

COMPILATION OF
CANAL TRADE ARTICLES FROM
CUMBERLAND EVENING TIMES
A Cumberland, Md. newspaper,
and
THE NEWS
A Frederick, Md. Newspaper
and
THE SUN
A Baltimore, Md. Newspaper
and
THE WASHINGTON POST
A Washington, D. C. Newspaper,
1905

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Frontispiece.



The above photograph is of the Kloeppinger family outing, 1905, from the Historical Society of Washington, D. C. CHS 09878. This excursion boat was referred to as the "John R. Mason," as the "mule yacht John R." or "mule yacht" in advertisements for excursion trips from Georgetown to Great Falls. Charters could be had by applying to G. W. Mason, 1074 Jefferson ave., NW. Phone W. 55-M. Mr. Mason also ran steamers Louise and India.

A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *Cumberland Evening Times*, a Cumberland, Md. newspaper, *The News*, a Frederick, Md. newspaper, *The Sun*, a Baltimore, Md. newspaper, and *The Washington Post* a Washington, D. C. newspaper of the era. The articles were compiled, chronologically in a two-column format, much as they appeared in the newspaper. Articles from *Cumberland Evening Times* are preceded by ET, those from *The Sun* are preceded by *Sun*, those from *The News* are preceded by *News* and those from *The Washington Post* are preceded by WP.

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. I did not include the newspaper editorials because those were opinion pieces. The research continues because the reader may yet find a missing date.

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 1905

News, Thu. 1/5/05, p. 2. **STOCK**

TRANSFERRED. - Governor Warfield by one transaction yesterday made for the State \$2,325, which is a trifle more than one-half of his annual salary. The coup was made in the transfer of the State's interests in the Chesapeake and Ohio Canal to the Western Maryland Railroad Company.

F. S. Landstreet, vice president of the railroad company, whose bid of \$155,000 was accepted by the Board of Public Works, tendered in payment, as required by the Constitution, State stock amounting to that sum. The stock was that of the consolidated loan of 1899, and was in \$100,000, \$50,000 and \$5,000 lots. Mr. Landstreet said he had bought the stock in New York at par.

Governor Warfield called attention to the fact that the State had recently purchased this stock for the sinking fund at \$98.50 per share, and as the State could go into the open market and buy this stock at this figure, he believed that the purchasers of the canal should pay the difference between the market and face value of the securities.

B. A. Richmond, of counsel for the Western Maryland Railroad Company, called attention to the terms of the bid, which specified that the State stock should be taken at par. He believed that the stock submitted by Mr. Landstreet fully covered the purchase sum.

Mr. Landstreet said he had no wish to evade payment of the sum mentioned by the Governor. He explained that the stock was below par value because of the approach of its maturity, in 1915, and because of the tax imposed on it by the State. He expressed a willingness to pay the difference between the market and face value of the stock, and presented a check covering that amount, which was accepted, and which will be converted into State securities by Treasurer Vandiver, the

securities to be added to the sinking fund. The canal thus cost the Western Maryland Company \$157,325.

With the check transaction over, a document which had been approved by Attorney General William S. Bryan, Jr., and which formally transferred the property to the railroad company, was signed by Governor Warfield, Comptroller Atkinson and Treasurer Vandiver.

Thus ends the State's interest in the Chesapeake and Ohio Canal, in construction and maintenance of which Maryland has expended millions, and from which there was no prospect of securing a return of a part of the investment large than that paid by the Western Maryland Railroad Company, which desires to utilize portions of the berm of the canal as a sand bed. Thus, also, pass into history the long political activities associated with the canal. There is no prospect at this time that there will be a suit to prevent the new purchasers from taking formal possession of the property.

ET, Sat. 1/7/05, p. 1. **CANAL DEED**

FILED HERE. - A copy of the deed of assignment of the State's interests in the Chesapeake & Ohio canal to Mr. F. S. Landstreet, of the Wabash system, was filed in the Circuit Court here today by Mr. B. A. Richmond, attorney for the Wabash system.

The deed is a lengthy paper and covers many typewritten pages setting forth all matters pertaining to the sale including a copy of the published advertisements, the bid of Mr. Landstreet and the resolution of the Board of Public Works accepting the same. In specifying the particular things conveyed the deed mentions Preferred stock under acts of 1835, \$3,000,000. Preferred stock under act of 1836, \$1,375,000. Common capital stock under act of 1827, \$500,000, common capital stock under act of 1833, \$125,000. Deferred common stock under act of 1825, \$163,000.

This make a total of \$5,662,000, which the State was authorized to acquire. Just how much of this stock was issued or exactly how much the State paid for it is not known. The State for years had been voting five million dollars canal stock. The interest on all sums invested is unpaid and most of it has been accumulating for three-quarters of a century

Besides these items especially mentioned the deed has a clause conveying to the purchaser all other interests of whatever kind, which the State may possess in the canal. The price the receipt of which is acknowledged is \$155,000.

The deed bears the signature of Governor Edwin T. Warfield, Gordon T. Atkinson and Murray Vandiver, constituting the State board of public works.

Mr. B. A. Richmond was asked this afternoon what special value the State's interest in the canal would prove to the railroad company since they cannot get possession of the property.

The lawyer replied that he had many inquiries of that character but had no response to make public at present. He predicted, however, that within a few months everyone will understand the value to the railroad company of what has been purchased without having anyone explain.

ET, Sat. 1/14/05, p. 6. **DEEDS FILED.** - Board of Public Works of Maryland to F. S. Landstreet, State's interest in Chesapeake and Ohio Canal property: \$155,000.

ET, Tue. 1/17/05, p. 6. **MR. F. S. LANDSTREET.** - Mr. Fairfax S. Landstreet, by his attorney, Mr. Benjamin A. Richmond, yesterday filed in court at Hagerstown a petition to have himself made a party defendant in the place of the State of Maryland in the case of George S. Brown and other s against the Chesapeake and Ohio Canal company. Mr. Landstreet recites that

as he had become the purchaser of the State's interest in the canal he was entitled to be made a party defendant in the canal case in place of the State of Maryland. A certified copy of the deed transferring the State's interest to him was filed with Mr. Landstreet's petition.

WT, Sun. 1/22/05, p. 6. **DEED RECORDS TRANSFER OF THE C. & O. CANAL.** - A deed was placed on record yesterday in the office of the Recorder of Deeds for the District by Governor Warfield, of Maryland; Gordon T. Atkinson, comptroller, and Murray Vandiver, treasurer, comprising the board of public works, conveying to F. S. Landstreet, of West Virginia, all the right, title and interest of the State in the Chesapeake and Ohio Canal Company. The consideration named is \$155,000.

WP, Sun. 1/22/05, p. 33. **REAL ESTATE TRANSFERS. - Chesapeake and Ohio Canal.** - Edwin Warfield et. al. (Board of Public Works of Maryland) to Fairfax S. Landstreet, all interest in property of Chesapeake and Ohio Canal Company, \$155,000.

ET, Thu. 1/26/05, p. 8. **W. M. R. R. GETS RIGHT OF WAY.** - The trustees of the Chesapeake and Ohio Canal company this afternoon filed a petition in the Circuit Court of this county praying the court to pass a decree authorizing the trustees to sell and convey to the Western Maryland Railroad company a right of way over all the lands of the canal company lying in Allegany county.

As a consideration the Western Maryland Railroad company is to pay the sum of \$500,000 into the hands of Benjamin A. Richmond and Hugh L. Bond, trustees, to be held in trust until all the rights under the petition are secured by the Western Maryland railroad, and the work of construction of the connection between

Cherry Run and Cumberland is completed. The money held in trust is then to be paid over to whoever may be found entitled to the same.

Whether this action is a final disposition of that portion of the canal lying within the boundary of Allegany county remains to be developed. But at any rate all possible obstruction is thereby removed from the path of the Western Maryland railroad in efforts to effect a connection with the W. Va. Central railroad at this place.

News, Thu. 1/26/05, p. 3. The Western Maryland Railroad Company is said to have reached an agreement with the trustees of the Chesapeake and Ohio canal, under which the former will be allowed to cross the canal wherever necessary in building the Cumberland connection.

ES, Thu. 1/26/05, p. 12. **GEORGETOWN AFFAIRS** - Mr. G. L. Nicholson, general manager of the Chesapeake and Ohio Canal Company, with its main office in Georgetown, has returned from a trip of inspection many miles up the canal investigating its needs and looking toward plans for increasing its present facilities. The traffic of the canal company last season is said to have surpassed that of any year in its history.

WP, Sat. 1/28/05, p. 12. **MUST KEEP BONDS**. - The Senate Committee on the District of Columbia yesterday acted adversely upon the Commissioners' bill authorizing the sale of Chesapeake and Ohio Canal bonds belonging to the District. These bonds amount to \$75,000, with accrued interest, and were originally issued to the cities of Washington and Georgetown in the amounts of \$50,000 and \$25,000, respectively. In addition to these bonds, the bill provided that the Commissioners might also dispose of two certificates of

indebtedness issued by the canal company for amounts due on interest coupons of the bonds, amounting to \$9,000.

It was the general opinion of the committee that it would be a poor business policy for the District to sell these securities, but that, on the contrary, they should be held as an investment.

ET, Mon. 2/6/05, p. 8. **DROPPED DEAD**.

George Davis, a well-known colored resident of this city, was found dead early yesterday morning in a canal boat in the basin. It is supposed that he suffered an attack of heart disease, as he seemed to be in perfect health Saturday.

The remains were taken to the Stein morgue where they were prepared for interment. They were afterwards taken to the home of the deceased's sister on Frederick street.

The funeral took place this afternoon with burial in Sumner cemetery.

WP, 2/10/05, p. 10. **DISTRICT BILL IN CONGRESS**. A favorable report was authorized on Representative Pearre's bill amending the act incorporating the Washington and Western Maryland Railroad Company. This bill empowers the company to cross the Chesapeake and Ohio Canal and the River road at a point 2,400 feet east of the Chain Bridge, by a bridge sixteen feet above the road; and to extend its tracks northwesterly through the lands of the Palisades of the Potomac Company, to join with the tracks of the Metropolitan Southern.

ET, Wed. 2/15/05, p. 8. Mr. J. Graham Pearre, paymaster of the Chesapeake and Ohio canal, is in the city.

ET, Sat. 2/18/05, p. 6. **OPENING DAY OCT. 10, '50**. - When mention was made in a Wabash story in the Times, a few days

ago, of the opening day of the Chesapeake and Ohio canal, no further reference to the famous old waterway was contemplated. That brief account of the opening, however, has brought to the Times a number of letters upon the subject and much unwritten history has been discovered. This is not surprising when it is borne in mind the prominent part played by the canal in the history of the State and what it meant to Cumberland. In the search for canal history, at every point you find the names of people who themselves played a prominent part in the making of the history of the State and city whose descendants today hold high places in politics, finance and in the social world.

Water First Let Into The Canal.

On June 11, 1850, water was first let into the canal at Cumberland. At 5 o'clock p. m., Mr. Charles B. Fisk, the chief engineer, opened the wickets and the feed-gates and the waters of the Potomac river rushed into the canal. Crowds of people gathered at the locks to witness the ceremony.

When the canal was filled, a crown went to Mr. J. H. Clark's boat yard at Will's creek, above the Baltimore street bridge, and secured a canal boat in which they floated down to the canal lock. Here Mayor Thos. G. Harris was requested to name the boat. The Mayor responded in a short speech and named the boat "Cumberland." Amid great enthusiasm, the "Cumberland" was then passed through the lock into the canal, the first boat to enter from the Potomac. Several thousand people were present on this occasion.

On Thursday, October 10, 1850, the formal opening of the Chesapeake and Ohio canal took place, for continuous navigation from this city to Alexandria, Va., on the day before, a large number of prominent men arrived in the city over the C. & O., to take part in the ceremonies. Among them were Gen. James M. Coale, president of the canal

company; Hon. Wm. Cost Johnson, Ex-Gov. Samuel Sprigg, John Pickell, Hon. Wm. A. Bradley, George Schley, Gen. Tench Tilghman, John Van Lear, Hon. Wm. D. Merrick, United States Senator John L. Skinner, Henry Addison, the Mayor of Georgetown, and a large number from Washington, Frederick, Hagerstown, and Alexandria. The visitors were the guests of the canal company.

Col. John Pickell brought with him the "Independent Blues" band of Baltimore, the most noted organization in Maryland. This band played on the porch of the United States Hotel, south corner of Baltimore and George streets, for some time to a large crowd.

The Formal Opening Day.

Thursday, Oct. 10th, 1850, dawned beautifully. At 8:30 a. m., a tremendous crowd had collected in front of the Barnum and United States Hotels. In a short time the Eckhart artillery company, under Capt. Davidson, with a battery of two handsome pieces, arrived and performed various evolutions on Baltimore street. At 9 o'clock a. m., the procession was formed, the artillery company in front, escorted by Blues band, the distinguished visitors, officers of the canal company, the State officers followed in rear. Behind came mayor and City Council and citizens of Cumberland and Allegany county, escorted by the Mechanics' band of Cumberland. The procession marched down Baltimore street to the canal lock, gathering numbers as it advanced to the inspiring strains of music, until, when at the locks, there was an immense crowd, of all ages and sexes. When everything had been arranged, five canal boats, loaded with coal, were passed through the lock into the canal amid salutes of artillery and music by the bands.

W. M. Price, Esq., a prominent member of the Bar of Allegany county, then spoke from the deck of one of the canal

boats and was responded to by Gen. James M. Cole, president of the canal company. The ceremonies at the canal lock being concluded the visitors, the military company, officers of the canal company, and a large number of Cumberland citizens embarked on the canal packet "Jenny Lind," the canal boat "C. B. Fisk," the "Oregon," and several others bringing up the rear, all crowded, and proceeded down the canal. The coal boats, named "Ohio," "Delaware," "Elizabeth," belonging to the line of McKaig & Agnew, and the "Freeman Rawdon" belonging to Mr. Ward's line, followed.

The party went as far as the "Big Spring," at the first lock, this side of Patterson's Creek, ten miles east of this city, where a collation, to which zest was imparted by a copious supply of the finest wines, was served on board one of the canal boats by the canal company. After having spent some time here, the fleet of boats was again put into trim for the return trip to this city. The coal boats proceeded on down the canal to Alexandria.

The party reached this city about dusk and officers of the canal company and other visitors were entertained at night by the citizens of Cumberland, at the Barnum Hotel, at a splendid dinner prepared by J. A. Heffelfinger. After the cloth was removed a number of toasts were drunk and short addresses were made by Ex-Gov. Sprigg, Hon. Wm. D. Merrick, Hon. Wm. Cost Johnson, Gen. Thomas J. McKaig, Gen. Cole and others. In the midst of these festivities it was announced that the room was needed for the grand ball, to which the fair daughters of Cumberland had been invited by the gentlemen of the town for the purpose of meeting their distinguished guests. In a short time the wine and entertainment yielded to the dominion of music and the dance.

WT, Tue. 2/21/05, p. 12. **NEWS OF GEORGETOWN – Manager Nicholson Returns** - G. L. Nicholson, general manager of the Canal Towage Company, which controls traffic over the Chesapeake and Ohio canal, has returned from a trip of inspection along the waterway. A number of repairs will be made to the bed before the canal opens in March.

The past season was the busiest in the history of the waterway, hundreds of thousands of tons of coal being shipped from Cumberland to Georgetown.

ET, Sat. 2/25/05, p. 6. **GLORIOUS DAYS. - The Strenuous Life of the Canal Diggers.** - "I'm a Galway Blazer and I can lick any country-born man in the camp," called out the big Irishman as, with wondrous whirling of his shillelagh, he strutted back and forth through the canal laborers' camp. What followed this bold challenge was pronounced by the narrator of the incident as being "as pretty a piece of sport as I ever saw." The "Galway Blazer," in this instance, got the worst of it, and rather than return to this camp he consigned his white cap, "which cost \$2.50 in good money" dropped in his hasty flight, to warmer regions than this. As the narrator was a German, his version of the ending of the "sport" will have to be considered as free from prejudice.

FIGHTS MOST ANY TIME.

When the Chesapeake and Ohio canal and the Baltimore and Ohio railroad were built it was principally Irishmen who did the work. There were Irishmen from Cork, and Irishmen from Galway, and Irishmen from Tippeary and Kilkenny and every other section of the Emerald Isle. And when a Corker met a Galway Blazer or a Blazer met a Dar Downer, or a Far Downer met a Corker, well, it didn't matter where, when or how they met, if from different sections, there was going to be a fight right

then and there without rules or regulations; and time was called only when one side had been put to flight, or put in such condition they couldn't run.

Talk about the Wabash laborers fighting. Get an old canal man to tell of the "sport" they had when the canal was being made, and you will wonder how they ever found time between fights to dig the waterway. Of course, it was sort of good natured fighting. Fists, pick handles, shillelachs and stones were the only weapons used, and while heads were occasionally broken, there was no plunging of a knife in another man's back or bullets coming from an enemy hidden behind trees and rocks.

Occasionally there would be a strike, generally caused by the men not receiving the money for their work, and then there would be trouble. If a contractor hired other men to take the place of the strikers the new men could look for a visit from the "pick handle brigade" at most any hour of the day or night. Sometimes there would be several hundred strikes come whooping down on a camp and then a fight would follow "most beautiful to see."

Once in awhile the "gentler sex" took a hand in the fun. On one occasion when the men were celebrating pay day, which was a rare enough day to be celebrated, a fight was started. One of the women in the camp took off her stocking, put a stone in the toe of it and started in to bring the fighting to an end. She succeeded better than any militia company had ever done.

On New Year's day, 1838, a body of men from the canal tunnel marched to Oldtown and raided the place and Nicholas Ryan's tavern was demolished. This celebration was considered too boisterous for even the first day of 1838 and Thos. Dowden, the sheriff, went down with the Cumberland guards and a posse of citizens and dispersed the merry-makers.

SOME PEOPLE OBJECTED.

In view of the frequent fights along the canal, a military company was organized and the Governor sent up 189 muskets and 120 rifles to arm the militia. Mr. Chas. M. Thurston, grandfather of Mrs. A. H. Boyd, was appointed colonel of the regiment; Gen. Thos. I. McKaig was lieutenant-colonel; and the father of Mayor C. M. King was a captain.

Some time after the organization of this regiment, trouble occurred at the tunnel and the entire regiment had to be called out before the dove of peace had a chance to get anywhere near the tunnel. The militia captured 60 barrels of whiskey, a few firearms, and twenty or thirty of the leaders. History doesn't tell what became of the whiskey, but most of the men went to the penitentiary for terms of years ranging from one to 18 years.

MILITIA IN THE CAMPS.

But it was a long call from Cumberland to the tunnel and there would be an outbreak here and another there and the militia would be somewhere else. This was finally remedied by placing a dozen or more of the militia in each camp and this a fight was prevented from assuming too serious proportions.

The Irishmen of today have buried, to a great extent, all sectional differences and are working harmoniously for the glory and advancement of their country and their race. While there is still loyalty to the section where they were born, the old feeling of animosity which burned so fiercely to the great detriment of their country many years ago, has given place to one of fellowship. And the Irishman's loyalty to the country of his birth, his desire to see it prosper and bloom as a rose makes him no less, but even more, loyal and true to the country of his adoption. CLEAVER.

ET, Fri. 3/3/05, p. 1. **C. & O. CANAL, \$500,000.** - Judge Keedy yesterday afternoon signed an order giving authority to Hugh L. Bond, Jr., and Benjamin A. Richmond, special trustees appointed by the court on January 26 to report a sale of certain railroad right of way and other easements over the lands of the Chesapeake and Ohio canal in Washington and Allegany counties to the Western Maryland railroad company for \$500,000, to deposit the money obtained from the sale of the rights to the railroad company with the Continental Trust company, of Baltimore.

The trustees in their petition stated that the Continental Trust company agreed to allow 2½ percent interest on the deposit, and that after diligent inquiry among other financial institutions they ascertained that the Continental Trust company would allow more interest than any other.

The trustees gave bond for \$600,000. The sale will be ratified next Wednesday, if there is no objection, at which time the Western Maryland will turn over the money to the trustees. It is probable the money will remain on deposit a long time, pending final disposition of the fund.

ET, Sat. 3/4/05, p. 6. "**ALL QUIET ALONG THE POTOMAC TONIGHT,**" the well-known line of a famous poem, is beautifully typified in the above reproduction of a moonlight view of this magnificent river as it falls in a silvery sheen over the Cumberland dam. [Transcriber's Note: the above mentioned view is not included here.]

A beautiful scene in daytime, it becomes sublime when the moon rolling in full splendor, pours a flood of tempered light upon it. The towers of church and courthouse are tipped with silver, the water sparkles in the moonbeams and from its depths is reflected the bright gleam of electric lights. The buildings are illuminated

with a softened radiance, and ordinary objects assume grotesque shapes and fancy forms. And over all is the strange awe-inspiring quiet of a city asleep.

Looking upon this peaceful scene, it is difficult to call up picturings of the past when these rugged hills and lofty mountains echoed and re-echoed with the roll of drum, the roar of cannon, the shouts of soldiers, and the wild whoop of the Indian. Or to see the modern buildings disappear and in their place rise the old fort, with Gen. Braddock and his army holding high carnival, while they waited for reinforcements. Or to picture bark canoes gliding over the placid water and see step forth from them Indian squaws, allured to the fort by the bright trappings of Braddock's officers, an allurements which threatened serious trouble only avoided by the sending away of Bright Lightning, beautiful daughter of the Sachem, White Thunder, and other squaws and children, to appease the jealous wrath of the Indian warriors. Or to picture George Washington standing upon the banks of the noble stream gazing upon the magnificent scene. But such are the phantoms of the past that hover over the spot.

NOT ALWAYS QUIET.

But it is not always quiet on this beautiful stream, for frequently the raging, roaring waters go seething over this barrier in a mighty torrent, sending the spray high in the air; great ice floes crash over the dam and are whirled round and round and, crushed in the boiling caldron, are hurled into the madly rushing flood below; great trunks of trees go crashing against the barrier, then over, and are drawn down by the angry waters, which seem to play shuttlecock with giants of the forest, then they too are thrown out into the flood.

For sixty years this dam has withstood the pounding, grinding and crashing, and the fierce fighting of the impeded waters, struggling against this

barrier to their onward sweep. It is in truth a magnificent monument to the skill, care and forethought of its builders.

When the building of the canal was started, it was the intention to build the dam, which would be the first feeder, at the island near the steel mills, but this plan was abandoned and the present site was selected. Work began on the dam in 1840, and nine years had passed before its completion. It is 405 feet in length and fifteen feet thick, of solid masonry.

The first step in its building was the digging of a pit, from shore to shore, thirty-five feet wide to the solid rock below the bed of the river. In some places this necessitated a depth of 14½ feet and the average was 11 feet.

A solid rock foundation being secured, a wall 15 feet wide with an apron 12 feet in width, was built up to the bed of the river. When this point was reached, funds were not forthcoming and the work stopped for over two years.

For that portion of the dam below the river bed, limestone, quarried from Rose Hill and where the monastery now stands, was used. When, work stopped, there were great piles of stones ready to complete the dam, but in the two years that intervened, the air caused disintegration and they were reduced almost to powder. As a result, for the upper portion of the dam, sandstone, quarried in the Narrows, was used.

The breast of the dam is 6½ feet above the river bed. On the upper side, woodwork was bolted into the masonry to prevent ice, trees, etc., from pounding the wall to pieces. A finer piece of masonry will be found nowhere. Mr. T. L. Patterson was the resident engineer in charge of its erection.

The contract for building the canal from Dam No. 6, Great Cacapon, to Cumberland, had been given to Quinn, Hunter and Harrison. Quinn later sold out to

Major Harris and Thompson dropped out. This firm, before their contract was completed, failed and Michael Byrne finished the work. It was under these contractors the dam was built.

COAL SHIPMENTS DOWN THE RIVER

The principal shipments on the canal have always been coal. Even before the building of the canal coal was hauled to Cumberland from Mt. Savage in wagons and great quantities of it piled along the river from where the water works stand today up above the baseball park, this section being called "Crooked Meanders." Large flat boats were built, the coal loaded on them and, when high water came, floated down. A large wharf, 1010 feet in length, was built, in 1843, along the river known as Lynn's Wharf, deriving its title from Mr. John G. Lynn, Sr., father and grandfather of the two John G. Lynn's of today, who was connected with it for many years. To this wharf, the Mt. Savage Co., and the Maryland Mining Co. hauled coal for many years. The canal boats would be loaded here, floated down the river to the dam and passed through the lock into the canal. The railroad leading to the wharf crossed the river on the trestle near the glassworks, went through the cut, where the Baltimore and Ohio now goes, around to the river. Shipments were made from this wharf until 1880.

About the time the canal was completed, the Canal Towage Co. deepened Will's Creek by dredging up to the Cumberland street bridge. The wharf was built on the eastern banks, what is now called "The Carnival Grounds." From this point the Cumberland Coal and Iron Company, which was later absorbed by the Consolidation Company, shipped their coal.

It was no uncommon sight then to see the river and Will's creek filled with boats so that it was possible to cross from shore to shore by stepping from boat to boat.

A wharf was built by Walsh and McKaig, where the West Virginia Central now crosses, in 1870, and the present Consolidation wharf was built in '67 or '68 by the Cumberland Coal Company.

When the canal was first opened many of the boatmen were men who came here from Pennsylvania, where they had gained experience on the canal in the central portion of that state.

OVER SEVEN HUNDRED CANAL BOATS

An idea of the amount of business done on the Chesapeake and Ohio canal can be realized from the statement that there have been years when there were 750 boats in active service. Some of the boatmen kept moving day and night, being in Cumberland every Monday morning for a load. The number of boats kept growing less and less every year as the railroad companies extended their lines and gathered in the business.

The greatest amount of coal shipped in any one year was in 1875, when there were 879,838 tons of George's Creek Coal hauled from Cumberland in boats. The next greatest year was 1871, with 850,339 tons. After this there was a falling off, although in 1883 the shipments reached 680,119, from which the revenue amounted to \$300,000. The shipments in 1904 amounted to 205,964 tons. An interesting comparison can be made here. In the year of the greatest shipments made by the canal, 1875, the Baltimore and Ohio railroad hauled 1,302,237 tons just half as much again as the canal but in 1904 the B. & O. hauled 4,690,490 tons or over 20 times as much as the canal. In 1875 the total shipments of George's Creek coal over all railroads and canal amounted to 2,342,773 tons and in 1904, 5,905,388 tons.

Since the opening of the canal in 1850 there have been hauled on it from this city, 18,713,247 tons of George's Creek

coal. It should be stated here, however, that the figure for the George's Creek Coal Trade include coal from the West Virginia region and the Piedmont region - the aggregate shipped since 1842 amounting to 139,263,335 tons.

DAMAGE BY FLOODS

Floods on the Potomac have time and again caused great damage to the canal, requiring the expenditure of thousands of dollars for repairs. When the canal was first built the height reached by the water in the flood of 1816 was used as a high water mark and the canal was made at a point free from danger in case of a similar flood. But two years after the opening of the canal, in 1852, there came a flood far greater than that of 1816, and for many miles the entire canal disappeared beneath the great volume of water. Canal boats were fastened to the tops of warehouses at Williamsport. Those fastened to wooden buildings were swept away with the buildings, but a brick structure, with many boats tied to it, withstood the flood. It cost \$125,000 to repair the canal and there was no boating that season. The next great flood was in 1877 and the last in 1889, the year of the Johnstown flood.

There have been many lives lost on the canal, some by fights, some by drowning, many by disease. It is claimed there are a thousand canal men buried at Dam No. 4, where for a number of years all dead canal men were buried. The cholera epidemic of '53 carried off many of this thousand.

That the canal will not be operated again is a mistaken idea very prevalent just now. The Consolidation Coal Company has 190 boats ready to put into service as soon as water can be let into the canal. There are on the ways now in the boat yards, near Central station, one new boat and three being completely remodeled, and Mr. Nelson Reade, Collector of the Port, and

Superintendent of the Canal Towage Company, says twenty-five men have been working on boats in the yard for over a year continuously. An unusual feature of the building of the new boats is that Oregon fir is being used in their construction. This is splendid lumber of fine grain and free from sap. It seems, however, like "shipping coal to Newcastle" to have lumber sent from Oregon to use in Western Maryland.

The old canal has been pronounced dead time and time again, but it refused to die and many there are who wish it many more years of life. CLEAVER.

ET, Wed. 3/8/05, p. 8. **CANAL AND RAILROADING.** - Judge Keedy yesterday afternoon ratified the sale of certain rights of way and other easements over and along the Chesapeake and Ohio Canal in Washington and Allegany counties to the Western Maryland Railroad for \$500,000. These purchased rights will be used in constructing the Western Maryland extension from Cherry Run to Cumberland. Hugh L. Bond, Jr., and Benjamin A. Richmond, special trustees appointed by the court, were authorized to receive the money, which is now payable and which will be deposited for the present with the Continental Trust Company, of Baltimore, at 2½ percent annual interest.

There were no exceptions nor objections to the ratification of the sale. Mr. Richmond and Col. Buchanan Schley appeared as counsel for the Western Maryland, and Mr. J. Clarence Lane appeared for the trustees, who are operating the canal.

WP. Wed. 3/8/05, p. 20. **ICE PACKS IN POTOMAC.** - Hagerstown, Md., March 7. - A rise in the Potomac River has caused alarm along the stream on account of the great amount of ice. The river began rising last night, and the water is still coming up

slowly. The greatest fear is felt from the big ice gorges above the dams on the upper part of the stream breaking up, and the mass being swept downstream, with the possibility of doing damage to the Chesapeake and Ohio Canal and property along the river.

There are a number of immense ice packs in the river between Williamsport and Cumberland, the ice being piled from ten to twenty feet high in places, and a mile or more in length.

Ice Breaking Up.

Rains of the past few days have had the effect of swelling the stream, and ice is breaking up for miles above and below Williamsport, and passing off on the current. There is danger of a further and sudden rise bringing down the ice from the upper part of the stream.

The Conococheague Creek and other tributaries of the Potomac are rising. The indications are that a freshet will result, as the rains continue.

There are immense gorges above and below Hancock and at the big dams. A rise of ten or fifteen feet in the stream will likely break down the gorges and do considerable damage. The river has risen six feet at Hancock and Williamsport.

Less Danger at Cumberland.

Cumberland, Md., March 7. - The rise in the Potomac is gradual here, and there is no danger of the ice leaving for two or three days. The rise has been about eighteen inches in the past three days. Unless there is a decided rise in the temperature, accompanied by a heavy rain, there is little danger of a freshet. The thaw at present is very slow. The ice is gorged at a number of points in the river between Cumberland and Hancock. It is over twenty inches thick. There is much snow in the mountains.

ST, Thu. 3/9/05, p. 5. **DEATH OF MR. PETER MOUSE.** - Mr. Peter Mouse, one of the well known elderly men of South Cumberland, died this morning about 6:30 o'clock at the home of a relative, Mrs. Suman, on York street. Mr. Mouse, who was 74 years of age, had been in feeble health for some years, but was as well as usual yesterday and rested well during the night, until about 5 o'clock this morning, when he became ill and grew speedily weaker until he died. Prior to the fire two weeks ago Mr. Mouse and his aged wife resided on Virginia avenue. The fire partly destroyed the house in which they lived and since then the elderly people had been boarding with Mrs. Suman, but were preparing to go housekeeping again in a few days. Mr. Mouse was a native of Washington county, Md., and when a young man engaged in boating on the Chesapeake and Ohio canal. He followed the boating business for many years when the old canal was in its prosperous days and was well known among the people living along the waterway between Cumberland and Georgetown. After leaving the canal Mr. Mouse kept a restaurant in Martinsburg for a time and in 1896 came to Cumberland. He is survived by a widow and the following children: Mr. Jefferson Mouse, of Missouri; Messrs Peter H. Mouse and Wm. Mouse and Mrs. Augusta Kerns, Mrs. Joseph Weaver and Mrs. T. B. Meyer, all of Cumberland.

Mr. Mouse also leaves three sisters living, namely: Mrs. Margaret Moore, of Hagerstown; Mrs. Isabelle Martin, of Mooresville, Md.; and Mrs. James Cardell, of Baltimore.

ES, Mon. 3/13/05, p. 11. **GEORGETOWN AFFAIRS – Outlook for Canal Business –** G. L. Nicholson, general manager of the Chesapeake and Ohio Canal Company, has returned from a trip of inspection down the canal looking after the interests of the

company and making final preparations before the opening of the next season. It is expected the canal will be entirely clear and ready to handle traffic by April 1 or 13. The Wabash system recently acquired Maryland's interest in this canal property, and will, under agreement, it is stated, remove all obstructions caused by their building operations between Cumberland and Cherry Run, Md., by that date. Mr. Nicholson expects the coming season to eclipse all previous records in point of traffic handled.

ET, Wed. 3/16/05, p. 5. **TWO NEW BOATS - Launched Today at Canal Towage Co.'s Boat Yard.** - Two new canal boats just completed at the Canal Towage Co.'s yard here, were launched this afternoon. The boats are substantial vessels constructed largely of Oregon Fir wood. They are the first new boats built in this yard since 1900, although many old ones have been rebuilt and repaired in that time. The construction of the boats was under the supervision of Mr. Felix Baries, foreman of the yard, who has been following boat building for more than forty years.

A number of persons, among them former member of Congress, William McMahan McKaig, were present at the launching of the first boat this afternoon.

Gen. McKaig, whose father operated this same boat yard many years ago provided a substantial treat for the men engaged in the work, in celebration of the event.

Several of the men employed in the building of the vessels launched today worked in the yard when it was in charge of the General's father after [illegible]. None of the canal men [illegible] positively when traffic on the [illegible] for the coming season. Much depends upon the [illegible] work of the Wabash railroad which has [illegible] bed of the canal [illegible]

occupied in places with [illegible] Wabash road along the berm side of the canal. It is believed by [illegible] boats will not be [illegible] the latter part of April [illegible].

ES, Sat. 3/18/05, p. 12. G. L. Nicholson, general manager of the Chesapeake and Ohio Canal Company, is on a trip of inspection up the canal and making a thorough investigation of conditions prior to the opening of the season, about April 1. Under agreement the Wabash system will remove all obstructions as a result of their building operations between Cherry Run and Cumberland. The canal authorities expect the coming season to eclipse the record of former years in traffic handled. The canal company employs about 500 men, fifty or more tugs, and several hundred teams. Mr. Nicholson will return tomorrow.

WT, Sun. 3/19/05, p. 10. Col. G. L. Nicholson, general manager of the Chesapeake and Ohio canal, has returned from a trip of inspection along the waterway.

News, Wed. 3/22/05, p. 4. **Opening of Canal.** - It is said the Chesapeake and Ohio canal will be opened for navigation about April 1. Boatmen are making arrangements for the opening. It is said the Canal Towage Company will use its own boats exclusively this summer.

ET, Wed. 3/22/05, p. 8. Mr. G. L. Nicholson, of Washington, general manager of Canal Towage Co., is in the city.

ES, Sun. 3/26/05, p. 16. **GEORGETOWN AFFAIRS** – The Chesapeake and Ohio Canal Company expects to open the season about April 1. Everything is reported to be in readiness by the management, and the lower levels of the waterway are being filled with water. A large force of workmen are

now engaged at work along the banks of the canal to see that all leaks are made secure. General Manager Nicholson says that the coming season will witness an unprecedented boom in the canal trade and enlarged facilities are being made to meet the demand for increased traffic. The Wabash system, who have been carrying on extensive building operations in the extension of its line between Cumberland, Md., and Cherry Run, will clear away all obstructions by the date of opening, or otherwise violate their agreement with the canal people.

WT, Mon. 3/27/05, p. 3. **WORKING ON THE CANAL.** - A large force of workmen are now engaged at work along the banks of the Chesapeake and Ohio canal, to see that all leaks in the waterway are made secure. General Manager G. L. Nicholson stated on Saturday that the coming season, which opens about April 1, will witness an unprecedented boom in the canal trade, and enlarged facilities are being made to meet the demand for increased traffic.

The Canal Towage Company, which controls traffic over the waterway, expects to ship over 300,000 tons of Cumberland coal to Georgetown this season. It employs 600 men, 400 horses and mules, and 150 boats.

News, Mon. 4/3/05, p. 3. **Delay in Opening Canal.** - Chesapeake and Ohio Canal boatmen are disappointed at the delay to opening the canal for the season. In the vicinity of Okonoko and eastward the canal bed has been filled up with vast quantities of debris blasted from alongside the waterway into its bed for the purpose of making room for the Wabash Railroad connection now being constructed. The canal bed was to have been cleared of this debris by April 1, but it now looks as if it will be May 1 before

the dirt will be taken completely out of the old canal bed.

ET, Wed. 4/5/05, p. 3. **THE C. & O. CANAL - Traffic is Not to be Resumed Till May 1.** - Washington, April 5 - It was officially announced yesterday morning that the Chesapeake and Ohio canal would not be opened until May 1. Heretofore the waterway traffic has been resumed as early as March 15, but for some unexplained reason the opening will be 45 days later this season.

Col. G. L. Nicholson, general manager, returned a few days ago from a trip of inspection along the upper levels, and reports everything to be in readiness, as far as the condition of the canal bed is concerned.

The Canal Towage Company still controls the traffic over the canal, and has made every arrangement for the present season to be the busiest in the history of the company. The company employs 600 men, 400 horses and mules and 150 boats, each boat having a crew of four men - two drivers, a captain and a steersman. Last season the company purchased about 50 of the finest Kentucky mules.

Last year over 300,000 tons of Cumberland coal was shipped to Georgetown and sent from Georgetown to New England ports in huge barges of the Consolidation Coal Company.

WP, Wed. 4/5/05, p. 8. **Canal to Remain Closed Till May.** - The Chesapeake and Ohio Canal will be opened May 1, forty-five days later than usual. General Manager Nicholson has returned from a trip of inspection along the upper levels and reports that the canal will be in readiness for opening at that time. The Canal Towage Company has made arrangements for the busiest year in its history. Six hundred men, 400 horses and mules and 150 boats will be

utilized. Each boat will have two drivers, a captain and a steersman. In the barges of the Consolidated Steel [*sic.* Coal and Iron] Company last year 300,000 tons of Cumberland coal were shipped to Georgetown and from there to New England ports.

ES, Wed. 4/5/05, p. 12. **GEORGETOWN AFFAIRS - Plans of C. and O. Canal** - The waterway of the Chesapeake and Ohio Canal Company will be opened for traffic about May 1, or a month later than in former seasons. The construction work of the Wabash system between Cherry Run and Cumberland is said to be in a measure responsible for this delay, occasioned through their failure to remove obstructions along the canal, caused by their building operations.

G. L. Nicholson, general manager of the company, is now on a trip of inspection on the upper levels of the canal, putting everything in readiness by the date of opening. This year, it is predicted by the canal management, will be the busiest in its history. The Canal Towage Company, which controls the handling of traffic, consisting principally of coal and grain, employs 600 men, about 400 teams and 150 boats. Each boat has two drivers, a captain and a steersman. Some idea of the business handled by the waterway may be obtained when it is stated that last year 300,000 tons of Cumberland coal were shipped into Georgetown over the waterway enroute to New England ports.

ET, Fri. 4/7/05, p. 5. **South Cumberland, Friday.** - The water will be drawn from the basin of the Chesapeake and Ohio canal and the wharf hands are preparing to clean out the accumulations of last season from the vicinity of the wharf. This work always precedes the opening of navigation on the canal, which has been delayed several weeks

this spring by reason of the Wabash improvements. During the summer season a quantity of coal and other matter always drop from the wharf into the water, and to some extent fills up the channel and must be removed to permit the running of heavy boats.

The mud was removed from the basin by the operation of the steam dredges a year ago, and it will not be necessary to repeat this work in the present season. The basin is in satisfactory shape except in the immediate vicinity of the wharf.

Some of the boatmen stated today they expected to commence loading boats about April 25, and early in May, if nothing improbable occurs, the canal will be busier than it has been for many years. Many of the boatmen have temporarily engaged in other work pending the opening of the waterway, but they are all anxious to resume their customary spring and summer avocation, for which they seem to have a fascination notwithstanding its apparent disagreeableness to those who would not follow boating for a livelihood.

WT, Sun. 4/9/05, p. 34. The waterway of the Chesapeake and Ohio Canal Company will be opened for traffic about May 1st, or a month later than in former seasons. The construction work of the Wabash system between Cherry Run and Cumberland is said to be in a measure responsible for this delay, occasioned through their failure to remove obstructions along the canal, caused by their building operations.

ES, Sun. 4/9/05, p. 9. **ON THE RIVER FRONT** – The failure of the Chesapeake and Ohio canal to resume business until May 1 of this year has made the coal trade on the river very dull. When the canal opens it is said the season will be a busy one and that 150 boats and 600 men will be

employed in transporting coal from the mines to Georgetown.

WT, Sat. 4/15/05, p. 3. **BACK FROM INSPECTION TRIP.** - Col. G. L. Nicolson, general manager of the Canal Towage Company, has returned from another trip of inspection along the upper levels of the Chesapeake and Ohio canal. Everything is said to be in readiness for the opening of the waterway, on May 1.

ES, Sun. 4/16/05, p. 4. **GEORGETOWN AFFAIRS** – G. L. Nicholson, general manager of the Chesapeake and Ohio Canal Company, who recently returned from a trip of inspection, reports the upper levels in excellent condition. Increased facilities have been made all along the waterway.

News, Fri. 4/21/05, p. 3. **Opening of C. & O. Canal.** - G. L. Nicholson, general manager of the Chesapeake and Ohio Canal, was at Williamsport yesterday arranging for the opening of the waterway about May 1. He gave directions for the boatmen to be ready to start to Cumberland the latter part of next week, at which time it is expected the first boats will be loaded with coal at that place. The work of removing the debris from the canal along the Wabash extension at Sidling Hill will be finished May 1, or a few days after. Navigation can then be resumed. The Canal Towage Company will operate about 200 boats on the canal this season.

ET, Tue. 4/25/05, p. 4. The Wabash railroad company, it is said, will pay the Canal Towage company handsomely for the delay in opening the canal this season. That is all right, but who will recompense the boatmen for the lost time? They are the only real sufferers by the delay, and the towage company should divide the demurrage with them.

ET, Fri. 4/28/05, p. 5. **BOATS WILL LOAD MONDAY. - South Cumberland, Friday.** - Boats will load at the wharf here Monday and the season of 1905 though somewhat late in opening, promises to be full of old time canal life within a week.

Superintendent Peter Kelly, of this city, has returned from a trip over the line of the waterway and says the old ditch is now in excellent shape. All the material thrown into the waterway by Wabash contractors has been removed and the banks have been made strong and durable. The levels have been a little slow in filling because of the thorough manner in which they had been drained of all water by the reason of the railroad building operations. The boatmen here are now getting their teams and boats ready for work and Monday will be an active day in the vicinity of the wharf.

ES, Fri. 4/28/05, p. 14. **GEORGETOWN AFFAIRS** - G. L. Nicholson of the Chesapeake and Ohio Canal Company has been busy for several weeks past making extensive preparations for the opening of the waterway next Monday. The canal forces have been greatly augmented.

News, Sat. 4/29/05, p. 6. **C. & O. Canal Boats Ready.** - Water has filled the levels of the Chesapeake and Ohio Canal and the waterway is ready for navigation. A fleet of about 30 boats will leave Williamsport this evening or tomorrow for Cumberland to be loaded with coal. A large number of boats also will go from Hancock, Sharpsburg, Shepherdstown and other places on the canal. The prospects are for an unusually busy season notwithstanding the delay in opening the canal. The big stone aqueduct at Williamsport has been repaired at considerable cost and the banks of the canal have been put in condition.

WP, Sun. 4/30/05, p. 14. **ENJOINED SALE OF MULES. - Washington County Restrained in Tax Case Against Towage Company.** - Hagerstown, Md., April 29. - Judge Keedy this afternoon granted a temporary injunction to the Canal Towage Company, whose principal office is in Washington, restraining John Ankeny, tax collector of Washington County, from selling a number of mules owned by the towage company, which were levied on at Four Locks for State and county taxes for two years.

The towage company, which owns and operates boats on the Chesapeake and Ohio Canal, alleges that the company has been assessed by the Washington County commissioners to the amount of \$12,960, and when notified of the assessment protested against it. The company claims the assessment is illegal.

News, Tue. 5/2/05, p. 2. Judge Keedy at Hagerstown signed an order temporarily restraining County Tax Collector John Ankeny from selling six mules valued at \$1,000, the property of the Canal Towage Company of Washington, for taxes alleged to be due Washington county and the State of Maryland.

WP, Tue. 5/2/05, p. 12. **Chesapeake and Ohio Canal Open.** - Cumberland, Md., May 1 - The boating season on the Chesapeake and Ohio Canal opened today with the loading of ten boats. The boats will not clear the wharf before tomorrow, when No. 11, Capt. Taylor Road, with 113 tons of coal, billed to Georgetown, will go out.

WP, Wed. 5/3/05, p. 4. **BREAK IN C. & O. CANAL.** - Hagerstown, Md., May 2 - A serious break on the Chesapeake and Ohio Canal occurred last night on the Fourteen-mile level, two miles east of Hancock, near Little Pool.

The break was in the berm bank. A large force of men was dispatched to the scene and the canal is being rapidly repaired. General Manager George L. Nicholson, of Georgetown, is present personally superintending the repairs. It was necessary to draw off the water on this level.

The boating season began yesterday and the break has put a temporary stop to navigation.

WP, Thu. 5/4/05, p. 5. **Cause of Canal Break.** - It was learned here yesterday that the break in the Chesapeake and Ohio Canal, two miles east of Hancock, which is causing a delay in traffic, is the result of railway construction work in that vicinity, the contractors not having as yet restored the canal property to its original condition.

News, Sat. 5/6/05, p. 4. **Canal Navigation Resumed.** - The break on the 14-mile level of the Chesapeake and Ohio Canal has been partly closed and boats are passing that point. Navigation was resumed yesterday after a delay of a week. A large force of hands will complete the repairs at the break in a few days.

ES, Sun. 5/7/05, p. 10. **GEORGETOWN AFFAIRS.** - No information could be obtained at the general offices of the Chesapeake and Ohio Canal Company today as to the extent of the damage to the waterway resulting from the break in the berm bank, two miles east of Hancock, Monday night. The break in the canal at this point is said to be very dangerous, and the season which was to have been inaugurated last Monday is now postponed until repairs shall have been completed. General Manager G. L. Nicholson is on the ground with a large force of workmen superintending the repairs. The particular part of the canal affected is fourteen-mile run, and all the water along this level is

being drawn off. For the time being navigation has stopped for several miles, but it is understood the handling of traffic will be resumed within a week or ten days.

WT, Mon. 5/8/05, p. 9. **CANAL TRAFFIC RESUMED.** - Traffic on the Chesapeake and Ohio canal has been resumed, the break in the waterway having been repaired. The break occurred several days ago, near Hancock, Md., and was repaired under the supervision of General Manager G. L. Nicolson, of Georgetown.

It is said that this season will be one of the biggest in the history of the canal. The Canal Towage Company has facilities for the shipment of over 300,000 tons of Cumberland coal from Cumberland to Georgetown. This amount was shipped last year over the canal by the Canal Towage Company.

The company is making arrangements to construct more modern unloading machinery at the wharf at Thirty-fourth street.

ET, Thu. 5/11/05, p. 5. **Bring Back the Empties.** - From the number of drunken men commonly known as Wabashers that have infested the city during the past winter and spring, one would think the Wabashers came to Cumberland to do their drinking. That such a notion would be a monumental mistake, however, is evident from the number of empty beer kegs and cases that the canal boats are now bringing back from along the Wabash line. One boat came in last evening filled from end to end with this class of freight. This boat load of empty beer vessels had been gathered at one camp across the river from Okonoko, W.Va. The boatmen say this is only a beginning of what is yet to come up the canal in this class of freight. At numerous points along the Wabash work cases and kegs have been piling up all winter, waiting for the

beginning of the boating season when the freight could be most conveniently returned to Cumberland. One boatman when asked for an estimate of the quantity of liquid that had been carried to the Wabashers during the winter said, he would not risk making a guess as to the number of barrels, but he would wager his best mule against a bale of hay, that if all the booze that had been taken along the Wabash line during the winter could be turned into the canal at one time it would fill the old ditch from the wharf to the stop lock. The hauling of this return freight is a find for the boatmen. They usually return from the east to Cumberland with empty boats except in the fall of the year, when they bring up small quantities of grain or provender from the farms. The back freight they haul from the Wabash camps therefore gives them an opportunity to make a little extra money. They get five cents each for hauling empty cases and frequently a load of this character pays them more profit than a load of coal

ET, Fri. 5/19/05, p. 1. **Mrs. Catherine A. Shupp.** - Williamsport, Md., May 19. - Denton N. Shupp, of this place, received a telegram from Washington announcing the death of his mother, Mrs. Catherine A. Shupp, who died at the residence of her daughter, Mrs. Elizabeth Burket, in that city, Wednesday at the age of 75 years. Mrs. Shupp was for many years a resident of this place, and was the widow of Henry Shupp, who died a few years ago. She was formerly an operator of boats on the Chesapeake and Ohio canal for a number of years. About two years ago she fell and broke her hip. She is survived by two sons (Denton, of this place, and William, of Washington) and two daughters (Mrs. Elizabeth Burket and Mrs. Sallie Hawkins, of Washington).

WP, Fri. 5/26/05, p. 13.

Don't fail to take the delightful trip up Chesapeake and Ohio Canal to GREAT FALLS, On Mule Yacht, on SUNDAY, 25TH, AND MEMORIAL DAY. Boat leaves Aqueduct Bridge at 9 a. m. Round trip, 50 cents. For charters for steamer Louise and Mule Yacht apply to G. W. MASON, 1074 Jefferson ave. n.w. Phone, W. 55-M.

The above is an advertisement for the steamer Louise and "mule yacht."

WT, Sat. 5/27/05, p. 9.

DON'T FAIL to take the delightful trip up Chesapeake and Ohio Canal to Great Falls on mule yacht on SUNDAY, MAY 26, and MEMORIAL DAY. Boat leaves Aqueduct Bridge at 9 a.m. Round trip, 50c. For charter of mule yacht and steamer Louise apply to G. W. MASON, 1074 Jefferson st. n.w. Phone W. 55-M. my26-5t

The above advertisement for the "mule Yacht" first ran on May 25 and ran for 5 days. Mr. Mason advertised in both newspapers of the day.

ET, Mon. 5/29/05, p. 5. **Down the Canal.**

About one hundred and thirty persons yesterday joined in the excursion down the canal under the auspices of the Queen City Boat Club. The club's handsome house boat was used, and the greater portion of the day was spent following the meanderings of the canal with a brief stop at the great spring below the ten-mile lock [Lock 72]. The delightful weather of yesterday seemed to open the season for Sunday outings, and at new points along the waterway small parties could be seen resting beneath the shade trees with little steamboats nearby to convey them to and from the city.

WP, Tue. 5/30/05, p. 5. **Death of Isaac S. Maus.** - Rockville, Md., May 29. - Isaac S. Maus, probably the oldest resident of this county, died at his home here yesterday afternoon, aged ninety-two years. General debility, due to his advanced age, was the cause of death. About eight years ago he suffered a paralytic shock, depriving him of the use of his limbs, but his health in other

ways continued excellent until about two years ago, since which time it failed gradually. He was born in Pennsylvania, but had resided in this county for many years. For a long time he was a superintendent on the Chesapeake and Ohio Canal. He is survived by seven children, among whom are Col. L. M. Maus and Col. M. P. Maus, of the United States army.

ET, Tue. 6/6/05, p. 8. Mr. G. L. Nicholson, general manager of Canal Towage Co., is at the Queen City.

ET, Tue. 6/13/05, p. 5. **Loading More Boats.** - The first two canal boats of the Mertens' Sons line to be loaded this season were at the wharf this afternoon. They were the James Little, in charge of Captain Keersucker, and the G. W. Shriver, in charge of Captain E. Litton. These boats were loaded with coal from the Mantel mines, which is owned by Messrs. Mertens' Sons. Today and yesterday have been busy days at the wharf. Twenty boats were loaded yesterday and as many more will probably go out this afternoon. There had been a tie up on the canal for a few days prior to yesterday by reason of the boat in charge of Captain Sam Stride, sinking near Oldtown, and thus blocking the channel. The boat was sunk by running upon some heavy rock that had been blown into the canal by Wabash contractors.

WP, Sat. 6/17/05, p. 8. Tomorrow morning Georgetown Council, No. 3, I. O. S. J., will give an excursion on the mule yacht, by way of the Chesapeake and Ohio Canal, to Great Falls. The boat will leave Georgetown promptly at 9 o'clock.

ET, Tue. 6/20/05, p. 1. **Houseboat Party on Canal.** - Williamsport, Md., June 20. - A party of 20 left here yesterday morning on a novel trip to Cumberland to attend the

annual Epworth League Convention of the Frederick district to be held at that place. They are traveling on a houseboat on the Chesapeake and Ohio canal, and expect to be gone a week. In the party are Rev. and Mrs. A. H. McKinley, Misses Nettie Baker, Annie Ringer, Lucy Robinson, Dora Burpman, Katie Beard and Mr. Highbarger, of Hagerstown; Rev. G. A. Uttrell, Mrs. L. R. Spangler, Misses Clara Spangler, Rena Corby, Alice Shupp, Eva Harsh, Cora Patton, Mrs. Wolf, Messrs. William Corley, Reuben Poffenberger, of this place, and D. H. Luttrell, of Washington.

WP, Sat. 6/24/05, p. 1. The overhauling of the hull of the old steam launch Dixie at Reagan's railway will, it is stated, be completed this week and the boat will be launched. Her owner, it is stated, will repair the joiner work himself while the engine and boiler are being repaired, and the rejuvenated craft will be ready for service early in the coming month. She is to be used for pleasure parties on the Chesapeake and Ohio Canal from Georgetown to the Great Falls.

WP, Sat. 7/1/05, p. 13. **NEGRO ACCUSED OF MURDER.** - Hagerstown, Md., June 30. - Louis Bishop, aged twenty, son of Joseph Bishop, of Sideling Hill, was drowned in the Chesapeake and Ohio Canal last night near Woodmont, ten miles west of Hancock. The body has not been recovered. Andrew Jenkins, of Carroll County, colored, aged twenty, was placed in jail this evening charged with pushing Bishop in the canal.

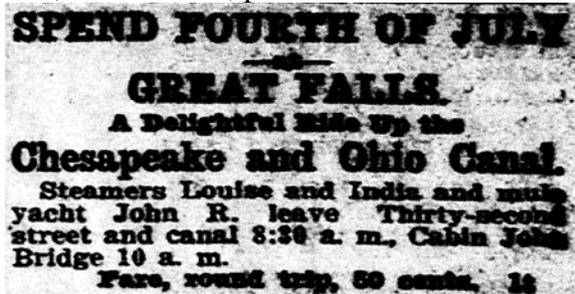
Bishop was employed on canal boat No. 70, bound from Cumberland to Williamsport, loaded with coal. Jenkins drove the mules that pulled the boat.

Jenkins denies that he is responsible for Bishop's drowning. He told Sheriff Dowin that Bishop was intoxicated, and while lying on the towpath fell into the

canal. Jenkins said he pulled him out. Bishop started to walk away and tumbled into a mud hole, from which the negro rescued him. After that, Jenkins said, he saw Bishop no more.

Jenkins was arrested at Williamsport. Justice Sutton, of Hancock, and Constable Rhoades have gone to Woodmont to investigate the drowning.

WT, Mon. 7/3/05, p. 9.



Apparently two steamers and the mule yacht were available to take patrons to Great Falls for the 4th of July.

ET, Sat. 7/8/05, p. 5. Canal Boat No. 84, Captain E. Eichelberger, was sunk yesterday at Darkey lock, near Okonoko.

WT, Wed. 7/12/05, p. 11. **MUDDY WATER SPOILS FISHING.** - The Potomac at Georgetown is very muddy. During the past ten days practically no fishing has been done in this vicinity. Mulletts and Mississippi catfish are numerous, it is said, in the Chesapeake and Ohio canal, but only a few of the same have been caught recently.

George Miles caught a nine-pound carp last Sunday in the canal near Great Falls.

ES, Fri. 7/28/05, p. 7. **GEORGETOWN AFFAIRS** – River shipments from Maryland and West Virginia to Georgetown wharves are said to be encouragingly large. Consignments of grain and coal are daily received over the Chesapeake and Ohio

canal barges, and shipments of lumber to points south are said to be heavy.

WT, Sat. 7/29/05, p. 5. **GREAT FALLS EXCURSION.** - Holy Trinity Council, No. 192, Catholic Women's Benevolent Legion, will give its second annual excursion Sunday, August 6, to Great Falls, Md. The mule yacht, John R. Mason, will leave at 9 a.m. from the Aqueduct bridge by way of the Chesapeake and Ohio canal.

The committee in charge of the excursion consists of Mrs. Mary A. Wise, chairman; Miss Gertrude McNally, Miss Ethel Buscher, the Misses Young, Miss Jeannie I. Dugan, Mrs. Annie Maher, Mrs. Delaney, Mrs. Young, Mrs. Clarke and Miss Mary Sullivan.

WP, Wed. 8/2/05, p. 2. **MARYLAND OBITUARY.** - Hagerstown, Md., Aug. 1. - Louis Fernsner, an aged resident of Four Locks, Washington County, died of general debility today, aged seventy-seven years. For many years he was engaged in boating on the Chesapeake and Ohio Canal. He was a native of Germany and a member of the Odd Fellows and Free Masons. His surviving children are Mrs. Edward Brewer, Charles Fernsner and Winter Fernsner, of Washington; Louis F. Fernsner, of Frostburg, Samuel H. Fernsner, of Four Locks, and Mrs. Jacob H. Snyder, of Big Spring.

WP, Sat. 8/5/05, p. 11. **Canal Boat and Cargo Sunk.** - Hagerstown, Md., Aug. 4. - Canal Boat No. 33, Capt. Benjamin Snyder, struck a rock and sank with a cargo of coal in the Chesapeake and Ohio Canal near the Round Top Cement Mill, Hancock. Water was drawn from the canal level before repairs could be made.

ES, Mon. 8/7/05, p. 3. **GEORGETOWN AFFAIRS** – G. L. Nicholson, general

manager of the Chesapeake and Ohio Canal Company, returned a few days ago from a business trip through the east.

News, Sat. 8/12/05, p. 5. **THE WORK OF DEATH.** - George W. Knode, a well-known resident of Shepherdstown, W. Va., died Wednesday night at his home in that place, after an illness of several months from stomach troubles, aged 63 years. The deceased was a native and former resident of Washington county, Md., but had lived in Shepherdstown for a number of years. He was formerly a boatman on the Chesapeake and Ohio Canal, and also conducted a store at Bridgeport, opposite Shepherdstown. He was thrice married and is survived by his last wife, who was Miss Hattie Boswell, and by five children - William H. Knode, Bridgeport, and Miss Annie Knode, Sharpsburg, children of his first wife, and Mrs. Sidney Hickman, Point of Rocks; Mrs. A. E. Boswell and John Knode, Shepherdstown, by his second wife. Mr. Knode was a man of much business ability, and his death is much regretted by his friends. The funeral took place this afternoon. Interment being made at Sharpsburg, Md.

ET, Mon. 8/14/05, p. 1. **BREAK IN THE CANAL.** - Hagerstown, Md., Aug. 13. - By a serious washout in the towpath of the Chesapeake and Ohio Canal, near Grimes Station, on the Norfolk and Western railroad, traffic will be tied up for several days. The washout is on what is known as the four-mile level, between Kerfoot's lock and Big Slack Water. It occurred shortly before noon and is over 50 feet in length. At some points the gulleys are fully 10 feet below the bottom of the canal.

When the break occurred several boats were on the level. One of the boats narrowly escaped being washed out into the river. A sycamore tree, fully two feet in

diameter, was carried out into the middle of the Potomac, where it is now standing in an upright position. Superintendent Nicholson, who was advised of the break, ordered that men be put to work at once making repairs.

ES, Sat. 8/19/05, p. 5. **GEORGETOWN AFFAIRS** - Superintendent G. L. Nicholson of the Chesapeake and Ohio Company said today that the washout at Grimes' Ferry on the upper levels of the canal had been repaired and traffic resumed over the waterway. Traffic was stopped for a short time only and the large force of men set to work on the washout soon completed their work.

WP, Wed. 9/6/05, p. 33. **Negro's Body in Canal.** - The body of an unknown negro was found yesterday morning floating in the Chesapeake and Potomac [sic, Ohio] canal near Thirty-third street northwest by Joseph Edinburgh, a colored hand on the canal boat Emma. The body was that of a man about forty years old, and had been in the water for at least a week.

WT, Wed. 9/13/05, p. 4. **BIG COAL TRADE.** - Up to the present day more coal has been shipped to Georgetown by way of the Chesapeake and Ohio canal than during any season in the history of the waterway. Daily large schooners, belonging to the Consolidated Coal Company, arrive here with cargoes of Cumberland coal for New England ports. Last week thousands of tons of coal were shipped to Boston, Mass.

An official of the Canal Towing Company, which has controlled traffic over the canal for several years, stated this morning that the year would prove a prosperous one for the company.

The Canal Towing Company employs 600 men, 400 horses and mules, and 150 boats.

ET, Mon. 9/18/05, p. 5. **New Man on the Canal.** - Mr. Samuel D. Young, formerly a well known building contractor of this city, but lately of Washington, D. C., has returned to Cumberland to take charge of the boat yard and boats at this station as agent for the Canal Towage Company, succeeding Mr. Nelson C. Reid. The canal boatmen are kept pretty busy these days, more than the average number of boats being loaded for this season of the year. There has been no difficulty whatever at any time this summer with low water. In former seasons boatmen were often obliged to go with light loads for several weeks in the late summer because of drought, but that has not been the case at any time this year.

ET, Fri. 9/22/05, p. 1. **DEATH OF MR. FELIX BARIES. - A Much Esteemed Citizen Passed Away at Noon Today.** - Mr. Felix Baries died a few minutes before noon today at his home on N. Lee street. Mr. Baries had been ill with cancer of the stomach during the past three months and for several weeks he suffered much from the disease, without any hope of recovery. His pain, throughout the attack of severe malady, was borne with a degree of fortitude and pious resignation consistent with the thought and practice of the true Christian.

Mr. Baries was a native of Germany and was 70 years old on the 30th of last May. He came to the United States 54 years ago and at first located in Hollidaysburg, Pa., where he spent four years and acquired the boat building trade. He came to Cumberland in 1854 and took employment building boats for the Chesapeake and Ohio canal. He afterward became superintendent of the Consolidation Coal Co.'s boat yard here and since the organization of the Canal Towage Co. had charge of that corporation's boat construction and repair work here.

In the busy days of the canal Mr. Baries was senior partner, in the firm of Baries and Russler, boat builders and was quite successful as a contractor. Mr. Baries was a man much respected in this community for high character and integrity. He is survived by his widow and the following children: Mr. Peter Baries, train dispatcher for the George's Creek and Cumberland railroad company; Mr. George Baries, Waynesboro, Pa., and Mr. Felix Baries, Jr., draftsman in the office of the C. & P. R. R. Co., at Mt. Savage; and Mrs. M. L. Fessenmeier, of this city.

The funeral arrangements have not been definitely arranged but the observance will probably take place Monday morning with services at SS Peter and Paul's church.

WP, Sat. 10/7/05, p. 16.

Ho! For Great Falls.

Steamer Louise leaves 22d and Canal Sundays, Mondays, Wednesdays, and Fridays at 8 30 a m. Round trip, 50c. Meals and refreshments served at Great Falls Hotel; city prices. For charter—Steamer Louise and mule yacht—apply G. M. MASON 1074 Jefferson ave. nw. 'Phone West 55-M. se:3-d&S,30t

The above advertisement first ran on Sept. 23 and was to run daily & Sundays for 30 times. Note that the steamer Louise was now making scheduled trips; the steamer and the mule yacht remained available for charter trips.

ET, Wed. 10/11/05, p. 2. **A Boatman Drowned.** - Elmer Thomas, a boatman on the Chesapeake and Ohio canal, fell from his boat near Dam No. 4. yesterday morning and was drowned. The body had not been recovered late yesterday, although the canal was dragged. The boat was passing through a lock. Thomas was on top of the craft and it is believed accidentally fell off. Justice Miller of Fairplay was notified, but decided that an inquest was unnecessary.

Thomas was well known in South Cumberland and for a time resided on

Thomas street. He had been a boatman on the canal for several years.

WT, Sat. 10/28/05, p. 12. **NEWS OF GEORGETOWN.** - This season has been one of the busiest in the history of the Chesapeake and Ohio canal. The Canal Towage Company, which controls the traffic over the waterway, has shipped over three hundred thousand tons of soft coal from Cumberland to Georgetown, and before the present season closes, December 15, the year's shipment will probably reach four hundred thousand.

ES, Sun. 10/29/05, p. 3. **Heavy Traffic on Canal.** - Coal traffic over the Chesapeake and Ohio canal is at its height and the equipment of the company is being taxed to expedite the handling of the heavy fall and winter supplies. G. L. Nicholson, general manager, told a reporter for The Star yesterday that the showing made by the company in handling large shipments was gratifying in the extreme. The coal is loaded on the barges at Cumberland and brought to Georgetown, and is then shipped by water to eastern seaports. The large increase this year in coal shipments is attributed to a great demand for West Virginia and Pennsylvania coal.

News, Wed. 11/1/05, p. 3. Franklin L. Zimmerman died at his home near Mountain Lock [Lock No. 28], Washington county, Monday, aged 68 years. He was a lock tender on the Chesapeake and Ohio canal for about 20 years.

ET, Sat. 11/25/05, p. 1. **DEATH OF T. L. PATTERSON.** - Mr. Thomas Leiper Patterson, one of Cumberland's oldest and most prominent citizens, died today just as the sun was crossing the meridian, at the residence of his son-in-law, Mr. Nelson C. Read, on West Washington street, in the

90th year of his age. He had been suffering more or less during the past three weeks with a cold, but his illness did not assume a serious phase until Wednesday, when pneumonia developed, and he grew gradually worse until today, when he expired.

Mr. Patterson was born in Philadelphia, August 16, 1816, in the building of the University of Pennsylvania, the temporary residence of his father, Dr. R. M. Patterson, who was professor of natural science in that institution, and one of the leading educators of his day.

In 1828, when the deceased was 12 years old, his father was appointed professor of natural philosophy in the University of Virginia, at Charlottesville, where Mr. Patterson grew to manhood.

His grandfather, Robert Patterson, LL. D., was provost of the University of Pennsylvania, president of the American Philosophical Society, and in 1805 was appointed by Thomas Jefferson, director of the United States mint. In 1824 he was succeeded by his son-in-law, Dr. Samuel Moore, appointed by President Monroe, who in time was succeeded by Dr. E. M. Patterson, appointed by General Jackson in 1883 serving until 1861 when he resigned.

Mr. Patterson's mother was Helen Hamilton Leiper, whose father, from Strathaven, Scotland, came to America about 1760. An exporter of tobacco, he, and his cousin, Gavin Hamilton, were the earliest tobacco manufacturers in America at Philadelphia. He first used lime on land and constructed the first railway in the United States, 14 miles below Philadelphia.

The subject of this sketch left the University of Virginia in 1835, when he was appointed civil engineer in the construction of the Philadelphia, Wilmington and Baltimore railroad. After two years work there he accepted the position of resident engineer in the construction of the

Chesapeake and Ohio canal, from which time he made Cumberland his home. He served as chief engineer of the canal, engineer of dams, and was in charge of other public works.

Mr. Patterson was married in 1847 to Louisa A. Sprigg, daughter of Hon. Michael C. Sprigg, who served with distinction in the Maryland Legislature and in the halls of Congress.

The union was blessed with ten children, four of whom are living - Mrs. William Venable, Petersburg, Va.; Mrs. Nelson C. Read, Mrs. Robert R. Henderson, of this city, and Mr. Lamar Patterson, of New York. Mrs. Patterson died several years ago.

The deceased was a prominent member of Emanuel Episcopal Church. He was public-spirited, being foremost in every enterprise that tended to build up Cumberland, and was possessed of more than ordinary literary attainments. He was a most genial and entertaining personage, and possessed of a large and sympathetic heart. Although attaining a ripe old age, he retained his mental and physical vigor to an unusual degree.

ET, Thu. 12/7/05, p. 8. **Canal Season Ends Monday.** - It is announced that the water will be drawn from the Chesapeake and Ohio canal on Monday, which will close the boat season, which has been a rather unusually long one.

WT, Mon. 12/11/05, p. 4. **CANAL SEASON OVER.** - The Chesapeake and Ohio canal has been closed down for the winter, and the water is being drawn off the upper levels. The Canal Towage Company, which controls the traffic over the waterway, reports the season just closed a busy and profitable one.

ES, Mon. 12/11/05, p. 21.

GEORGETOWN AFFAIRS – What is regarded as one of the most prosperous seasons in the history of the Chesapeake and Ohio Canal Company came to a close yesterday. The exact figures as to the amount of traffic handled during the season could not be given out today at the headquarters of the company in Georgetown as the report is first transmitted to the court by the trustees and afterward made public.

A delay of two months at the opening of the season was occasioned by the construction work of the Western Maryland Railway Company about the north section of the waterway.

News, Tue. 12/12/05, p. 3. **Canal Closed for the Season.** - The Chesapeake and Ohio Canal was formally closed yesterday for the winter and water is being drawn from the levels all along the line. Orders were issued last week for closing the waterway. Navigation was continued between Cumberland and Williamsport until Sunday, when the last boats, loaded with coal, arrived in port. On Saturday Supervisor J. T. Richards opened the waste weirs on the lower levels of the canal to draw off the water. It will require several days to empty the canal.

WP, Tue. 12/12/05, p. 2. **Chesapeake and Ohio Canal Closed.** - Cumberland, Md., Dec. 11. - The water was drawn from the Chesapeake and Ohio Canal Saturday night, and the boating season, which was prosperous, closed.

ET, Thu. 12/14/05, p. 1. **WANT RENEWAL OF CANAL CONTRACT.** - Hagerstown, Md., Dec. 14. - Joseph Bryan and Hugh L. Bond, Jr., of Baltimore, surviving trustees of the Chesapeake and Ohio Canal Company, filed in court here yesterday afternoon a petition asking for

power to enter into a new contract with the Chesapeake and Ohio Transportation Company, of Washington county, which for five years has had the exclusive privilege of the canal transportation, guaranteeing under their contract that the net revenues of the canal above operating expenses would be at least \$100,000. Under the proposed new contract, the transportation company does not guarantee net revenues of \$100,000, but agrees to insure revenues sufficient to defray operating expenses only. The new contract, while for ten years, is made terminable at the end of any calendar year by either the canal trustees or the transportation company, upon three months notice. Two-thirds of the bondholders approve of the contract.

The trustees report that including the guaranteed revenue for 1905, there will be in their hands January 1, \$355,562, for the application of which they ask the court's directions.

The trustees make the subject of a separate report the matter of compensation due them for restoring, maintaining, and operating the canal under the court's directions, from 1890 to 1906.

News, Thu. 12/14/05, p. 3. **AFTER C. AND O. CANAL.** - Joseph Bryan and Hugh L. Bond, Jr., of Baltimore, surviving trustees of the Chesapeake and Ohio Canal, filed a petition in court at Hagerstown yesterday afternoon asking for permission to enter into another contract with the Chesapeake and Ohio Transportation Company of Washington county.

Judge Keedy signed an order setting December 27, as the time for hearing the matter and directing that notice of the hearing be served on Fairfax S. Landstreet, and on the canal company or its solicitor by December 16. The petition cites:

That on April 20, 1901, the court decreed that the time for operating the canal

by the trustees was extended four years and eight months, to January 1, 1906.

That the order authorized trustees to continue in full force the contract between trustees and transportation company.

That the Court of Appeals affirmed the order.

That the trustees have continued to maintain and operate the canal and have continued in effect the contract with the transportation company and from the revenues derived have paid, with interest, \$121,000 borrowed to defray cost of repairing and restoring canal, which the trustees reported on August 8, 1901, as the balance of the principal sum so borrowed remaining unpaid December 31, 1900; that the application of revenues was made in accordance with direction of the court; that including guaranteed revenue for 1905 there will be in the hands of the trustees January 1 \$355,563.58 for the application of which the trustees ask the further directions of the court; that the transportation company has signified to the trustees willingness to enter into a new contract with the trustees, in the same form as that approved heretofore by the court with the exception of changes in the guarantee; that instead of transportation company guaranteeing trustees at least \$100,000 in net revenues yearly, above expenses of operating and repairs they now agree to insure that the net revenues will not be less in any year than a sum sufficient to defray canal's expenses, etc., so the trustees shall suffer no loss to their trust estate and any deficiency is not revenue to equal that sum will be made good by transportation company; that the new contract, while made for 10 years, shall be terminable at the end of any calendar year by either party upon three months notice.

The trustees declare it is for the best interest of the canal that they be authorized to enter a new contract with the transportation company; that such action has

been approved and requested by more than two-thirds of the bondholders of 1844; that the physical condition of the canal and the prospects of traffic fully justify the continued operation of the canal in compliance with the charter of the canal company.

The trustees make the subject of a special report the matter of allowance of compensation to trustees from December 1, 1890, to January 1, 1906, during which they have restored and operated the canal under the court's orders.

News, Tue. 12/19/05, p. 3. **C. and O. Canal.** - The Chesapeake and Ohio canal will be operated the coming year by the Canal Towage Company. It was understood from persons close to those upon whom notice was served that the petition of the surviving trustees to enter into a contract to operate the canal for another year would be agreed to. The water has been drawn from the canal, and the Western Maryland contractors will throw more debris down into the bed, looking to widening the track of the road and lessening the danger of slides. The bed of the Potomac has been made quite narrow at some points as the result of building of the Wabash track along the cliff. The material from the excavation has been thrown into the river.

ET, Thu. 12/28/05, p. 1. **EXTENSION OF TIME GRANTED.** - Hagerstown, Md., Dec. 28. - Judge Keedy yesterday afternoon signed an order extending the time for operation of the Chesapeake and Ohio canal by the trustees from calendar year to calendar year, and authorizing a new contract between the trustees and the transportation company.

The Court in his order requires the trustees to make a report of their receipts and expenditures to the court at the end of every calendar year.

The money in the hands of the trustees was referred by Court to Auditor Roger T. Edmonds to state an account distributing the fund in court to parties entitled to it, with such allowances of compensation to the trustees as the Court may hereafter direct.

Benjamin A. Richmond, solicitor for F. S. Landstreet and the Chesapeake and Ohio Canal Company, filed answers to the petition of the trustees consenting to the extension, etc.

ES, Sun. 12/31/05, p. 6. **GEORGETOWN AFFAIRS** – The Canal Towage Company has leased the Chesapeake and Ohio canal for another year, with an option upon a lease for a second if business conditions permit. The interest which control the waterway will not agree to lease for more than a year at a time, owing to the fact that certain railroad interests which are generally developing here might render other course inadvisable. The last season of the towage company is said to have been one of the most prosperous in the history of the canal company.