p. 4. **About 8,000 Tons of Coal.** - About 8,000 tons of Cumberland coal are now on the way to Georgetown by way of the Chesapeake and Ohio Canal. Several boats are expected to arrive here today, while others will arrive later in the week. A large portion of the coal en route has already been sold and will be distributed to the owners by William A. Leetch, local distributing agent of the Canal Towage Company. Several boats will carry back to Cumberland paraphernalia for the loading derricks, etc., used at the wharves, stable supplies, and ropes.

Veteran is Nearly Drowned.

William T. Tompkins, of Homestead, Pa., narrowly escaped death by drowning yesterday afternoon in the Chesapeake and Ohio Canal, near the Aqueduct Bridge. Tompkins, who is a veteran of the Civil War, came to Georgetown early yesterday morning to board the canal boat *Wabash*, which was to carry him as a passenger to Scottsville, Albemarle county, Va., to pay a visit to a friend, who was a soldier in his company during the war, named William J. Hammer. After the old man had seated himself comfortable on the rail of the boat, he became too much absorbed in the scenery, lost his balance and fell backwards into the water. Fortunately, the captain of the boat was close at hand and immediately pulled

³ *Baltimore American*, Baltimore, Maryland.

Tompkins back upon the boat. He went to the Seventh Precinct station where he was given a change of clothing. He subsequently returned to the boat in high spirits.

ES, Mon. 3/30/03, p. 11, **GEORGETOWN AFFAIRS – Involuntary Bath** – William T. Tompkins, sixty-five years old, whose home is in Homestead, Pa., and who is on his way to Scottsville, Albemarle county, Va., to visit a friend, was unexpectedly delayed in Georgetown yesterday morning. He made his way here from Cumberland, Md., on the canal boat *Wabash*, and was about to disembark from the vessel, when he lost his balance and tumbled headlong into the canal. He was pulled out by the captain of the boat, and after changing his clothes at the seventh precinct station house, resumed his journey southward.

Ibid, p. 12. **Boyd's and Vicinity** – A great many of the canal boats now, say the canal men, are being branded on the rear and front B. & O. No. 1, and 2, and so on, indicating that some of the boats have been bought by the Baltimore and Ohio railroad, which, as is already known, owns and practically operates that waterway.

News, Tue. 3/31/03, p. 3. **Drowning at Point of Rocks.** - William Hanna, supervisor of construction of the B. & O. tunnel at Point of Rocks, this county, was drowned in the Chesapeake and Ohio canal at that place yesterday morning. His body was found in the canal by Canal Supervisor Stallings. Hanna was last seen yesterday morning on his way to his boarding house and it is supposed that he accidentally fell into the canal.

Hanna was about 45 years of age and is believed to have been unmarried. He came to Point of Rocks from Pittsburg, Pa.

It was learned today that Hanna's home was at Little Washington, Pa. His

body was prepared for burial by W. H. B. Etchison, of this city, and was shipped to Little Washington today.

WT, Wed. 4/1/03, p. 9. **Coal Trade Opening.** - The Consolidation Coal Company which carries on an extensive business with the Georgetown dealers, closed its yearly contracts yesterday. The coal year begins today. The price of Cumberland coal to dealers has been increased from \$1.70 to \$2.10 per ton. A local dealer said this morning that the George's Creek Coal and Iron Company has raised the price from \$1.60 to \$2.45 per ton. Many of the coal companies, however, will sell their coal at the same figure as the Consolidation Coal Company. It is expected the retail price of soft coal will be \$3 per ton, an increase of 75 cents.

Two Consolidation coal barges arrived here this morning, in tow of the tug *Piedmont*, from Boston, Mass. They will carry back to Boston 3,000 tons of Cumberland coal. Work on the loading of the boats was begun today.

During the past week 8,000 tons of coal have reached Georgetown from Cumberland by way of the Chesapeake and Ohio Canal. About 1,200 tons arrive here over the canal daily.

ES, Fri. 4/3/03, p. 18. **HAGERSTOWN NEWS GRIST** – The Gassman property, for fifty-eight years used as a rope factory, is being torn down. The old building was erected of logs, in the latter part of the eighteenth century. In the beginning it was used as an alms-house, after which Mr. George Gassman, who died in 1873, conducted a rope factory. Many of the ropes used on the Chesapeake and Ohio canal were made by Mr. Gassman, as were also the ropes used to hang John Brown and two of his confederates at Charlestown. On the

site of this famous landmark will be erected two fine dwellings.

WT, Sat. 4/4/03, p. 9. J. T. Quigg, formerly of Baltimore, aged sixty-five, was struck by a train Thursday night, west of the tunnel at Point of Rocks, and was found in the ditch by Level walker William Hammond, of the Chesapeake and Ohio canal. He died subsequently from his injuries.

ES, Tue. 4/7/03, p. 17. **Boyd's and Vicinity** – The lock tenders, supervisors and level walkers on the Chesapeake and Ohio canal have had their wages raised from 8 to 10 percent. The laborers get an increase of about 2 percent per day.

Ibid, p. 20. **HAGERSTOWN NEWS GRIST** – The Chesapeake and Ohio Canal Company increased the wages of their employees. Supervisors, bosses and collectors receive a 10 percent advance and the laborers a 1 percent increase.

WT, Fri. 4/10/03, p. 4. **Mary Ford Disappears.** - Mary Ford, colored, of 6 Dyers Alley, northwest, has been missing from her home since last Saturday night. When last seen she was in an intoxicated condition on the canal towpath near Thirty-third street. It is generally thought that she had fallen into the canal. It was suggested at the Seventh precinct station this morning by the sergeant of the beat where the woman was last seen, that the canal be dragged, and if this proved unsuccessful, request the Canal Towage Company to draw the water off the Georgetown level. The woman was thirty years of age, and is well known in "Boston."

WT, Sat. 4/11/03, p. 8. **Searching for Mary Ford's Body.** - The Georgetown level of the Chesapeake and Ohio canal was thoroughly dragged yesterday afternoon for

the body of Mary Ford, the negress who is supposed to have fallen into the waterway Saturday night. She was last seen on the towpath of the canal near Thirty-third Street. Day before yesterday a coat indentified as being the property of the missing woman was found floating down the canal near Twenty-ninth Street northwest. As a last effort to recover the body, the Canal Towage Company will be requested by the authorities to let the water off the Georgetown level in order to ascertain whether or not the woman was drowned.

ET, Sat. 4/11/03, p. 6. **MURDER AT BRUNSWICK.** - Peter Weiskie, a saloon-keeper at a place called "No. Two," along the canal just west of Brunswick, Md., was shot and killed at 10 o'clock Friday night by a colored man named Walker Beard, a resident of that town.

Beard entered Weiskie's place of business and ordered some beer, tendering a quarter in payment. An altercation ensued between the two men over the change, and Weiskie drew a revolver from beneath the bar and fired twice at Beard, but without effect. Beard ran out of the place, followed by Weiskie, and the latter struck the colored man over the head with a bottle. Beard grappled with his assailant, and during the struggle secured possession of the revolver. He turned it against Weiskie and fired, inflicting a wound from which the latter died in a short time.

Beard immediately fled, coming west along the Chesapeake and Ohio canal as far as Harper's Ferry, where he was apprehended at 8 o'clock yesterday morning and taken back to Brunswick. He is held there pending the result of the coroner's inquest, which will be held this afternoon.

Beard, who is employed in the transfer yards at Brunswick, has always borne a splendid reputation. Weiskie has been in the saloon business there for some

time, and his reputation is said to be an unsavory one.

ES, Mon. 4/13/03, p. 9. **ON THE RIVER FRONT** – The three-masted schooner *Ellen M. Golden*, which unloaded a cargo of ice here for the Maine Lake Ice Company, was taken to Georgetown yesterday and will load soft coal for Boston. The tug *Savage*, Capt. Hand, with one of the big barges of the Consolidation Ice Company of Georgetown in tow, came into port yesterday. The barge was taken to Georgetown and will also load Cumberland coal for a New England port. Nearly all the soft coal now reaching this city by the Chesapeake and Ohio canal is to be shipped from here in schooners and barges as fast as the vessels can be chartered and reach this city. The two boats now lying at the Georgetown coal docks will carry away about 2,700 tons.

WT, Wed. 4/15/03, p. 8. **Negress Found in Canal.** - The body of Mary Ford, the negress who had been missing from her home, 6 Dyer's Alley northwest, since last Saturday night, a week ago, was found yesterday morning by Jacob Thomas, a colored man, floating in the Chesapeake and Ohio canal at the foot of Jefferson Street northwest. On the night when last seen, she was intoxicated, and staggered up the canal towpath, near Thirty-third Street. Thursday morning, a coat, which was identified as being that worn by her, was found floating in the canal. All of that day the canal was dragged from Thirty-third to Twenty-ninth Street, but without finding the body.

Shortly after the body was recovered, Policeman Steinbraker, acting under orders from Lieut. John A. Swindells, arrested Vincent Jones, pending the verdict of the Coroner. The Coroner made an examination of the body and finding no marks of violence, Jones was released, and a

certificate of death from accidental drowning issued.

The woman was thirty years of age.

ES, Wed. 4/15/03, p. 1. **POTOMAC RISING RAPIDLY** – HAGERSTOWN, Md., April 15. – At 1 o'clock this afternoon the Potomac river at Hancock, this county, was twenty feet above normal and rising at the rate of fifteen inches an hour. All of the small streams flowing into the Potomac are overflowing their banks and still rising.

At Williamsport, which is about thirty-five miles east of Hancock, the Potomac is eighteen feet above normal and rapidly rising. People living along the Potomac are much concerned over the alarming conditions. It is feared much damage will be done to the Chesapeake and Ohio canal, on which boating has been in progress only about a month.

ES, Thu. 4/16/03, p. 17. **Boyd's and Vicinity** – Mr. George W. Fletchall of Poolesville died at the residence of his mother, Mrs. Mary S. Fletchall, yesterday afternoon at 4 o'clock from tuberculosis, from which he had been a sufferer for the past year or so. Mr. Fletchall was fifty-two years of age and was unmarried. He was a son of the late Capt. John T. Fletchall, who represented this county in the legislature some years ago, and was one of the foremen of the Chesapeake and Ohio canal for a time.

AG, Thu. 4/16/03, p. 3. **HIGH TIDE AND CURRENT** - The highest tide this year made this morning, when the waters of the Potomac flooded most of the Strand and parts of streets running east and west, almost to Union street. At the foot of King and Prince streets sheets of water hid the roadway and pavements and were lashed by the northwest winds against doorways. There was no way in which to reach the

wharves except by wading into knee-deep lakes. South of King street in a few places where the river had not entered there were quagmires, and but few persons attempted to plod through them. The tide kept on the rise until about eleven o'clock this morning. The current in the river is more pronounced and there is every probability of it becoming accelerated. The river at Williamsport is rising at the rate of 10 inches an hour and indications are that there will be serious freshets. It was thought yesterday that the river would rise 10 or 12 feet by today. Alarm prevails along the Chesapeake and Ohio canal for the safety of that waterway. The river rose to a height of 16 feet at noon yesterday and reached a standstill, followed by a decline of several feet, but the second rise last night, owing to the continued heavy rains, revived fears of a more serious flood. Fields and meadows, it is said, resemble miniature lakes. Small streams are overflowing acres of wheat fields and gardens, doing much damage. Late reports from along the river are that the rainfall has been general and heavy. Traffic on the canal was stopped by the freshet.

A dispatch from Hancock, Md., says at 10 o'clock last night the river was rising at the rate of a foot an hour. The river is 15 feet above normal. The rains yesterday and last night were torrential in character. It has been raining pretty steadily for five days.

All the low lands on the Virginia side of the river about Jackson City and on the Eastern Branch was under a foot or two of water.

ES, Fri. 4/17/03, p. 18. **HAGERSTOWN NEWS GRIST** – The opening up of the boating season on the Chesapeake and Ohio canal under the new agreement between the boatmen and the company is very auspicious. The canal company under the new scheme furnishes mules, tow lines and all feed for stock and pays 40 cents per ton

for hauling coal from Cumberland to Georgetown. Boatmen with their own teams are allowed from \$10 to \$15 extra per trip.

ES, Thu. 4/30/03, p.18. **ON THE RIVER FRONT** – The barge, Farmers' Friend, from points on the Chesapeake and Ohio canal, is here laden with railway ties for Carter & Clark.

WT, Fri. 5/1/03, p. 12. **Coal Supply Increasing.** - During the past month 8,000 tons of Cumberland coal have been shipped by the Consolidation Coal Company to New England ports. Two large barges are now being laden with coal at the Georgetown wharf. William A. Leetch, the local distributing agent, it is stated, has orders for coal far in excess of the supply, despite the many boat loads received daily over the Chesapeake and Ohio Canal.

News, Sat. 5/2/03, p. 1. **BOAT GOES OVER A DAM.** - **Thrilling Accident on the Chesapeake and Ohio Canal.** - The Canal Towage Company's boat No. 6, in charge of Capt. Joseph Kime, of Cumberland, was blown by a fierce gale at 10 o'clock yesterday morning over dam No. 5 in the Potomac river, six miles west of Williamsport.

Captain Kime's 8-year-old daughter, who was on the boat, was drowned.

Captain Kime himself was so badly injured that it is thought he will die.

Clara, another daughter of Captain Kime, aged 10 years, had her left arm broken and received other serious injuries.

Harry Newkirk, who lives at the lock, went down with the boat. He was seriously cut and bruised and had nearly all his teeth knocked out.

Five persons and two mules were on the boat, and the wonder is that all were not killed. A terrific gale was blowing. The boat was empty and going toward

Cumberland. Lock Tender Daniel Sterling warned Captain Kime of his danger, but he went on. The boat passed through the guard lock and around the pier and out into the river. This was necessary on account of the canal being too shallow at this point for boats to go through.

The mule team had crossed the lock to the towpath on the right side of the canal above the lock, and as the boat was going out into the river the wind twisted the craft around. The tow line snapped and the wind drove the boat rapidly toward the dam, which is 25 feet high. Captain Kime's wife and two children, who were on deck, rushed for safety into the cabin. Captain Kime, who was steering, bravely stuck to his post. The boat was turned broadside about 150 yards from the edge of the dam, over which it plunged near the middle of the river. The boat struck on its side in the water and rocks. Captain Kime was thrown 15 feet in the air and landed on his side on the boat. He was washed overboard. Inside the cabin his frantic wife and children were tossed from side to side. The eldest child was struck by the stove and wedged against the bunk. The youngest child was carried through the window into the river and drowned in 10 feet of water. Mrs. Kime was knocked against the side of the cabin and rendered senseless. Newkirk was thrown into the water among rocks. After the boat struck it righted and was partly filled with water. It was badly damaged.

The lock tender and several companions went in boats to the assistance of those on the boat. Mrs. Kime and one of the children were pulled out of the cabin and rowed ashore. The child was bleeding and unconscious. Captain Kime and Newkirk were picked up and taken to the lock house. A messenger on horseback was dispatched to Williamsport for Dr. W. S. Richardson, who hurried to the scene and remained five hours with the injured.

Captain Kime, who is 65 years old, is injured internally. The body of the drowned child was swept downstream by the current and late last night had not been recovered.

Superintendent Richardson has a force of workmen trying to get the boat out of the river. Lock Tender Sterling advised Captain Kime before the accident to take his wife and children from the boat before the lock was passed. Two mules on board escaped and swam ashore.

News, Tue. 5/5/03, p. 2. Capt. Joseph Kime, canal boatman, whose craft was wrecked at Dam No. 5, died Saturday of his injuries at Ashton Station, Potomac Valley railroad.

News, Fri. 5/8/03, p. 4. **HENRY C. BURGAN.** - Henry C. Burgan, supervisor of the Chesapeake and Ohio canal for about 30 years, died at his home, Dam No. 4, Washington county, yesterday, aged about 65 years. Five children survive. He was an active Democrat. He was a member of St. Bernard Commanders, Knights Templars, of Hagerstown, and Boumi Temple, Baltimore.

News, Mon. 5/11/03, p. 4. The body of an eight-year old child, supposed to be that of the daughter of Capt. J. Kime, who was drowned in the Chesapeake and Ohio Canal, was recovered at Falling Waters.

ES, Thu. 5/14/03, p. 17. **ON THE RIVER FRONT** - The large power launch, *Candoc*, belonging in Georgetown, was yesterday morning taken to Alexandria and hauled out on the marine railway there to have some minor repair work done on her hull. The *Candoc* is said to be owned by officials of the Chesapeake and Ohio Canal Company, and is used by them for trips on the canal, with the paymaster and his force aboard. The launch is a fine boat, driven by a gasoline explosive engine, and makes

excellent speed. She is not often seen on the river, and attracted much attention.

WT, Fri. 5/15/03, p. 12. **Boatman Broke Two Ribs.** - Robert Bowers, a boatman, employed by the Canal Towage Company, was taken to Georgetown University Hospital about 7 o'clock last night, to receive treatment for two broken ribs, while John Ort, a fellow-boatman, was arrested by Policeman Moffett on a charge of disorderly conduct. Bowers and Ort, about 6:30 yesterday evening engaged in a wrestling bout, when the former tripped and fell over a short post, breaking two ribs as stated above. Ort immediately saddled a mule and rode at a breakneck speed through Georgetown trying to secure a physician. Policeman Furr stopped Ort and inquired what was his mission, when the latter ripped out an oath and started away. Furr followed, and with the assistance of Policeman Moffett, overtook him at the corner of Thirty-sixth Street and Prospect Avenue. Ort became profane and stubborn, and had to be handcuffed.

ES, Fri. 5/15/03, p. 21. **ROCKVILLE AND VICINITY** - Miss Frances Sipes, daughter of Mr. John Sipes, a lockkeeper on the Chesapeake and Ohio canal, at Lock No. 21, a short distance above Great Falls, had a very narrow escape from drowning a few days ago. While attempting to cross her father's lock, her dress caught in the paddle lever and she was precipitated into the water, which was at least twelve feet deep. Her sister, Annie, happened to be near at the time and seeing her sister, Frances, disappear, hurried to her assistance. She grabbed her sister by the dress just as she rose to the surface the second time and dragged her safely ashore. Aside from a severe shock, the unlucky girl suffered no injury. Several years ago, a little son of Mr. Sipes fell into the same lock and was

rescued, although in a nearly drowned condition.

News, Sat. 5/16/03, p. 1. **Two Drowned While Swimming.** - Cumberland, Md., May 16. - Newton Webster, of Baltimore, and Lee Denphy, of Towson, Baltimore county, were drowned in the Chesapeake and Ohio Canal. The men, who were each about 21 years old, were connected with a corps of civil engineers of the Baltimore and Ohio Railroad. They went in swimming in the canal and were probably attacked with cramps. The bodies were recovered and sent to Baltimore.

AG, Sat. 5/28/03, p. 3. Loaded canal boats are now passing from the Chesapeake and Ohio Canal at Georgetown into the Potomac, the mud bank recently formed at the outlet by the heavy rains and current having been dredged out. A boat loaded with coal was received by Smoot & Co. today.

ES, Fri. 6/5/03, p. 17. Wesley Burgan has been appointed superintendent of the third division of the Chesapeake and Ohio canal to succeed his father, the late Henry Burgan, who died a few weeks ago.

WT, Sat. 6/6/03, p. 12. **Pleasure Trip Arranged.** - E. T. Jestus, of Philadelphia, and a party of Washington and Philadelphia friends, will leave Monday on the canal boat known as "The Mule Yacht," on a pleasure trip up the Chesapeake and Ohio Canal for Williamsport. "The Mule Yacht" is one of the oldest canal boats on the waterway today. On the return of the boat to Georgetown Mr. Jestus will send it to Philadelphia.

ES, Tue. 6/9/03, p. 7. **Heavy Current Running** - The effect of the recent heavy rains on the mountains about the upper part

of the Potomac is seen in the heavy current that is now racing down the river at a speed of about four or six miles an hour. Under the Long bridge it is making great eddies, and is bringing down fence rails, railway ties, tree trunks and other debris, and a number of boatmen are out on the edge of the current, which runs in the deep water of the channel, catching the railway ties to sell. The tide here is not above the average, and there is no fear of trouble.

WT, Thu. 6/11/03, p. 3. **Increase in Freight.** - This year the quantity of Cumberland coal which has been shipped over the Chesapeake and Ohio Canal so far is just double that shipped over the waterway last year. When the Canal Towage Company secured control of the traffic over the canal, it made provisions for twice the business previously done by the Chesapeake and Ohio Canal Company. One hundred and fifty canal boats, 600 men, and 350 mules are now being worked by the new company. Daily, from eight to ten boat loads of coal reach the Georgetown wharf and are unloaded and sold to various coal merchants by Local Distributing Agent William A. Leetch. For the past two months the coal has been engaged by dealers thirty days in advance. The demand now is greater than the supply.

The new company anticipates spending in the neighborhood of \$100,000 in building modern unloading wharves here, to replace the present system, which requires eight laborers a half a day to unload one of the boats.

WT, Thu. 6/11/03, p. 10. **Information for Fishermen** – Many carp have been caught this spring in the Chesapeake and Ohio Canal, along the Georgetown wharves. One of the canal boatmen yesterday hauled in an eighteen pounder.

As far up as Williamsport, it is reported, several good black bass catches have recently been made.

Fishing on the Potomac, however, is still poor, owing to the condition of the water.

News, Sat. 6/13/03, p. 6. William H. Cole, of the Cumberland bar, while walking along the towpath last evening opposite the Chesapeake and Ohio canal office, was held up by three tramps of a gang of twelve. Two of the men caught Mr. Cole by the arms, while the third demanded money and proceeded to go through his clothes. They also threatened to cut him with a razor. Mr. Cole broke away and notified the police, who succeeded in arresting seven of the gang.

WT, Mon. 6/15/03, p. 12. G. L. Nicholson, general manager of the Canal Towage Company, has returned from an inspection trip up the Chesapeake and Ohio Canal. Fortunately, the heavy rains and high water did not cause any damage to the waterway.

ES, Fri. 6/19/03, p. 8. **HAGERSTOWN NEWS GRIST** – HAGERSTOWN, Md. June 10, 1903. - A petition has been filed in the clerk's office at the court house, this city, by Messrs. Buchanan Schley, William Kealhofer and Benjamin A. Richmond, for the Western Maryland railroad, or Wabash, asking for the privilege of making application to the board of public works for permission to construct bridges across the Chesapeake and Ohio canal along the route of the proposed extension to be built from Cherry Run to Cumberland.

The application sets forth that the route crosses the canal seven times between Big Pool and Cumberland, running to Hancock by Sideling Hill and through Morgan and Allegany counties to connect

with the West Virginia Central and Pittsburg roads to Cumberland.

That route has been adopted by the board of directors, and it is said that the construction of bridges will in no wise interfere with traffic on the canal. The bridges are to be twelve feet above water and clear of both banks.

WT, Tue. 6/23/03, p. 12. **Coal Boats Arrive.** - Nine boats laden with about 1,000 tons of coal have reached here from Cumberland since Saturday morning. Today several more are expected. The coal is unloaded at the Thirty-fourth Street wharf, and carried by cars to the wharf at the foot of Thirty-fourth Street.

The Canal Towage Company, which now controls traffic over the Chesapeake and Ohio Canal, expects this year to ship 300,000 tons of coal over the waterway, which is just twice the amount shipped last year. All of the coal shipped to Georgetown over the canal is distributed to the customers by William A. Leetch. It was the intention of the company to store a large part of the coal this year on the wharf at Thirty-fourth and Water Streets northwest, but the demand has been so great that the company has but a few hundred tons on hand.

More business has been done by the new company so far this year than the old one did in any year in the history of the waterway. The Canal Towage Company employs 600 men to run the boats, and about 400 horses and mules. About 150 boats are in constant use.

WT, Wed. 6/24/03, p. 9. **Can Cross the Canal.** - The State of Maryland has given the Western Maryland Railroad permission to cross the Chesapeake and Ohio canal with its extension, between Cumberland and Hagerstown.

News, Fri. 6/26/03, p. 4. **RAILROADS' RIVALRY. - Clash of Interests Between Wabash and B. & O.** - Governor Smith, State Treasurer Van Diver and Comptroller Herring, composing the State Board of Public Works, had a meeting at the State offices in the Merchants' Bank Building, Baltimore, yesterday afternoon to hear the application of the Western Maryland Railroad for permission to bridge the Chesapeake and Ohio Canal at seven different points in Allegany county. The railroad was represented by Col. Buchanan Schley, Benjamin A. Richmond and William Keelhofer.

The trustees of the bondholders of 1844, who now operate the canal under an order of the Circuit Court for Washington county, had filed objections to the proposed bridges on the ground that no plans for the bridges which the Western Maryland proposes to build across the Potomac river had been submitted. It was urged that inasmuch as the canal and the river are immediately adjacent and that the safety of the canal in times of freshet is often menaced by the rising of the water in the river which overflows the canal bank, and which has at times done great damage, it was due the canal trustees that the plans for the bridges over the Potomac should first be examined by the Board of Public Works to determine if the piers were likely to obstruct the flow of the Potomac and thereby be a menace to the safety of the waterway.

These objections were filed by Mr. W. Irvine Cross, who was acting in the capacity of attorney for the trustees, and by Mr. George L. Nicholson, superintendent of the canal.

It was further urged as an objection to the plans that the abutments for the proposed bridges would encroach upon the towpath to some extent and that on the berm side of the canal the plans show that the supporting piers will be built straight up

from the edge of the canal, and the space behind the piers will be filled in with solid embankment, thereby obstructing the passageway up and down the bank of the canal on that side.

Superintendent Nicholson also said it was possible that at some future time the canal would be operated by electricity, and that unless more than 12 feet clear space between the bottom of the bridges and the towpath was left the necessary electrical equipment could not be put in.

It was urged by the counsel of the Western Maryland Railroad that the canal company has bridges of its own across the canal less than 12 feet in the clear, which Mr. Nicholson admitted. He also acknowledged in answer to questions by Mr. Richmond that the canal company had itself constructed barriers which narrowed the towpath as much as five feet, whereas none of the proposed bridges of the Western Maryland Railroad would narrow the towpath below nine feet, which is its normal width.

Mr. Cross contended that in light of the recent decision of the Court of Appeals in the case of the Dundalk and Sparrow's Point Railroad, the Board of Public Works had no jurisdiction in the matter and no power to authorize any railroad to cross a navigable stream or canal, and suggested that the Board of Public Works consult its legal advisors as to its power in the premises. Governor Smith replied with some spirit that the board would endeavor to inform itself as to its duty and would look after that end of it.

Mr. Richmond stated that it was not the permission of the board to cross the canal the road was after, the charter of the company and the order of the Circuit Court under which it is acting giving it all the authority it desired to cross. But it was necessary that the plans for crossing be first

approved by the Board of Public Works, and that was the sole matter of consideration.

Mr. Richmond also stated that it would be unfair to burden the Board of Public Works, with the consideration of legal propositions which they were prepared to argue in the courts or with their plans for crossing the Potomac river, as it had never been contended by anyone except the counsel for the trustees that the Potomac river in Allegany county was a navigable stream, and therefore the plans of the bridges erected by the West Virginia Central and the Baltimore and Ohio, which crossed the river in several places, had ever required or ever received the approval of any Board of Public Works.

Mr. Richmond created quite a breeze by stating that it was the proper time, he thought, to notify the board that these objections came from a rival road and that the counsel making the objections were not there in the interest of the canal, but for the "power behind the throne, the Baltimore and Ohio Railroad."

Mr. Cross was on his feet instantly, and, looking to Mr. Richmond said: "You certainly do not want to say discourteous things. Such a statement is absolutely without foundation."

Mr. Richmond - You were asked to be here by Mr. Nicholson, and I repeat that the Baltimore and Ohio Railroad is behind him; and we might as well tear aside the veil on the start.

Mr. Cross explained that he had come into the case only on the request of Mr. Bond, who was unable to be present.

Mr. Richmond - If he were here my statement would still hold good.

It was suggested by Mr. Richmond that inasmuch as the superintendent of the canal had criticized the plans it would be only fair to have them explained by Mr. J. Q. Barlow, chief engineer of the Western Maryland Railroad. This was assented to by

the board, and Mr. Barlow explained the plans for the seven bridges, after which Governor Smith told both sides that the Board of Public Works would reserve its decision in the matter and in the meantime it would select an engineer to go over the plans and consider the objections raised and determine if they were well taken, advising the board of his conclusions.

This was satisfactory to both sides.

ES, Fri. 7/3/03, p. 4. **CONGRESS MUST ACT** – The Commissioners recently received, through the Treasury Department, a letter from David Rittenhouse stating that he understood the treasurer of the United States held of the assets of the old corporations of Washington and Georgetown some old Chesapeake and Ohio canal bonds of the issue of 1844. Mr. Rittenhouse said he had an order for some of these bonds and was authorized to offer 27 cents on the dollar, which is about the figure the stock sold for twenty years ago. Treasurer Roberts forwarded the communication to the Commissioners with the information that his office was custodian of \$75,000 of these bonds, with coupons attached, covering interest from July 1, 1864; also, two certificates of indebtedness issued by the canal company aggregating \$9,270. These bonds and certificates were the property of the late corporations of Washington and Georgetown.

The matter was referred to the corporation counsel by the Commissioners, who has handed down an opinion relative to the authority of the Commissioners to dispose of these bonds.

“I do not find any provision of law,” says Mr. Duvall, “authorizing the Commissioners to dispose of these bonds in the manner proposed, and I am of the opinion that congressional legislation will be necessary in order to enable them to do so.”

The opinion was approved.

ES, Tue. 7/7/03, p. 2. **LOCAL FINANCIAL NEWS** – Holders of the bonds of the Chesapeake and Ohio Canal Company of the issue of 1844 have recently received an offer for the purchase of their holdings at 27 cents on the dollar. In some cases, the offer has been accepted and some blocks of the bonds have changed hands. Acting under the advice of the corporation counsel, the Commissioners of the District have written in response to a proposition to buy these bonds held by the District that they have no authority to sell. The bonds, which are said to aggregate about a half million, are quite largely held by estates. It is not known to what extent the effort to acquire these securities have succeeded, but it has attracted more or less attention in local financial circles.

It can only be conjectured why there should be a demand for these bonds at this time. Some four or five years have elapsed since the last attempt was made to buy them, and then the offer was 25 cents on the dollar. This apparent appreciation in the value of these securities gives color to the theory entertained by some that the present movement is a speculative one based on the probability of the enhancement in value of these securities. As is well known, they are not only a mortgage covering the entire property of the canal, but also its earnings. Since 1869, when a great freshet practically destroyed that section of the canal known as the Georgetown level, no interest has been paid on the bonds. Since then the canal has been unable at times to earn enough to pay even its operating expenses and a floating debt was formed.

It is now said that the canal has come into more prosperous times. The floating debt has been wiped out, and the revenue easily meets the expenses. The receivers

appointed have been discharged and the canal is now operated by trustees of the bondholders of 1844, under the supervision of the court. It is pointed out that the prospects of an increased business are good and that as an investment the bonds may be looked upon as affording a chance for profit at present prices.

On the other hand, there are those who look upon the right of way owned by the canal as its most valuable asset, and such persons are inclined to think that the property is wanted for a steam road. According to the current gossip on this subject there are two railroad companies that would be likely to gain control of this property if they had the opportunity. One is the Baltimore and Ohio Railroad Company and the other is the Gould interests, or what is more generally known as the Wabash system. The latter is credited with desiring an Atlantic seaboard outlet, and in pursuance of this scheme, the Western Maryland line has been secured, which brings them into Baltimore. Now it is argued that their system could connect with the Central West Virginia line, which it owns, with a new line coming down from Cumberland over the present route of the canal. This would give a terminus in Georgetown.

WT, Thu. 7/9/03, p. 12. **Mule Jumped Into Canal.** - A mule belonging to the Canal Towage Company jumped from the towpath into the Chesapeake and Ohio Canal, yesterday afternoon and narrowly escaped drowning. Finally, several of the boatmen succeeded in hauling the half-exhausted animal from the water. The mule was frightened overboard by a crowd of boys, who were pelting it with stones.

ES, Thu. 7/9/03, p. 2. **LOCAL FINANCIAL NEWS** – The recent effort to

purchase the 1844 bonds of the Chesapeake and Ohio Canal Company is a topic of more or less discussion in circles which are apt to be interested in everything relating to the securities of corporations. It is not known how much has been secured, nor indeed is the object of buying them at this time clearly understood. Those who are buying are acting simply as agents and have no knowledge of the plans of the principals, or, in fact, their identity.

There are, of course, conjectures on both of these points, and while there is no general agreement, some holding to one theory and others inclining to another, there is a belief which is entertained by usually well-informed men that the purpose in acquiring these bonds is to add to the interest which the Baltimore and Ohio Railroad Company already has in this waterway.

It does not necessarily follow that the Baltimore and Ohio has in view any plans relative to the canal for the immediate future, but it is regarded as a wise move from the standpoint of the railroad to have such a hold upon the property that its future ownership or disposition can in a measure be controlled. It is believed that possibly the contest that is now going on to secure for the Wabash system a foothold on the Atlantic seaboard may have an influence in leading to the recent change in the ownership of considerable blocks of these bonds. It is understood that the Baltimore and Ohio Company now owns more than enough to make it a majority holder.

WT, Sat. 7/11/03, p. 2. **BREAK IN THE CANAL.** - Dispatches received in the city this morning announced that a bad break has occurred in the bank of the Chesapeake and Ohio Canal on the four-mile level near Hancock, Md. The break is thirty-five feet long, and extends four feet below the bottom

of the canal. All of the water ran out of the canal, and a week is going to be required to repair the damage. Supervisor W. T. Hassett has several hundred men repairing the damage.

WT, Mon. 7/13/03, p. 10. **No Injury to Canal Bed Reported.** - Up to 10 o'clock this morning, General Manager G. L. Nicholson, of the Canal Towage Company, had received no reports of any damage to the bed of the canal on the upper levels, as a result of the heavy storms yesterday. He stated this morning that though he expected some damage would result, he could safely say that none was sustained, as he would have been informed to that effect before this time.

WT, Thu. 7/16/03, p. 12. This year carp are plentiful in the Chesapeake and Ohio Canal. Early yesterday morning a boatman who recently came here from Cumberland hauled in three carp averaging ten pounds each.

Theodore Blackstone, a driver for the Canal Towage Company, caught a fifteen pounder several days ago, and several large catfish. The best bait for the carp, fishermen say, is raw beef.

ES, Thu. 7/16/03, p. 11. **GEORGETOWN AFFAIRS** – Reports received in Georgetown are to the effect that all breaks and leaks in the Chesapeake and Ohio canal caused by the recent heavy rains have been repaired, and that traffic has been resumed along the entire waterway.

WT, Fri. 7/17/03, p. 8. **Cumberland Coal in Demand.** - Eight canal boats laden with Cumberland coal arrived here yesterday. The cargo of each boat was about 100 tons. The coal is still in great demand, the supply hardly sufficing.

ES, Sat. 7/18/03, p. 9. **Boyd's and Vicinity** – The Chesapeake and Ohio canal at Point of Rocks has been blocked the past few days by recent heavy rains washing huge sandbars in the middle of the ditch. At Point of Rocks, just west of there, huge bars of sand for several hundred feet were washed in, which stopped navigation until late yesterday evening.

ES, Thu. 7/23/03, p. 9. **GOULD AND THE PENNSY** – Recent developments in the rivalry between the Gould and Pennsylvania interests do not indicate that a pipe of peace has yet been filled and is waiting for the smokers, reports to the contrary notwithstanding. A contract has been awarded for twenty-two miles of the Cumberland extension to connect the West Virginia Central with the Western Maryland. The Degnon-McLean Company has the work, which extends west from Cherry Run, W. Va., and represents one of the three sections into which the work has been portioned. The time limit specified for the completion of the entire work is eighteen months. About \$1,500,000 will be the cost of the Cherry Run section, and the cost of the entire line to Cumberland will reach the total of \$4,500,000.

There are to be five tunnels and twenty-three bridges on the line. The Potomac will be crossed nine times, the Chesapeake and Ohio canal seven times and the Baltimore and Ohio railway three times. Property holders are now being paid for rights of way and the line to Baltimore is being rapidly constructed.

News, Mon. 7/27/03, p. 3. **Fatal Coal-Oil Can.** - Mrs. Chas. H. Delauney, of Sharpsburg, Washington County, was frightfully burned yesterday afternoon by the explosion of a can of coal oil which she had in her hand while pouring the oil in the stove to start a fire. She had placed a

quantity of wood in the stove and, thinking there was no fire in it, began pouring oil over the wood. Instantly the flames shot up and the can of oil exploded, enveloping her in flames. She ran screaming from the house into the street. Luther Jackson, a neighbor and a colored man, ran to her assistance and, with the aid of a blanket, extinguished the flames, but not until her body from the knees to the chin was badly burned. One side of her face was also burned, and she inhaled the flames. Dr. E. M. Garrett, who was summoned, stated that she could not recover. Her husband, who is a boatman on the Chesapeake and Ohio canal, was summoned from Cumberland.

ES, Mon. 7/27/03, p. 9. **Entrance to Potomac Park** – On the west side of the entrance to the park at 17th and B streets northwest stands an old two-story stone building which was erected many years ago by the Chesapeake and Ohio Canal Company for use as a gate house by the keeper of the canal lock which was located at that point. The house was in a very dilapidated condition when this office assumed charge of the park, and was occupied by a family of negro squatters. Those people were requested to vacate the premises and did so about the 1st of August, 1902. Through the efforts of this office the trustees of the canal company, by deed dated August 14, 1902, under authority granted them by the Supreme Court of the District of Columbia, conveyed to the chief of engineers for the use of the United States all its right, title and interest in and to the building. It is the intention to use this house as a watchman's Lodge and tool house, and accordingly in May, 1903, work was commenced putting it in good repair. The old roof was removed and replaced with a new shingle roof, four new dormer windows were put in, the old floors removed, new floor joists laid on the second floor, a new

floor put in and new window sashes fitted. On the first floor, new floor joists were put in and a new floor laid, four new windows put in, the room wainscoted and a partition eighteen feet long and eight feet high erected.

ES, Fri. 7/31/03, p. 8. **HAGERSTOWN NEWS GRIST** – Mrs. Delauney, wife of Charles H. Delauney, boatman on the Chesapeake and Ohio canal, died at her home, Sharpsburg, Wednesday morning. Mrs. Delauney was frightfully burned on Sunday by the explosion of a can of coal oil while building a fire in the stove.

ES, Fri. 8/7/03, p. 13. **ON THE RIVER FRONT** – The tug Wm. H. Yerkes, Jr., yesterday brought into port the Consolidation Coal Company barge, No. 19, and berthed her at the coal piers at Georgetown to load a cargo of about 1,500 tons of soft coal for a northern port. Nearly all the soft coal now coming down the Chesapeake and Ohio Canal to Georgetown is loaded on these big barges and taken north. Since the canal opened, twenty-five to thirty of the barges have been loaded at Georgetown.

WT, Sun. 8/9/03, p. 24. **Life on the Raging Canal.** - The long electric car turns around by Georgetown University and the new powerhouse, and you catch your first glimpse of the Potomac and the canal. As you round this curve you can see one of the old canal boats creeping down the long ribbon of water to Washington. The boat is somewhat weather-beaten and dingy, but there are many other which show neat lace curtains at the tiny stern windows and a row of pots of mignonette near the helm. Stolid mules walk ahead, urged on by a barefooted urchin. A pipe between his teeth, the steersman leans against the huge tiller. Suddenly he shouts to the boy on the

towpath and instantly the urchin hauls taunt on the hind mule's tail to ease the ship as she rounds the corner of the canal.

This is a gay life, to be sure, and an ideal way to travel. It is as if some good fairy were to take you up, house and all, and show you the world without your having to leave the front door. It may not be "strenuous" enough for the modern youngster, but at least the men who follow it never seem to grow old.

These canal boats come all the way from Cumberland, the busy Maryland town, with cargoes of coal and produce which will not spoil on the voyage. Very often you can see women steering, and children scrambling about on deck, as safe, apparently, as if they were on a nursery floor ashore.

ES, Wed. 8/12/03, p. 11. **ON THE RIVER FRONT** – C. C. C. barge, No. 9, with a load of about 1,500 tons of Cumberland coal aboard from up the Chesapeake and Ohio canal, left Georgetown yesterday in tow of the tug Wm. H. Yerkes for the mouth of the Potomac, where she will be turned over to one of the seagoing tugs of the Consolidation Company to be taken to Boston. A light barge is looked for here in a day or two and will at once be taken to Georgetown to load.

News, Fri., 8/14/03, p. 4. The sinking of a loaded canal boat at the Williamsport lower lock stopped navigation on the Chesapeake and Ohio canal.

WT, Fri. 8/14/03, p. 5. Canal Boat No. 28, of the Consolidation Coal Company, collided with the lower lock gate at the Williamsport lock last evening in the Chesapeake and Ohio Canal. The bow of the boat was stove in and the boat sunk.

News, Sat. 8/15/03, p. 5. **Bad Break in the Canal.** - There is a serious break in the Chesapeake and Ohio canal near Dickersons, in Montgomery county. The break was caused by the weakening of a culvert under the canal, caused by recent heavy rains. Thirty canal boats are tied up at Campbell's lock, unable to proceed on account of the break, which is 50 feet long and 15 feet deep. Fifty men are engaged on repairs.

ES, Sat. 8/15/03, p. 8. **Boyd's and Vicinity** – The Chesapeake and Ohio canal has suffered another serious break, this time just east of Dickerson's, about six miles. The drainage was such that three weeks will be required to repair it so that navigation can be opened. The hole to be filled is at least forty feet long by fifteen feet deep, reaching several feet below the level of the canal bottom, and the masonry of a large culvert washed out is to be restored.

News, Mon. 8/17/03, p. 4. **Canal Break is Serious.** - The break in the Chesapeake and Ohio Canal at Oxley's Island, east of Dickersons, is more serious than was at first thought, as the masonry of the culvert is gone. About 70 men are at work there now with horses and carts filling up the break. Thirty-five boats are tied up west of Campbell's lock and 20 east of Wood's lock. All the water went out like a cataract when the break occurred, relieving the nine-mile level entirely of its water.

WT, Tue. 8/18/03, p. 2. **BREAK IN THE CANAL INJURES COAL TRAFFIC.** -

The coal trade of Georgetown has begun to suffer because of the break in the Chesapeake and Ohio Canal near Oxley's Island. The water in the canal is too shallow now to permit the movement of the laden coal boats.

A number of large orders are on hand to be filled, and it is expected that five of the large barges of the Consolidated Coal Company are going to reach here in a day or two, to be loaded for New England points. Unless the canal is soon repaired there is going to be a heavy loss.

It was said at the office of the company this morning that the break is being repaired rapidly. The canal is expected to be in working order Friday. A force of 100 men is laboring on the break night and day.

Traffic on the upper part of the canal has come to a standstill. Eighty boats are tied up above Campbell's lock, which cannot be moved either way until the repairs have been completed.

WT, Wed. 8/19/03, p. 8. **COAL TRADE TIED UP.** - The local Cumberland coal trade is still at a standstill, and will remain so until the break in the Chesapeake and Ohio Canal is repaired. Large orders are waiting here to be filled. The Canal Towage Company, which controls traffic over the waterway, will lose considerable money by the delay.

WT, Thu. 8/20/03, p. 3. **CAUGHT NINE-POUND CARP.** - James Hawks, a boatman on the Chesapeake and Ohio Canal, caught a nine-pound carp yesterday in the canal near the outlet lock. Several smaller ones were caught yesterday morning in the same place by David Ingram. No catches were reported to have been made in the Potomac in this vicinity.

ES, Thu. 8/20/03, p. 12. **AFFAIRS IN GEORGETOWN** - A large force of about 200 laborers is working night and day in repairing the break in the Chesapeake and Ohio canal, about six miles distant from Dickerson's, Md. As a result of this break, which occurred the latter part of last week,

navigation on the waterway has been at a standstill. Manager Nicholson of the canal company returned from the scene of the break last evening, and expressed the opinion that the huge hole will be repaired and traffic resumed in a day or two.

WT, Sat. 8/22/03, p. 7. **WORK ON CANAL BREAK.** - The repairing of the break in the Chesapeake and Ohio Canal, near Oxley's Island, is reported to be progressing rapidly. Traffic will be resumed the early part of next week, provided the weather does not interfere with the improvements.

ES, Sat. 8/22/03, p. 17. **AFFAIRS IN GEORGETOWN** - Reports from Maryland points along the Potomac river are to the effect that repairs to the large break in the Chesapeake and Ohio canal near Dickerson's, which occurred the latter part of last week after the heavy rains, have been practically completed and that the usual traffic over the waterway between Cumberland and Georgetown will be resumed today or tomorrow.

WT, Sun, 8/23/03, p. 18. **Outing of Spanish War Veterans.** - One of the most enjoyable stag functions ever given by the Spanish War Veterans of the District was the complimentary sail on the "mule yacht" John R. Mason last Sunday to Great Falls under the auspices of the Col. John Jacob Astor Command, No. 136, located at the Soldiers' Home. The Henry Wilson Post, No. 17, G. A. R., and a number of friends of both organizations took advantage of the trip. The start was made from the Aqueduct Bridge at 9:30 a. m., and the "mule yacht" proceeded leisurely on her way, giving all on board an opportunity to view the beautiful scenery along that picturesque and historical stream, the Chesapeake and Ohio Canal. Barring accidents of wind and wave,

schedule time for arrival was 2 p.m., but owing to the necessity of manning the boats to prevent the loss of a derby hat; several partings of the main shaft, which had to be repaired before the mule engines (not donkey) would work, and putting the helm "hard a port" to permit of the rescue of a comrade from a deserted toe-path, it was after 6 in the afternoon before the look-out reported land ahead.

The ride had been very tiresome for a number, so to relieve the feeling of too much rest they sprang ashore and proceeded to the falls, where they were left when the crew of the mule yacht weighed anchor for home.

Several of those left at the falls had become so used to the roll of the boat and the howl of the wind in the yachts that they proceeded overland at a breakneck speed behind a broken-down black horse to overtake the mule yacht. They succeeded, after a very dangerous and stormy ride. The others were glad to get any old conveyance later in the evening and proceed with decorum to the nearest port of size, at which point they took passage on an electric line for original point of embarkation.

But, to return to the mule yacht. The trip home was, if possible, more exciting than the one out. How true the old saw, "It is a long lane that has no end." About 9:30 p. m. the mule yacht pulled into her wharf at Georgetown, and the young old vets and old young vets, arm in arm, took their weary way, afoot and otherwise, thanking their stars and each other that it was all over for this time, but hoping for another such occasion in the future.

ES, Tue. 8/25/03, p. 7. **AFFAIRS IN GEORGETOWN** – It was announced this morning at the offices of the Chesapeake and Ohio canal that traffic over that waterway between Cumberland and Georgetown had been resumed; after a

complete suspension of operations for exactly two weeks, due to a large break in the bank of the canal and the destruction of a stone culvert on the nine-mile level near Edward's Ferry, Md. The damage was caused by the heavy rains and the swollen mountain streams which empty into the waterway.

The suspension of operations over the canal had a decided effect on the local soft-coal market, but not to the extent of causing a scarcity of soft coal. The shipments of coal from the Georgetown wharves to the New England states, points along the lower Chesapeake Bay, Norfolk and other southern ports on the Atlantic have, however, been greatly retarded, at a great loss to the shippers, owners and canal company.

Local building operations, it is said, have in some instances been brought almost to a standstill owing to the lack of lime; also attributed to the suspension of operations on the canal. The major portion of the lime received in this city from the Maryland kilns during the last two weeks has been brought here by rail, and the contractors have not been able to secure more than they actually need. It is said about seventy-five boats carrying coal and a number of lime boats are expected here in a day or two.

The repair of the break and the reconstruction of the stone culvert was accomplished in record-braking time, under the supervision of Captain Nicholson. It required 4,000 cubic yards of material to close the gap in the canal bank, and the newly constructed culvert measures 130 feet long. Six-hour shifts of several hundred men were kept working night and day.

WT, Wed. 8/26/03, p. 8. **SOFT COAL PRICES RAISED.** - The soft coal combine, which controls the Chesapeake and Ohio canal transportation, has already exercised the prerogative of the trust and raised the

prices of soft coal on the wharf 50 cents per ton over last year. This makes coal 75 cents more in price than year before last.

The raise of the coal company has, in turn, caused local tugboat owners to raise towage rates. In order to keep in the advance movement, the captains of the tugboats and their assistants have also demanded a raise, which has been given them.

It is stated that the soft coal combine has raised the wages of the miners, but not by any means in proportion to the raise of price per ton in coal. It is stated that the miners have been given an increase of about 10 cents.

ES, Sat. 8/29/03, p. 4. **AFFAIRS IN GEORGETOWN** – Since the completion of repairs to the Chesapeake and Ohio canal, the arrival of the canal boats in Georgetown has been steady. It is estimated that more than 10,000 tons of soft coal has been dumped on the wharves at Georgetown since Thursday. The break in the canal caused a suspension of operations for about two weeks.

AG, Mon. 8/31/03, p. 3. The Chesapeake and Ohio canal is again in working order and boats are arriving and departing as usual.

WT, Tue. 9/1/03, p. 9. **CANAL TOWAGE HEAVY.** - The present week is a busy one for the Canal Towage Company. Daily, from eight to twelve boat loads of Cumberland coal are arriving here. Most of the coal is being shipped to New England.

ES, Fri. 9/4/03, p. 8. **HAGERSTOWN NEWS GRIST** – McArthur Bros. contractors to construct the Cumberland end of the Wabash connecting link, now have 500 men enroute from Montana and

Wyoming, and work will begin immediately upon their arrival just below Cumberland.

The Chesapeake and Ohio canal steam dredge is at work cleaning out the channel of the canal at the tidewater above dam No. 5. The channel had become filled with mud and sand bars, and even light boats had difficulty in passing that point. The dredge has been at work for several weeks.

ES, Sat. 9/5/03, p. 23.

FIRST ANNUAL EXCURSION LINCOLN WOMAN'S Relief Corps, No. 6, to Great Falls, Md., LABOR DAY, Sept. 7, 1903, on Mule Yacht F. E. Mason. Yacht leaves foot Aqueduct bridge, Georgetown, 8:30 a.m. Return, leaves Falls 8 p.m. Tickets, 50c. Refreshments served on yacht. se3-St*

The above advertisement ran first on Sept. 3, 03 and again for 3 times.

ES, Fri. 9/11/03, p. 3. **Permission Not Granted** – It is understood in local railroad circles that as yet the Gould interest have failed to obtain permission to span the Chesapeake and Ohio canal at seven different points between Cumberland and dam No. 6 of that waterway, by which means it is purposed to link the Western Maryland railroad and the West Virginia Central railroad at Cherry Run, notwithstanding the rumors to the contrary.

It is true that the state board of public works of Maryland at a recent session accepted the plans of the Western Maryland railroad for the bridging of the canal, but it is pointed out that the board has no authority whatever to grant a permission for such work. The indorsement of the board, it is conceded, is significant and is often considered as a forerunner of permission by the courts. As yet, it is stated, the Gould interests have failed to obtain that permission, which is so essential as a part of Mr. Gould's mammoth project.

Ibid, p.17. **GEORGETOWN AFFAIRS** – Joseph Lewis, twenty-one years old, a boatman of the Chesapeake and

Ohio canal, was found sick at Potomac street and the canal at 8:30 last evening. He was removed to the Georgetown University Hospital for treatment.

ES, Sat. 9/12/03, p. 15. **Stone for Tunnel Here** – BOYD’S, Md., September 11, 1903.

There is to be a railroad built from Dickerson’s west of Boyd’s to a point near Sugar Loaf Mountains, one and a half miles from Dickerson’s, for the purpose of hauling some fine quality or white granite rock, white marble and red rock that is in inexhaustible quantities in the mountain side there. The white granite quarries were worked as far back as in 1830, and the Chesapeake and Ohio canal aqueduct built at the mouth of Monocacy river, just one mile from Dickerson’s, was constructed of this rock in 1833 and is considered one of the finest canal aqueducts in the United States today. Fine engineering made it the grandest and most substantial structure ever seen. Engineers of repute often visit it now to see the wonderful structure. The stone of which it was constructed has hardly shown any perceptible wear at all. These quarries are now operated by a New York syndicate to supply stone for building the big union tunnel under Washington city and for the approaches of the viaducts of the Baltimore and Ohio and Pennsylvania railroads in that city. Civil engineers are now surveying right of way through farms there, which, it is stated, cannot be gotten without some little trouble.

News, Mon. 9/14/03, p. 3. Saturday morning Robert Alexander, aged about 12 years, of Weverton, Washington county, was drowned in the Chesapeake and Ohio canal while bathing.

WT, Sat. 9/19/03, p. 12. Ernest Williams, a boatman on the Chesapeake and Ohio Canal, on Thursday landed an eleven-pound carp.

in the canal about a quarter of a mile above the bridge.

WT, Mon. 9/21/03, p. 9. **COAL TRAFFIC ON CANAL.** - Coal traffic on the Chesapeake and Ohio Canal this year has been much greater than any previous year in the history of the waterway. Before closing down for the winter, the Canal Towage Company, which controls traffic over the canal, will have shipped over 300,000 tons of Cumberland coal to Georgetown, provided present shipments continue. This is an increase of over 100 per cent over last year's shipments, 150,000 tons being last year's record. All of the coal which is brought to Georgetown over the Chesapeake and Ohio Canal, is distributed to purchasers by W. A. Leetch, the Canal Towage Company's distributing agent.

ES, Mon. 9/21/03, p. 3. **GEORGETOWN AFFAIRS** – In attempting to alight from a moving westbound car of the Capital Traction line, on M street near Potomac about 8:30 Saturday evening, Arthur Shelton, thirty-six years old, a boatman of the Chesapeake and Ohio canal, was painfully, though not seriously injured. Shelton, it is said, had thoroughly enjoyed himself down town and boarded car No. 211 to go to his boat, which lay in the canal off Georgetown. When the car reached Potomac street, he forgot he was not riding on a canal boat, and stepped off. He felt the ground moving fast under his feet, and before he knew what happened, he took a “header” along the asphalt. His face was bruised and he sustained other injuries. The accident was witnessed by several persons, and a policeman was soon on the scene. They summoned the patrol wagon of the seventh precinct station, in which the injured man was conveyed to the Georgetown University Hospital, where the surgeons dressed his injuries.

It is estimated that the shipments of coal over the Chesapeake and Ohio canal during the present season will show an increase of more than 100 percent over last year. Already, it is said, more than 200,000 tons of coal have been shipped from Cumberland to Georgetown over the waterway, and it is thought that before the season closes the traffic for the year will register 300,000 tons, if not more. Last year 150,000 tons were brought down the canal. The increase in the traffic, it is said, shows that under the management of the Canal Towage Company, which now controls practically all boats on the waterway, the transportation of coal over the canal is more general.

WT, Wed. 9/23/03, p. 12. Thomas Wilkins, of the Canal Road, caught a large bass yesterday in the Chesapeake and Ohio Canal, near the outlet lock, the only bass caught in the canal in the vicinity of Georgetown for several months.

News, Fri. 9/25/03, p. 3. **Canal Lock Keeper Drowned.** - John Sipes, keeper of "Gibbs Lock," of the Chesapeake and Ohio canal, three miles above Great falls, was accidently drowned in the canal just below his lock Wednesday night. He left his home at 8 o'clock for the purpose of letting a boat pass, he failed to return within a reasonable time and his wife went in search of him, but could not find him. The fears of his family as to his fate were confirmed yesterday afternoon, when his body appeared on the surface of the canal a short distance from his home. He was 50 years of age and leaves a widow and six children. He was one of the best known lock-keepers on the canal and frequently entertained fishermen from various points.

ES, Fri. 9/25/03, p. 11. **HAGERSTOWN NEWS GRIST** - The jury of condemnation summoned to condemn a right of way for the Western Maryland railroad through the property of Jacob F. Clay and others, west of Hancock, went over the route Monday and fixed the damages at \$500. This amount had been agreed upon by the owners and the railroad.

Messrs. J. T. Bridges & Co., Hancock, are building three scows for Wabash contractors. One is a houseboat, one to move steam scoops and the other for general transportation purposes.

A. C. Gruber of Williamsport left Tuesday for Philadelphia to purchase two canal boats to be put on the Chesapeake and Ohio canal to do local traffic on the waterway.

News, Thu. 10/1/03, p. 3. A scow bearing a steam steel scoop weighing 80,000 pounds, valued at \$20,000 and consigned to the contractors who are building the Cumberland extension of the Western Maryland railroad, sank in the Chesapeake and Ohio canal at Big Pool.

WT, Thu. 10/8/03, p. 13. **COAL SHIPMENTS ON CANAL.** - During the past week about 12,000 tons of Cumberland coal have been shipped to Georgetown over the Chesapeake and Ohio Canal. The greater part of this was shipped to New England ports in the large barges of the Consolidation Coal Company.

ES, Thu. 10/8/03, p. 11. **AFFAIRS IN GEORGETOWN** - Cumberland coal continues to arrive in Georgetown over the Chesapeake and Ohio canal in large shipments. More than 12,000 tons came down the waterway from Cumberland last week. The majority of the cargoes were

consigned to dealers in the New England states.

WT, Tue. 10/13/03, p. 12. **No Heavy Damage.** - The recent heavy rains, according to reports from points along the Chesapeake and Ohio Canal, caused but little damage to that waterway. It was thought that much damage would result.

ES, Wed. 10/14/03, p. 21. **ON THE RIVER FRONT** - The tug *Startle*, hailing from Chesapeake City, came into port yesterday afternoon with five small canal barges in tow from the Delaware and Chesapeake canal. The barges were taken at once to Georgetown, where they were left by the tug, and will, it is understood, be used on the Chesapeake and Ohio canal. The tug *Startle* paid her first visit to the Potomac on this trip.

WT, Mon. 10/19/03, p. 4. The canal boat, loaded with a fifty-five ton steam shovel, which sank several weeks ago at Big Pool, was raised Saturday evening by sinking two canal boats alongside the sunken boat and then pumping the water out of them, which caused the two boats to rise and bring up the boat loaded with the steam shovel.

WT, Tue. 10/20/03, p. 12. **TRAFFIC ON THE CANAL.** - Traffic on the Chesapeake and Ohio Canal will be kept up this year as long as the weather permits. Before the season is over the Canal Towage Company, which controls traffic over the waterway, expects to have shipped 300,000 tons of Cumberland coal to Georgetown, an increase of 100 per cent over last year's coal shipment. Since the opening of the present season, the Canal Towage Company has been constantly working 150 canal boats, 600 men, and about 400 horses and mules. The shipment of coal to Georgetown this year will be the largest in the history of the

waterway. There has been an unusually large call for Cumberland coal by dealers in the New England ports. A number of the large barges of the Consolidation Coal Company are laden here every week for Boston, New York and other northern points.

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.

WT, Tue. 10/27/03, p. 2. **LOCK TENDER DROWNED IN THE C. & O. CANAL.**

Mrs. A. L. Keefer, of 1225 Twenty-third Street northwest, called at Police Headquarters this morning in an almost frenzied condition, owing to a report brought down the Chesapeake and Ohio Canal by a boy, that her brother, Patrick Donohue, had been drowned near Great Falls. She desired to know if it were so, and what disposition had been made of the body.

Sergeant Carter, acting chief of detectives, instituted an investigation, which resulted in developing that Donohue had been drowned on Sunday night, though the circumstances could not be ascertained. At the time he was lock tender at Lock No. 16. His sister states that he was about forty-six years old, and had been employed by the canal company since he was fourteen, and she complains bitterly that the canal company had made no effort to notify her of his death.

Inquiry at the offices of the canal company revealed that the manager, George L. Nicholson, was out of the city, and there was no one there who knew Donohue, or the circumstances of the drowning. The canal

company were notified that the sister would at once take charge of the body, and word was sent to postpone the burial until her arrival. Mrs. Keefer, who was almost prostrated, has gone to Lock 16 accompanied by her daughter.

ES, Tue. 11/3/03, p. 2. **REPUBLICANS CONFIDENT** – As the result of a riot in Sharpsburg, Washington county, late last night, Charles Delauney, a Chesapeake and Ohio canal boatman, was perhaps injured fatally. His skull was crushed in addition to other injuries, and he has been unconscious since midnight. One of his eyes was knocked out.

More than a dozen men participated in the riot, and a number of them sustained broken noses and other injuries. Two brothers, named Carter, were brought to the Hagerstown jail today, charged with murderous assault on Delauney. The trouble started over the election.

AG, Wed. 11/4/03, p. 2. **Riot In Sharpsburg.** - As a result of a riot at Sharpsburg, Md., about 1 o'clock yesterday morning, Charles Delauney is suffering from a crushed skull and other injuries and John and Charles Carter, brothers, are in the Hagerstown jail, charged with assaulting with intent to murder Delauney. The latter has been unconscious since the trouble and his recovery is not expected. Delauney is a Chesapeake and Ohio canal boatman, and along with others, returned to Sharpsburg to vote yesterday. The trouble started when a number of voters discovered their names had been stricken from the registration books. More than a dozen men participated in the melee. The cries of the combatants, who were inflamed with liquor, could be heard blocks away. Delauney was struck on the head with a blunt instrument. A half dozen others sustained broken noses, black eyes, etc. Officers Hammond and Reynolds,

assisted by a number of citizens, succeeded in quelling the riot. More arrests will follow.

WT, Wed. 11/4/03, p. 3. The body of Edward Long, a canal boatman, was found yesterday in the scale house of the Western Maryland Railroad at Williamsport. He had been dead for several hours and physicians who made an examination of the body said Long died from alcoholism.

Ibid, p. 4. Charles Delauney, a boatman on the Chesapeake and Ohio Canal, was probably fatally hurt in a fight on the street last night in Sharpsburg. His skull was crushed in two places, in front and behind, and one eye was gouged out. Charles Carter and John Carter, two young men of Sharpsburg, were arrested on the charge of assaulting him. They were committed to jail in Hagerstown for a hearing.

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 33rd street. She was removed to the Georgetown University Hospital, where she recovered after treatment.

WT, Sat. 11/14/03, p. 13. **News from Boyd's.** – John W. Collier, present sheriff, will go to Washington and there engage in the hotel business with Thomas McCulloch, of Rockville. Mr. Collier is a prominent farmer at Dickerson's and runs several grain boats on the Chesapeake and Ohio Canal.

WT, Thu. 11/19/03, p. 8. It was said this morning by an official of the Chesapeake and Ohio Canal Company that the waterway would probably remain open for traffic this

year, until the middle of December. G. L. Nicholson, general manager of the Canal Towage Company, which controls traffic over the waterway this year, is away on a business trip. The season has been one of the busiest in the history of the old canal. Up to the time of the closing of the waterway, over 300,000 tons of Cumberland coal will have been shipped to Georgetown. Six hundred men, 400 horses and mules, and 150 canal boats have been employed by the company this year.

WT, Mon. 11/30/03, p. 8. **WATERWAY MAY CLOSE.** - It was said this morning by an official of the Canal Towage Company, which controls traffic over the Chesapeake and Ohio Canal, that if the present cold snap continued the waterway will have to close down before December 15. Last year the canal remained open until the latter part of December.

The present season has been one of the busiest in the history of the Chesapeake and Ohio Canal. Over 300,000 tons of Cumberland coal have been shipped to Georgetown. The Canal Towage Company, of which G. L. Nicholson is general manager, has within the past year kept in its employ 600 men, 400 horses and mules, and 150 new canal boats. In the past season also the employees of the company have received higher wages than in former years, their employment being in every way satisfactory to them.

ES, Sat. 12/5/03, p. 4.

HENRY C. WINSHIP DEAD.

Prominent in Business and Life-long Resident of District.

Mr. Henry C. Winship, for many years one of the largest soft coal shippers of this city, died at 10:20 o'clock last night at his home, 2603 Dumbarton avenue northwest, of a complication of diseases. He

had been ailing for several years, but it was not until the latter part of last week that he was compelled to take to his bed. Since that time, he gradually grew worse, and last night he succumbed. Arrangements for the funeral had not been made at a late hour this afternoon.

Mr. Winship was a native of Washington, and was sixty-three years of age. He was born on the site of the present Winship residence. Soon after the close of the civil war he engaged in the soft coal trade between Cumberland and this city. Later he became the senior member of the firm of Meredith, Winship & Co. That company was last spring absorbed by purchase, by the Consolidation Coal Company, which now controls the traffic on the Chesapeake and Ohio canal. His wife, two sons, two daughters, three sisters and two brothers survive him.

WT, Sat. 12/5/03, p. 3. **Henry C. Winship.**

Henry C. Winship, one of Georgetown's best-known citizens and businessmen, died last night at his home, corner of Twenty-sixth Street and Dumbarton Avenue northwest. For five days his condition was regarded as critical, and his death momentarily expected. A widow, two sons and several daughters survive. He was about sixty-three years of age.

Mr. Winship had been engaged in the wholesale coal business here for many years, having been the senior member of the firm of Meredith, Winship & Co., which recently sold out. The business conducted by the firm was one of the largest in the District, all of the coal shipped to Georgetown by way of the Chesapeake and Ohio Canal, and sent to the Northern ports by the Consolidation Coal Company, having been handled by it.

Mr. Winship had spent the greater part of his life in Georgetown, beginning

business there when quite a young man. His sons are Meredith and Berry Winship. He was regarded as a man of considerable wealth. Mr. Winship was a brother of Mrs. Leetch, wife of John Leetch, of the Washington Gas Company, of John Winship and William Winship.

Funeral arrangements have not yet been made.

ES, Wed. 12/9/03, p. 12. The home of James McIntyre, on the island in the Potomac river below Cumberland, was destroyed by fire last night. The house was built about the time the Chesapeake and Ohio canal was completed to Cumberland.

ES, Fri. 12/11/03, p. 20. Boatmen on the Chesapeake and Ohio canal are tying up for the winter.

News, Sat. 12/12/03, p. 5. **Canal Soon to Close.** - The Chesapeake and Ohio canal will be closed within a week or ten days for the winter. Navigation is still open, but few boats are running, nearly all of them being tied up. The iceboat is running constantly to keep a channel open for boats to pass. It is stated that the season has been a good one.

ES, Sat. 12/12/03, p. 10. **Boyd's and Vicinity** – The remains of Mr. Jetson G. Fields, formerly of Darnestown, this county, who died at the residence of his daughter, Mrs. Thomas P. Spates, at Winchester, Va., have been interred this week in Monocacy cemetery at Beallsville, this county. He was well known in this county, where he once resided, and was one time superintendent of the Chesapeake and Ohio canal from Seneca to Georgetown, D. C. Mr. Fields was in his eighty-second year.

News, Mon. 12/14/03, p. 3. **Canal Boating Record.** - John T. Tice, Williamsport, captain of the canal boat No. 83, carries off

the honor for making the most trips on the Chesapeake and Ohio Canal during the season just closed with Captain A. B. Kimble a close second. Captain Tice, with four mules, made 21 trips to Williamsport and 11 to Georgetown, D. C., delivering 2445 tons 1 cwt. of coal to Williamsport and 1284 tons 11 cwt. to Georgetown, making a grand total of 3730 tons 12 cwt. of coal delivered during the season of nine months. His four mules traveled in that time 7,576 miles.

An effort is being made to break up the floating saloons along the Chesapeake and Ohio Canal.

ES, Wed. 12/16/03, p. 8. The Chesapeake and Ohio canal was closed Saturday for the winter, after what is regarded as one of the most prosperous seasons in the history of the waterway. It is estimated that during the time the canal was navigable, there were about 300,000 tons of soft coal transported to Georgetown from Cumberland. The canal towage company, which controls the traffic on the waterway, employed more than 600 men during the past season. It is expected the canal will be reopened early next March.

Ibid, p. 18. **CUMBERLAND NOTES** – The water is being off the Chesapeake and Ohio canal and yesterday morning after the water was lowered on the level near Oldtown the body of Charles Gross, a young man who had been employed on the canal, was found. Gross drew his pay for October about a month ago and had not been seen since.

Thu. 12/17/03, p. 4.⁴ **Monday.**

The body of Charles Gross was found in the Chesapeake and Ohio canal, near Oldtown, at an early hour this morning,

⁴ *Cumberland Alleganian*, Cumberland, Md.

after the water had been drawn from the canal level.

Gross was a young man who had been in the employ of the canal managers during this summer. He made his home with his mother who attends the lock at the canal tunnel. Taylor drew his pay from the canal company for services during the month of October, about a month ago, and had not been seen since.

After receiving his pay, he made some purchases of clothing and went away, leaving the clothing he had purchased and a small amount of money at home. Inquiry was made for him by relatives but no information could be obtained and his people took it for granted he had left this section to seek employment elsewhere. Nothing more was heard about him until his body was found in the canal this morning.

Upon finding the body the canal employees sent word to the officials in this city and Coroner Conner was notified.

So far as could be ascertained there were no marks of violence upon the body and the supposition is Taylor fell into the canal accidentally in journeying from Oldtown homeward.

Coroner Conner appointed Justice of the Peace Charles F. Showacre of Oldtown district to act as coroner in the case.

Water Drawn from the Canal.

The canal has permanently closed for the season. The gates at the feed lock here were closed this morning and the water will be drawn from all the levels along the line. The last boats to be loaded here were sent out Thursday. Many of the boatmen have put up for the winter at Cumberland. They will use their boats as living places and some of them will seek outside employment for the winter. A few of the boatmen will send their mules to farm to winter, while others find service for their animals and themselves teaming.

WT, Sat. 12/19/03, p. 12. **MILLS' CLOSED DOWN.** - The water has been drawn from the Georgetown level of the Chesapeake and Ohio Canal. The season of traffic on the waterway closed down last Saturday, after a most successful year. A few minor repairs will be made to the canal bed here. All of the Georgetown mills which get power from the Chesapeake and Ohio Canal are closed down. This condition will exist only for a few days.

ES, Sat. 12/19/03, p. 14. **General Items** – The Georgetown level of the Chesapeake and Ohio canal has been drained of all water, preparatory to extensive repairs. It is understood the repairs will continue as long as the weather permits, and will be resumed in early spring. It is the desire of the canal company to reopen the waterway for traffic as early in the spring as possible. Repairs are also being made to the upper levels of the canal.

ES, Mon. 12/21/03, p. 15. **SALE OF C. AND O. BONDS** – The commissioners have drafted a bill to be submitted to Congress giving them the authority to dispose of the Chesapeake and Ohio canal bonds, amounting to \$75,000 and accrued interest, belonging to the District. The bill provides that after the passage of the act, the Commissioners may sell the bonds at any time and in such manner as in their judgment will be best for the interest of the District.

These bonds at present are in the possession of the treasurer of the United States, together with coupons attached, bearing interest from July 1, 1864, and also two certificates of indebtedness issued to the corporation of Washington amounting to \$9,270.

In June of the present year the Commissioners received a letter from David

Rittenhouse offering to buy the bonds at 27 cents on the dollar. The matter was referred to the corporation counsel, who decided that the District authorities could not sell the bonds without the express authority from Congress.

The bonds were received by the former corporations of the cities of Washington and Georgetown, from the Chesapeake and Ohio Canal Company, in exchange for a like amount of stock issued by those corporations under ordinances approved in 1847, to assist the canal company to construct the canal and its appurtenances.

All of this stock was subsequently presented to and duly redeemed by those municipalities, so that the debentures under consideration practically represent a cash loan made by them to that company. The District of Columbia is entitled to any proceeds that may be derived from the disposal of these obligations, as it superseded the corporations of the cities of Washington and Georgetown, and succeeded to all their rights, title and interest therein.

The Commissioners deem it advisable that this indebtedness should be made an available asset as contemplated by the proposed bill, so that they will be in a position to negotiate it to the best advantage, if it should become necessary or advisable to convert it into current revenue.