

COMPILATION OF
CANAL TRADE ARTICLES FROM
DAILY MAIL
a Hagerstown, Md. newspaper
and
THE BALTIMORE SUN
a Baltimore Maryland newspaper
and
THE WASHINGTON TIMES
THE WASHINGTON POST
THE EVENING STAR
and
THE WASHINGTON HERALD
four District of Columbia newspapers
1918

Including the research of
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FRONTISPIECE



As seen in a September 26, 1918 newspaper article, the government had ten canal boats built to supplement the then existing fleet. These ten boats were bought by the National Railroad Administration, thus the "U. S. N. R. A." marking on the transom. The above photograph of boat No. 6 was provided by Western Maryland Historical Library, www.whilbr.com with many thanks.

Canal Trade 1918

A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from the *Daily Mail* a Hagerstown, Md., newspaper, *The Baltimore Sun*, a Baltimore Md., newspaper, *The Washington Post*, *The Washington Times*, *The Evening Star* and *The Washington Herald*, four Washington, D. C. newspapers of the era. The articles were compiled, chronologically in a two-column format, much as they appeared in the newspaper. Articles from the *Daily Mail* are preceded by DM, those from *The Baltimore Sun* are preceded by *Sun*, those from *The Washington Post* are preceded by WP, those from *The Washington Times* are preceded by WT, those from *The Evening Star* are preceded by ES, and those from *The Washington Herald* are preceded by WH. A search was made of the Cumberland, Md. newspaper for 1918 looking for stories about the canal, to no avail.

Mr. Richard Ebersole found all the *Daily Mail* articles on microfilm at the Washington County Free Library, Hagerstown, Md.; many thanks. The other 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 better yet a missing newspaper.

In 1918 the United States was at war. The federal government took over the railroads and the waterways to move coal where it was needed, even to the necessity of curtailing and/or cancelling passenger traffic to unclog the movement of coal. These events are probably not found in history books about the domestic side of WW I. I am including them here, so readers will have a context for what was happening on the canal. Most of the articles are long, some may even be repetitious. Those not interested in the larger view of the coal movement should just skip over those articles, they are easy to spot. Some articles have been abbreviated as evidenced by. . .

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 1918.

Sun, Tue. 1/1/18, p. 1. M'ADOO STARTS TO CLEAR FREIGHT JAM –

Washington, Dec. 31. – Orders went to Eastern railroads today from Director-General McAdoo to clear up freight congestion regardless of previous Government priority regulations, passenger schedules and any hampering practices under the old competitive system, and to pay special attention to movement of coal and food.

Lines to the West and South were notified that soon they might be called on to furnish locomotives and other equipment to help lighten the traffic burden in the East, and a committee of Government officials was created to work out a plan for diverting export freight to ports south of New York.

Quantities of coal actually were started moving to New England to relieve the serious shortage there and priority orders were suspended for roads east of the Mississippi and north of the Ohio river to the extent necessary to clear up congestion.

War Board is Dissolved

At the same time the Director-General dissolved the Railroads War Board at its own request and named a temporary advisory cabinet of five members. One of these, Hale Holden, president of the Burlington and a member of the War Board, will be retained to supervise the machinery which the War Board has created within the last nine months to co-ordinate the roads of the country.

Other members of the new advisory cabinet are John Skelton Williams, Comptroller of the Currency, who will have charge of financial questions arising out of Government operations; Henry Walters, chairman of the board of the Atlantic Coast Line, who will assist in operation problems; Edward Chambers, traffic director of the Food Administration, who will have general

charge of traffic; and Walker D. Hines, assistant to the Director-General.

Other railway heads who made up the War Board – Fairfax Harrison, of the Southern, who was chairman; Rea, of the Pennsylvania; Kruttschait, of the Southern Pacific, and Elliott, of the New Haven – will return to the active supervision of their roads, but all the sub-committees and organization of the board will be turned over to Mr. Holden.

Wage Question Up Soon

The question of increased pay for railroad employees will be taken up soon by Mr. McAdoo, but he said today he had given little thought to wages and did not know what his attitude would be. Heads of the four brotherhoods will confer with the Director-General Thursday at his invitation and will probably urge that, with the scarcity of railroad labor, it will be necessary to pay higher wages to retain men. Many advisors of the Director-General advocate increasing wages, particularly for many unorganized classes.

The Federal Board of Mediation and Conciliation will continue to pass on wage disputes now pending, it was announced after a conference of the board with Mr. McAdoo, but eventually the Director will probably handle wage questions directly. The Government's attitude toward wage changes will not be determined for several weeks at least, or until the pressing problems of speeding up transportation are threshed out.

Mr. McAdoo limited his comments on the labor situation to saying that he would "treat the men with justice and equity" and would give "a just and square hearing" to the Brotherhood heads.

The Director-General conferred during the day with Secretaries Baker and Daniels; Chairman Hurley, of the Shipping Board; Food Administrator Hoover; Fuel

Administrator Garfield and other Government officials.

Freight Clean-up Started

Acting under the Director-General's specific authority, A. H. Smith, president of the New York Central and Assistant Director, who has charge of the task of clearing congestion in the East, tonight ordered Eastern lines to start a systematic campaign to move freight and to report daily to him the congested conditions, so that other roads less burdened might be used for the overflow.

"Embargo any consignee who does not release freight promptly on arrival." said the order.

"So far as practicable, annul passenger trains which interfere with giving necessary freight service.

"Call upon all employees to lend their efforts in this matter of service to the Government and the people."

The order further directed: "By order of the Director-General of Railroads, Judge Lovett concurring as to priority modification, please direct every attention to clearing your line of any congestion that exists, wiring me of any condition which is beyond individual control, with suggestions as to most available method of relief.

"You are authorized to disregard priority orders to the extent necessary to clear up a serious congestion, keeping in mind vital necessity for movement of coal and food.

Will Divert Coal Held Up

"Wire me particularly where coal is congested without prospect of immediate movement, so that matter of diversion to an open line or markets can be arranged with the Fuel Administrator.

"Keep in touch with your connections and afford help to each other in any way possible to further general movements, change routing, short haul freight and make any mutual arrangements

that will facilitate movement and delivery of traffic.

"Endeavor to start trains promptly from terminals, and load to permit of prompt movement over divisions.

"Advise by wire daily to New York number of cars of freight you have to move above capacity, location of congestion in the order or extent, with prospects of gaining or losing on the situation in the following 24 hours.

"If you have capacity to handle more business on any part of your line, advise between what points and how much, and what you can best handle and dispose of.

"It you are holding freight for connections, give number of cars, loads or empties, and divide loads into coal, food, Government freight and other.

Priority Orders Superseded

Director-General McAdoo explained that there was no intention of abandoning the system of priority as directed by Robert S. Lovett of the War Industries Board, but that in the future these orders would be issued through the Director-General. For the present, Eastern roads may disregard Army and Naval Quartermaster's "red tag" or preferential shipment orders, and Judge Lovett's priority orders for Government war shipments, and food and fuel for certain purposes, wherever yardmasters or other railway authorities believe this necessary to eliminate sluggish movements.

The selection of preferential cars in switchyards in many cases causes more trouble than to move an entire train, and the Director-General believes that every class of shipments will move faster if the whole bulk of freight goes forward without priority.

Railroad authorities will use their discretion, however, concerning the speedier movement of perishable articles, coal and any other materials which they may believe justifies being put ahead.

Thompson's Committee Dissolved

The committee of managers, headed by A. W. Thompson, which heretofore has maintained headquarters in Pittsburgh to supervise clearing of congestion in the East, is dissolved under Mr. McAdoo's orders today, but its machinery and functions are to be assumed by Mr. Smith, who will have headquarters in New York.

Some form of drastic action may be taken against consignees who fail to unload shipments as quickly as possible, the Director-General explained today.

Curtailed of passenger travel is planned for eliminating trains as fast as railroads can arrange. No general increase in rates according to the plans adopted in England is in immediate contemplation. Commuter trains will not be affected by the curtailment plans. Engines released in this way will be put into freight service and trackage facilities and employees will be released for other uses.

Baltimore To Get Traffic

To relieve New York terminals, it is planned to divert as much traffic as possible to the Baltimore, Newport News and other Atlantic ports to the South. Means for accomplishing this will be studied by a committee consisting of Major-General Goethals, acting quartermaster-general of the army; Capt. Strother Smith, representing the Navy Department; Edward Carry, representing the Shipping Board; Edward Chambers, of the Food Administration, and Fuel Administrator Garfield. They expect to report to Mr. McAdoo within a few days.

In suggesting their retirement as a war board, members of the body today wrote Mr. McAdoo, saying: "When you assumed control of the railroads under the President's proclamation of December 26 our function, being one of private initiative, came to an end."

After referring to Mr. McAdoo's request of last Friday that the board continue to act as his advisors and assistants, the

letter continued: "We have responded to all these requests and hold ourselves further at your service. But we venture to invite your attention to the fact that under the terms of your order No. 1, each of us now has a large individual responsibility for units of the transportation system which we believe demands our close attention at this moment of supreme effort. We believe further that in such a situation we can best be of the largest aid to you by bringing the organized work of this committee to a close. As we are now acting under your instruction, we respectfully ask your assent before we do this."

Thanks Retiring Members

In reply, Mr. McAdoo granted his assent to the dissolution, and added: "I have been greatly gratified by your earnest co-operation in the problems which have arisen. I wish to express my admiration of the fidelity and effectiveness of your earnest and unselfish application to this great public problem."

Financial Legislation Draws

Legislation to provide a basis of compensating railroads under Government operation and to authorize Government purchase of equipment to be leased to roads was completed today by President Wilson's legal advisors and was discussed by the President with Representative Sims, chairman of the House Interstate Commerce Committee, who will introduce the measure in the House soon after the President delivers his address Thursday. In the Senate, the same bill will be introduced by the new chairman of the Interstate Commerce Committee. Senator Smith, of South Carolina, and Senator Pomerene are contesting for this honor.

Joseph W. Folk, chief counsel for the Interstate Commerce Commission, and John Barton Payne, counsel for the Shipping Board, who has been retained by Mr. McAdoo as legal adviser, will have charge

of most legal questions arising under Government operation of railroads.

The Railroads' War Board tonight gave out a final statement, in the form of a report to the Senate Interstate Commerce Commission, attributing the recent congestion to the overwhelming amount of freight dumped upon the carriers by war industrial activities.

"The railroads had already coordinated their activities before their taking over by the Government," said the statement, "and for eight months have been operated as a unified continental system. The increase alone in traffic handled by the railroads in 1917, as compared with that of two years ago, has been over 135,000,000,000 ton miles, or substantially equal to the combined total traffic for a year of the railroads of Canada, Germany, Great Britain, Russia, France and Austria. In the first six months after we entered the war, the railroads handled as much freight traffic as they did in the entire year 1906."

Sun, Wed. 1/2/18, p. 9. **STARTS COAL MOVING** – Coal trains went forward today under new Government orders, based on the belief of Director-General McAdoo that railway congestion, rather than actual shortage, is responsible for the fuel famine in many districts.

Upon receipt of reports that hundreds of loaded coal cars were stalled on sidings behind long strings of cars containing shipments of higher preferential rating than coal, all existing priority orders for the entire country were suspended by Robert S. Lovett, priority director of the War Industries Board, on recommendation of the Director-General. This is expected to result in quicker movement of the entire mass of congested freight, whose sluggishness has been caused largely by a multiplicity of priority orders.

President Wilson, it was learned today, will go before Congress Friday to present his recommendations for legislation to make Government operation fully effective and to provide for compensation of the carriers, and legislation which has already been drawn will be introduced immediately after his address.

Director-General McAdoo spent a busy New Year's Day. He broke railway precedents by ordering that the Pennsylvania Company's tunnel under the Hudson river, heretofore restricted to passenger trains, be used to hasten coal supplies into the heart of New York city. The orders are to be followed, even if they interfere with passenger schedules.

This action was considered significant by railroad men, not only because of the direct results, but because it indicated how determined the Government is to use all facilities to their utmost, regardless of previous practices, to relieve congestion and promote efficiency.

At the first conference of Mr. McAdoo in the new year with his advisers and executives, it was decided to put additional ships now controlled by the Shipping Board into service carrying coal from Hampton Roads to New England. The number of vessels which can be spared will be determined tomorrow, and they will be ordered immediately to the service.

Early action to divide the country into operating districts, with a Government supervisor over each, and possibly a Federal railroad agent for each state, has been urged strongly upon Director-General McAdoo and he is said to be considering this policy.

Sun, Thu. 1/3/18, p. 8. **CLEARs WAY FOR COAL** – Solid coal trains were ordered moved eastward ahead of all other freight tonight, after conferences between the Director-General of Railroads and the Fuel Administrator on further plans for

speeding coal to New England and other sections short of coal in the midst of a blizzard. The railroads were directed to give preference, so far as possible, to shipments from mines nearest the destination to curtail hauls and promote efficiency.

The organization of a great army of laborers loaned by cities and corporations to unload coal and other freight at congested terminals now is under consideration and some thought even has been given to the possibility of having soldiers assigned to these tasks if the civilian organization proves impracticable.

Transfer of locomotives from the West and South, where congestion is not so serious and weather less inclement, was planned by Director-General McAdoo and his staff. With the equipment will come a number of employees from those districts to assist the overburdened East. Reports of frozen boilers in locomotives and trains stalled in snow, led to a special consideration of a plan of augmenting the available motive power on trunk lines east of the Mississippi and north of the Ohio river. An immediate embargo on movement of a number of non-essential products also was discussed.

Despite the weather freight actually is moving faster than before the Government assumed management, according to reports from Interstate Commerce Commission inspectors. Congested switch yards are being cleared without regard to old priority orders.

Nine ships were pledged by the Shipping Board to carry coal from Hampton Roads to New England. Director-General McAdoo devoted almost his entire time today in consultation with members of his advisory board and Fuel Administrator Garfield. Tomorrow he will turn his attention for a while from operating and traffic problems to discuss the labor situation under Government operation with

heads of four railway brotherhoods, who were invited to confer with him.

Sun, Fri. 1/4/19, p. 1. **HEAVY CUTS IN TRAIN SERVICE NOT ORDERED – Evidence In Washington That Some Roads Are Seeking To Discredit Government Operation** – Evidence that some of the railroad operators, not far from Washington, are seeking to discredit Government control of transportation by imposing unnecessary hardships upon travelers and delays upon the mail service, parcel post and express deliveries, has reached this city.

This evidence may be placed before Director-General McAdoo, and it may be safely assumed that somebody will get into trouble if he satisfies himself that there is a deliberate attempt to render Government operation of the railroads unpopular by any devious practices or any uncalled-for burdens or inconvenience to shippers or passengers.

There is not a railroad president nor general manager nor a superintendent, or even a brakeman, in the United States whose service may not be dispensed with by the Director-General by the mere signing of an order. McAdoo's authority over the railways is practically plenary, and he can "hire or fire" one class of employees just as swiftly as another, a circumstance which is causing a good many railroad executives very serious concern.

Not Ordered By Government

According to reports which have reached Washington, there are certain railroad managers, wholly out of sympathy with the idea of government operation, who feel that such operation can be made highly disagreeable to the general public by wholesale withdrawal of passenger service, disrupting regularly established mail service and breaking normal lines of intercommunication throughout the country

– all on the pretext that the Government has ordered it done.

Now the truth is that Director-General McAdoo has given no such orders. He has laid down some general policies for the guidance of railroad managers. Among them is the gradual withdrawal of all unnecessary passenger service; the clearing of all lines for the movement of vital freights; the abolishment of all priorities and the relief of congestion at blockaded terminals. These are the broad rules which are to be carried out by the individual railroads.

Must Maintain Mail Service

Mr. McAdoo has not authorized the withdrawal of passenger trains that are necessary to movement of the passenger traffic. He has not given authority for the breaking down of the railway mail service. He has not directed the abandonment of any parcel post or express service. On the contrary, he expects the railroads to maintain such services at an even higher state of efficiency than before. He knows that there are a great number of passenger trains that can be dispensed with, now that there is no competition between the railroads, but he would not commit the folly of telling the country that its means of passenger transportation had suddenly become paralyzed.

Perhaps the most serious situation, in this connection, is the utterly wretched manner in which the railroads are now handling the mails. It is almost impossible to get a letter delivered in Washington from Baltimore under 48 hours, notwithstanding the fact that there are perhaps a score of mail trains daily between the two cities. Train after train is being run out of terminals now without any baggage coaches, and the passenger whose baggage travels to destination along with him is lucky. As a rule, the baggage is delivered from 24 to 48 hours after the arrival of the passenger.

R. R. Officials “Pass The Buck.”

At the Post Office Department, it is stated that the postal authorities are helpless in the present situation. They are unable to compel service of the railroads or to enforce penalties against the carriers. The railroad official under present circumstances is able always to “pass the buck” to the Government, laying all blame for all faults in service upon the shoulders of the Director-General. The fact is, of course, that Postmaster-General Burleson eventually will carry his complaint straight to Mr. McAdoo and at the same time may submit some unpleasant facts concerning individual railroad officials to the big boss of all the railroads.

What is to be the future of the express business is a question for which there is no present answer. Mr. McAdoo is inclined to permit it to continue for a while, certainly until the Post Office Department is in a position to assume complete control of it. Nobody in Washington, however, believes that the express service will be allowed to operate for an indefinite period as a private enterprise, duplicating, as it does, the service of the parcel post and the new fast freights.

11 days From New York

As it is now operated, the express service is just about as uncertain as the mail service, which is saying a good deal. One shipment to a consignee in a Government building in Washington from New York the other day was 11 days in transit from New York.

A great deal of this confusion, even demoralization, is due to the sudden change that has taken place in the transportation business of the country. But there is a strong feeling in Washington that much more of it is due to the lack of sympathy of some of the railroad executives for the new railroad regime.

J. F. E.

ES, Fri. 1/4/18, p. 1. **ASKS FLEET OF 500 IN U. S. FUEL CRISIS** – Plans for breaking up the coal shortage effectively not only for Washington, but as an avenue through which the needs of the great manufacturing as well as residential sections along the Atlantic coast can be supplied economically, have been made by Representative J. Hampton Moore of Pennsylvania, member of the ways and means committee.

He proposes to use the old Chesapeake and Ohio canal, which was Washington's main line of transportation during the civil war for bringing to the consumers of Washington and the eastern coast more than two million tons of coal annually from the great Cumberland coal fields.

Representative Moore, who as president of the Atlantic Waterways Association is thoroughly familiar with conditions of this sort, has appealed directly to President Wilson, has taken the matter up with Secretary McAdoo as director-general of railroads and is going to introduce a bill in Congress and make a speech on the subject just as soon as he can get recognition.

Canal Route 184 Miles

The canal route to Cumberland is 184 miles. Formerly hundreds of boats brought coal and other products down this canal. Last year there were but eighty-four boats in operation, and they brought in 200,000 tons of coal from Cumberland.

The capacity of a canal boat is 115 tons of coal, and one boat can make three round trips each month. So that one boat can bring in 345 tons of coal each month.

Now Representative Moore proposes that the government should bring in enough canal boats from the Erie canal and elsewhere to bring the number plying between Washington and Cumberland up to 500. With this fleet a million tons of coal

could be brought to the capital from Cumberland at a minimum expense.

The entire output of the Cumberland is about 2,000,000 tons, so that one-half of this entire output could be brought here promptly if the government authorities act. Representative Moore has called their attention to the opportunity, intends to call the attention of Congress and the public generally to it and proposes to keep hammering away at the proposition until he gets action.

In a statement to *The Star* today Representative Moore explained the broad scheme of canal transportation that he has in mind. He said he has directed the attention of President Wilson and Secretary McAdoo to the service which the canals and inland waterways of the east could render to the government and to the people if properly improved and coordinated with rail transportation.

In a letter to Secretary McAdoo the day he was appointed director general of railroads. Representative Moore spoke of the conditions along the Delaware and Raritan canal, between New York and Philadelphia, and the Chesapeake and Delaware canal, extending from the Delaware bay into the Chesapeake bay, and insisted that if taken over now by the government these waterways would be capable of relieving railroad congestion of bulky freight.

Urges New Canal

He said a new canal should be constructed across the state of New Jersey as recommended by United States Army engineers, and declared that if heed had been given to these projects there would have been no coal shortage in New England or New York. He also referred to the Schuylkill navigation canal, which, like the Delaware and Raritan, had been practically closed for coal-carrying purposes by the railroads.

Mr. Moore said these canals ought to be taken over in the government transportation scheme. At the same time he complained that sea-going barges laden with thousands of tons of anthracite coal were tied up in the Delaware river, because the Navy had commandeered the sea-going tugs. These barges, he said, were still loaded with coal and are hemmed in by the ice.

Not settled with his letter to Director-General McAdoo, Congressman Moore also carried his suggestion to the President. His letter has been acknowledged and will doubtless be considered along with other suggestions that are being made.

Pennsylvania Has Coal

“The situation in Washington with regard to coal,” said Mr. Moore, “is very much the same as it is in Philadelphia, New York and Boston. We are all in need of coal. Inquires made while in Philadelphia satisfied me we have plenty of coal in Pennsylvania to meet the public demands. But what are we going to do when the coal companies themselves declare they cannot obtain the cars and that when they do, priority orders and other systems of red tape interfere with the normal distribution? I was told that one consignment of a hundred cars of coal destined to New York to bunker ships carrying munitions and supplies for the other side was halted by a priority order while enroute and diverted to a large powder works in Delaware.

“I saw the barges in the Delaware river now burdened with from one thousand to three thousand tons, each destined for New England, resting cozily at anchor in clear water awaiting tugs which have not yet come to carry them away, and which would probably have difficulty now in digging them out of the ice. The government now controls these tugs and some of them are not very busy.

Shippers Cannot Get Cars

“At the same time I have on my desk now complaints from Philadelphia shippers that they cannot get cars for raw materials such as cotton, coal and lumber. One of them complains that many of the cars are laden with lumber in the vicinity of the new Hog Island shipbuilding plant and that being practically commandeered they are out of service except possibly as storage warehouses for the contents.

“It is even intimated that the contractors permit the demurrage to grow in amount because demurrage is charged in along with the contract price, on which a 10 percent commission is paid. If these things are true they approach the criminal stage.

“President Wilson and Director-General McAdoo can perform a real public service by taking command of the canal and waterway systems and compelling them to do the work which they are able to do even in their antiquated condition and which, in some instances heretofore, they have been prevented from doing by unfair methods. A case in point is the Chesapeake and Ohio canal, between Washington and Cumberland. It has rendered good service and should be encouraged to relieve the fierce car congestion that prevents the prompt and proper distribution of coal in Washington.

Sun, Sat. 1/5/18, p. 1. **PRESIDENT LAYS RAILROAD SITUATION BEFORE CONGRESS** – Washington, Jan. 4. – Following is President Wilson’s address to Congress, made today: *Gentleman of the Congress*: I have asked the privilege of addressing you in order to report to you that on the 28th of December last, during the recess of the Congress, acting through the Secretary of War and under the authority conferred upon me by the act of Congress approved August 29, 1916, I took possession and assumed control of the railway lines of the country and the systems of water

transportation under their control. This act seemed to be imperatively necessary in the interest of the public welfare, in the presence of the great tasks of war with which we are now dealing. As our own experience develops difficulties and makes it clear what they are, I have deemed it my duty to remove those difficulties wherever I have the legal power to do so. To assume control of the vast railway systems of the country is, I realize, a very great responsibility, but to fail to do so in the existing circumstances would have been a much greater one. I assumed the less responsibility rather than the weightier.

To Mobilize All Resources

I am sure that I am speaking the mind of all thoughtful Americans when I say that it is our duty as the representatives of the nation to do everything that it is necessary to do to secure the complete mobilization of the whole resources of America by as rapid and effective means as can be found. Transportation supplies all the arteries of mobilization. Unless it be under a single and unified direction the whole process of the nation's action is embarrassed.

It was in the true spirit of America, and it was right that we should first try to effect the necessary unification under the voluntary action of those who were in charge of the great railway properties; and we did try it. The directors of the railways responded to the need promptly and generously. The group of railway executives who were charged with the task of actual coordination and general direction performed their difficult duties with patriotic zeal and marked ability, as was to have been expected, and did, I believe, everything that it was possible for them to do in the circumstances. If I have taken the task out of their hands, it has not been because of any dereliction or failure on their part, but only because there were some things which the

Government can do and private management cannot. We shall continue to value most highly the advice and assistance of these gentlemen, and I am sure we shall not find them withholding it.

Common Use Of All

It had become unmistakably plain that only under Government administration can the entire equipment of the several systems of transportation be fully and unreservedly thrown into a common service without injurious discrimination against particular properties. Only under Government administration can an absolutely unrestricted and unembarrassed common use be made of all tracks, terminals, terminal facilities and equipment of every kind. Only under that authority can new terminals be constructed and developed without regard to the requirements or limitations of particular roads. But under Government administration all these things will be possible – not instantly, but as fast as practical difficulties, which cannot be merely conjured away, give way before the new management.

The commission will be carried out with as little disturbance to the present operation and personnel of the railroads as possible. Nothing will be altered or disturbed which it is not necessary to disturb. We are serving the public interest and safeguarding the public safety, but we are also regardful of the interests of those by whom these great properties are owned, and glad to avail ourselves of the experience and trained ability of those who have been managing them.

Shippers To Be Cared For

It is necessary that the transportation of troops and of war materials, of food and of fuel and of everything that is necessary for the full mobilization of the energies and the resources of the country should be first considered, but it is clearly in the public interest also that the ordinary activities and

the normal industrial and commercial life of the country should be interfered with and dislocated as little as possible, and the public may rest assured that the interest and convenience of the private shipper will be as carefully served and safeguarded as it is possible to serve and safeguard it in the present extraordinary circumstances.

While the present authority of the Executive suffices for all purposes of administration, and while, of course, all private interests must for the present give way to the public necessity, it is, I am sure you will agree with me, right and necessary that the owners and creditors of the railways, the holders of their stocks and bonds, should receive from the Government an unqualified guarantee that their properties will be maintained throughout the period of Federal control in as good repair and as complete equipment as at present, and that the several roads will receive under Federal management such compensation as is equitable and just alike to their owners and to the general public. I would suggest the average net railway operating income of the three years ending June 30, 1917. I earnestly request that these guarantees be given by appropriate legislation, and given as promptly as circumstances permit.

Must Protect Values

I need not point out the essential justice of such guarantees and their great influence and significance as elements in the present financial and industrial situation of the country. Indeed, one of the strong arguments for assuming control of the railroads at this time is the financial argument. It is necessary that the values of railway securities should be justly and fairly protected, and that the large financial operations every year necessary in connection with the maintenance, operation and development of the roads should, during the period of this war, be wisely related to the financial operations of the Government.

Nothing Must Stand In Way

Our first duty is, of course, to conserve the common interest and the common safety and to make certain that nothing stands in the way of the successful prosecution of the great war for liberty and justice, but it also is an obligation of public conscience and of public honor that the private interests we disturb should be kept safe from unjust injury, and it is of the utmost consequence to the Government itself that all great financial operations should be stabilized and coordinated with the financial operations of the Government.

No borrowing should run athwart the borrowings of the Federal Treasury, and no fundamental individual values should anywhere be unnecessarily impaired. In the hands of many thousands of small investors in their country, as well as in national banks, in insurance companies, in savings banks, in trust companies, in financial agencies of every kind, railway securities the sum total of which runs up to some ten or eleven thousand millions, constitute a vital part of the structure of credit and the unquestioned solidity of that structure must be maintained.

Picked McAdoo As Man

The Secretary of War and I easily agreed that, in view of the many complex interests which must be safeguarded and harmonized, as well as because of his exceptional experience and ability in this new field of governmental action, the Hon. William G. McAdoo was the right man to assume direct administrative control of this new executive task. At our request, he consented to assume the authority and duties of organizer and Director-General of the new railway administration. He has assumed those duties and his work is in active progress.

May Call For Loan

It is probably too much to expect that even under the unified railway administration which will now be possible

sufficient economies can be effected in the operation of the railways to make it possible to add to their equipment and extend their operative facilities as much as the present extraordinary demands upon their use will render desirable without resorting to the national Treasury for the funds.

If it is not possible, it will, of course, be necessary to resort to the Congress for grants of money for that purpose. The Secretary of the Treasury will advise with your committees with regard to this very practical aspect of the matter.

For the present I suggest only the guarantee I have indicated and such appropriations as are necessary at the outset of this task. I take the liberty of expressing the hope that the Congress may grant these promptly and ungrudgingly. We are dealing with great matters and will, I am sure, deal with them greatly.

Ibid, p. 9. **WILL ALTERNATE TRAINS** – Arrangements have been made between the Baltimore & Ohio and the Pennsylvania whereby alternate trains will be run over these roads in the several directions they both cover. This conclusion was reached at a conference between the passenger officials of the roads. The object is to prevent a duplication of trains so as to comply with the requirements of Director-General McAdoo to make every bit of the motive power and rolling stock of the roads do full service.

It is said the officials of both roads have tried to arrange their new schedules so as to give the traveling public a service as near that of the past as existing conditions will justify. As the schedules now stand, the Baltimore & Ohio will have six trains between New York and Washington and the Pennsylvania will have eight, but in no case will there be any duplication.

ES, Sat. 1/5/18, p. 6. **Use the Canal!** – Representative Moore's proposal to utilize

the Chesapeake and Ohio canal for the supply of food for Washington and other points on the seaboard, following a suggestion to this effect contained in *The Star* some days ago, should bear fruit. This waterway has not been adequately utilized for several years. It is estimated that with 500 boats it would be possible to handle a million tons of coal in a season, five times as much as was transported on the canal last year. The canal represents today an economic waste. It is the shortest, cheapest route from the Cumberland fields to the seaboard, and has in the past been of great value. Railroad competition, however, has caused it to lose its economic worth, but with the rails congested and needed, furthermore, for freight that cannot be carried by water, there is no reason why it should not be put to use to capacity. Barges are available in different parts of the country. Many could be built between now and spring if work were started at once. The locks are all in good condition and with enterprise it would be possible to bring cargoes from Cumberland to this city by the first or the middle of April. Unfortunately, power cannot be used in this canal, as the banks will not stand the wash. But the haul is so short that the old-fashioned mule team can bring the boats down from Cumberland in good time. Indeed, considering the rate at which the railroads have been carrying coal lately, the canal on a mule power basis would be rapid transit. This suggestion is very well worth considering and should be put to the point of action promptly, so that there will be no loss of time in providing the necessary equipment.

Sun, Sun. 1/6/18, p. 1. **TRAINS FOR TRAVELERS CUT ONE-FIFTH TODAY** – To free locomotives and crews for the more important freight transportation, 20 percent of the through passenger trains on the Eastern railroads will

be discontinued tomorrow by approval of Director-General McAdoo. The running schedule of others will be reduced to lower speed to facilitate the movement of freight trains.

The policy announced tonight by the Director-General will be gradually extended to affect train service throughout the country. Fast trains between New York and Chicago and St. Louis, and between Chicago and Southern and Western points probably will be next to be affected. . . .

Pleased With Plan

“I am very much pleased,” he said, “that provision is made in the pending Railroad bill for use of the inland waterways of the United States in connection with the railroad system now under Government control. The proper use of these waterways will largely increase transportation facilities of the country and if the pending bill is passed, giving authority to the President to expend money for the development of transportation facilities on the inland waterways, every effort will be made to utilize them to the full extent of their capacity.” . . .

ES, Sun. 1/6/18, p. 4. **ESCAPE COAL FAMINE BY BOAT INCREASE** – Washington will escape a coal famine next winter if the government should decide to increase the fleet of boats now operating on the Chesapeake and Ohio canal.

Five hundred boats may ply without difficulty over this inland waterway, a distance of 184 miles between Washington and Cumberland, Md., and bring a million tons of coal to the capital yearly. That is the estimated amount of coal the Washington consumes every year.

Impressed by the fact that the canal is capable of furnishing the city with all the coal it requires and that maximum operation of this waterway would prevent a coal famine here, even if not a pound of fuel

were brought in by rail transportation. District Commissioners Brownlow and Gardiner have indorsed the proposal of Representative J. Hampton Moore of Pennsylvania that the government take over and operate the canal as a war emergency measure.

Both Commissioners would favor any plan that would get coal into Washington and regard the canal scheme as entirely practicable. They consider it would seem unfortunate to ignore this transportation opportunity, especially at a time of unprecedented congestion of railway traffic.

The canal proposition has met with such widespread and enthusiastic approval that at least a thorough investigation of its merits by the government now seems assured.

If the government should decide to build a fleet to operate over the canal in the event it cannot find boats of proper dimension already built, it could carry out the enterprise at a cost of something less than \$2,000 per boat. Accepting the maximum figure, it would cost \$800,000 to construct 400 boats, which, added to the present equipment, would give the number of barges necessary to bring a million tons of coal to the capital annually.

Advocates of the plan to have the government take over the canal claim that this would be a small outlay compared with the benefit Washington would reap indefinitely through the possibility of getting its entire coal supply by water transportation direct from the coal fields. Consideration will have to be given to the question of terminal and storage facilities at this end of the line, but it is stated that the Cumberland facilities are sufficient to permit of the operation of a large fleet, as the boats are loaded from cars that come direct from the mines.

DM, Mon. 1/7/18. **THE RAGING CANAL TO RISE AND BOOST THE CRAWL OF COAL** – Plans for relieving the coal shortage in Baltimore, Washington and Philadelphia and other Eastern seaboard communities were proposed by Representative J. Hampton Moore, of Philadelphia, president of the Atlantic Inland Waterways Association. He has sent letters to President Wilson and Railroad Director-General McAdoo, suggesting that the Government take over the Chesapeake and Ohio Canal, the Chesapeake and Delaware Canal and the Delaware and Raritan Canal and put on them a fleet of 500 coal barges, to be secured from the Erie Canal, for the transportation of coal from the Cumberland coal fields to the Eastern seaboard.

It is Mr. Moore's idea that 2,000,000 tons can be handled annually by these canal, thus relieving the railroads of that much freight.

ES, Tue. 1/8/18, p. 2. **FOR U. S. CONTROL OF C. AND O. CANAL** –

Two measures for taking over by government of the Chesapeake and Ohio canal, primarily for transportation of coal from the Cumberland region to break the coal famine in the National Capital and surrounding country, were introduced in the House today.

Representative J. Hampton Moore, president of the Atlantic Waterways Association, presented a joint resolution, which was referred to the committee, requesting the President to take over the Chesapeake and Ohio canal and improve it for purposes of national defense.

Representative Frederick N. Zihlman, whose home is in Cumberland, in the heart of the rich coal fields which produce 2,000,000 tons of coal a year, introduced a bill along the same lines as [text missing]. Representative Moore also stated he had addressed a letter to Secretary

McAdoo as director general of railroads in regard to the waterways paragraph in the federal railroad control bill, concerning which the Secretary appeared today before the interstate and foreign commerce committee. He urged upon Secretary McAdoo an amendment which would include canals as well as the operation of boats, etc., on the canals.

The bill introduced by Representative Zihlman provides that the President, through the Secretary of War, take possession of and assume control of the transportation of war materials and equipment. It guarantees to the owners of the canal an average net income for three years the same as the President recommended in taking over the railroads.

The Zihlman bill provides \$1,000,000 as a revolving fund for the improvement and proper equipment of the canal and other necessary expenditures. It would give the government complete control of the canal for the period of the war.

ES, Wed. 1/9/18, p. 11. **FOOD MAY COME BY CANAL ROUTE** –

Washington may be supplied with a big food artery if the federal government takes over and operates to its full capacity the Chesapeake and Ohio canal.

That the coal needs of the government and the National Capital not only will be served on a large scale if this 184-mile waterway between Washington and Cumberland, Md., is fully utilized, but an increase in shipments of grain, fruits, potatoes and produce of all kinds may be expected, was pointed out today by George M. Roberts, superintendent of weights, measures and markets of the District, who is interested in the proposal from a food standpoint.

In its early days, when its fleet numbered 800 boats, the canal was a big factor in supplying Washington with food.

Rapid rail transportation gradually diverted this trade. Farmers along the canal have not depended in the last few years on the uncertain schedules of the eighty or more boats that have been plying this inland water route. However, if the canal should be taken over by the government and supplied with 400 boats running on a day or night basis, as has been proposed, Washington could expect to draw much more extensively upon the agricultural products of the immense region between here and Cumberland, Mr. Roberts and other District officials believe.

May Also Transport Food.

It is pointed out that while the boats would come down from Cumberland laden with coal, their decks would be available for the transportation of hundreds of tons of produce which could be shipped as satisfactorily by this route as by rail, thus aiding in preventing congestion on the railroads in the war crisis.

Representative J. Hampton Moore of Pennsylvania, who yesterday introduced a bill for the taking over of the canal by the government, believes the measure will receive the approval of Congress. He has found warm support for it already from members of both houses. Apparently, there is general agreement that the canal as at present operated represents an economic waste and that its possibilities should be made full use of by the government during the war.

Mr. Moore estimates that if the government will supply 300 barges in addition to the 82 operated last year by the company the number will be sufficient to bring to Washington approximately a million tons of coal a year. The question is, "Can the additional boats be commandeered from canals in other parts of the country or will it be necessary to construct them?" There are seventy-eight locks between Washington and Cumberland, and they will not admit barges having a length of more

than ninety feet or a beam exceeding fourteen feet. It is apparent, therefore, that unless boats of these dimensions, or smaller ones, can be found the government will have to construct new barges in order to put the canal to its full use.

Cost Within Half a Million.

Estimates of the cost of providing a fleet of 300 new boats indicate that it would not exceed half a million dollars. It is believed that the cost would not exceed \$1,500 per boat, and it is pointed out that if the government should enter upon this enterprise at once it would be possible to have practically the entire fleet built and ready for use by the time the canal season opens, April 1. This would be an insignificant cost say those who favor the project, compared with the lasting benefit Washington and the government would derive from having direct water transportation with the Cumberland coal fields through which the coal needs of the capital annually could be supplied and those of the government served to a large extent.

The bill introduced by Representative Moore would confer authority upon President Wilson to "take over the Chesapeake and Ohio canal and to improve and operate it as an adjunct to the national defense in accordance with the general scheme of transportation entrusted to the director general of railroads by presidential proclamation, December 26, 1917."

It is provided that "compensation to the owners of the property thus taken shall be reasonable and just, and in accordance with condemnation proceedings lawfully instituted, or as the President, under such powers as have already been granted to him, may direct."

Officials of the canal company today said that the canal is in good shape and could be put to the uses proposed by Representative Moore. They said there was

no doubt that 1,000,000 tons of coal could be transported over the canal annually if the necessary boats were provided.

WH, Wed. 1/9/18, p. 2. **WANTS U. S. TO TAKE OVER C. & O. CANAL** – A resolution presented in the House yesterday by Representative J. Hampton Moore, president of the Atlantic Waterways Association, provides for the President to take over the control of the Chesapeake and Ohio Canal and its improvement for purposes of national defense.

The preamble of the resolution recites that the acquisition and operation of the canal by the government would relieve congestion upon the railroads and enable the government to meet its own requirements at the Capital and vicinity, and at the same time assure the people of an adequate supply of coal for industrial and domestic uses.

A bill along similar lines was also introduced in the House of Representatives by Frederick N. Zihlman, whose home is at Cumberland, in the heart of coal fields having a yearly production of 2,000,000 tons of coal a year. It provides \$1,000,000 as a revolving fund for the improvement and proper equipment of the canal and other necessary expenditures. Under its terms the government would have complete control of the canal for the period of the war, and an average net income for three years is guaranteed the owners of the canal, similar to the recommendation made by the President in taking over the railroads.

ES, Thu. 1/10/18, p. 6. **The C. & O. Canal Bill** – Bills for the acquisition of control by the government over the Chesapeake and Ohio canal having been introduced in the House, there is probability of early action on this subject. Keen interest is shown in the possibility of using the canal for hauling fuel to Washington and the seaboard from the Cumberland district. It is obvious that if a

million tons can be brought here next season by water the already overburdened railway lines will be relieved materially. The government is now running the railroads, and it is logical that it should run other means of transportation such as this canal. With a very little expense for new boats this waterway could be put in shape for a large volume of traffic. It would pay for its new equipment in a short time. It is proposed now to add the canal bill to the administration bill guaranteeing compensation for the railroad companies under railroad control, to insure prompt passage. And as a measure of emergency, looking to a distinct relief of the rail transport system in handling one of the commodities of necessity, this measure should be given the earliest possible passage.

DM, Sat. 1/12/18. **ZIHLMAN DUCKS TO CANAL PROJECT AS PLAN AWAKENS HIM** – Plans for breaking up the coal shortage effectively are being proposed by employing the C. & O. Canal from the rich coal fields of Maryland.

Upon learning that Congressman J. Hamilton Moore, of Pennsylvania, the leading authority in Congress on inland waterways had to introduce a bill providing for the utilization of the C. & O. from Cumberland to Washington, Congressman F. N. Zihlman, hearing of it for the first time, called on Mr. Moore and proposed that the bill be drawn as to provide for the operation of the canal during the period of war, which was a wise (?) suggestion, but previously provided.

Mr. Moore's plan provides for bringing a large number of boats from other nearby waterways and operating them on the canal to relieve the existing coal shortage in Washington and nearby cities.

The canal route from Washington to Cumberland is 184 miles and during the

Civil War it was used to transport more than two million tons of coal annually to Washington and the Western coast.

The output of the great Cumberland coal fields is about 4,000,000 tons annually, and Mr. Moore contends that coal shortage has now reduced the output more than 30 percent.

ES, Sat. 1/12/18, p. 2. **ROD AND GUN** – Jack Speaker is anxious for the ice to melt from the ponds in the bed of the canal near his home at what is so familiarly known as Speaker’s lock. It is about two miles above Cabin John bridge and is believed to be one of the most attractive spots on the canal below Great Falls.

Just before the first freeze came, Jack carefully guarded a supply of live fish he had in one of the ponds. It was his intention to have them for a few fish dinners for his friends during the winter season, but ice covered the pond and made it impossible for him to get the fish.

Jack is now wondering if the fish are frozen in the ice and are good for food, or if they have been chilled in the bottom of the pond and killed. Tomorrow the canal sportsman expects to entertain Representative J. Hampton Moore and friends and hopes he will be able to serve them a fish dinner, and incidentally to let the member of Congress see something of the waterway he hopes will be more fully utilized in getting a supply of coal to this city.

Ibid, p. 3. **FEDERAL USE OF C. & O. CANAL URGED BY D. C. COMMISSIONER** – Pointing out four big advantages he believes will result from government operation of the Chesapeake and Ohio canal, District Commissioner Gardiner today expressed hope that Congress will take early action in turning this inland waterway over to the government

for utilization as fuel carrier during the war crisis.

Mr. Gardiner has been looking into the canal proposition since bills were introduced in Congress authorizing the President to take over the canal, and he has arrived at the conclusion that it is an opportunity for advancing the interests of the government and the National Capital that should be made the most of with the least possible delay.

“If the government will assume control of this direct water route to Cumberland and operate it during the period of the war,” said the Commissioner today, “we will be assured of getting a million tons of soft coal this year, and the prospect of a coal famine next winter will be practically negligible.

“This alone, should be a sufficient consideration to justify full use of the canal, but there are other advantages that will be reaped. There will be assured an unfailing supply of coal for the proposed government coal yard here, and boats from Cumberland may be sent direct to government points on the Potomac river, including District institutions at Occoquan, Va.; the government proving grounds at Indian Head; Forts Hunt and Washington and Quantico.

Cites Another Advantage

“In addition to these advantages there is still another. The canal extends 184 miles to Cumberland and passes through a territory from which Washington might draw extensive food supplies, including potatoes, fruits and grains, that now seek other outlets because of inadequate and uncertain canal boat transportation.

“I am informed that as many as 802 boats were operated over the canal shortly after the civil war, but that only eighty-two boats were in use this past season. These barges brought down to Washington last year 200,000 tons of coal.

“If the government cannot commandeered from other canals boats to operate over the Cumberland waterway coal route this season, it should, in my opinion, commence at once the construction of a fleet of not less than 300 boats to make possible the full utilization of this important canal. The expense would be small compared with the benefits that the government at large and the people of Washington would derive.

“If this canal is made full use of there will be no occasion next winter for an investigation as to whether the fuel administrator or the dealers are to blame for a coal shortage. What the people want is coal, and coal will be here if the government operates the canal.”

WH, Sat. 1/12/18, p. 12. William S. Medley, colored, received a ten-year sentence for stealing "Josephine," lead mule of a trio of mules who pull a coal barge on the Chesapeake and Ohio Canal. Medley sneaked up behind the driver of the mules while the later was smoking a pipe and led the mule away and tried to sell her. Policeman John C. Heide caught him and recovered the animal.

ES, Sun. 1/13/18, p. 13. **TO STRIVE FOR ACTION ON CANAL PROPOSITION** – Representative Frederick N. Zihlman of Cumberland, Md., intends to make a persistent effort to get action at this session of Congress, as a war measure, upon his bill proposing that the government take over and operate the Chesapeake and Ohio canal, particularly with a view to thus transporting to Washington an adequate supply of coal for uses of the government and individuals.

Representative Zihlman proposes to take a party of congressmen up the canal to his home in Cumberland, so that they may see what a fine transportation service is now little used and the vast quantities of fuel

which could easily be brought to the National Capital.

Cumberland's Coal Output

He points out that the output of the Cumberland coal field is about 4,000,000 tons annually. At the close of the civil war there were 802 boats operating on the canal and now there are but 82. Each of these boats has a capacity of 115 tons. Mr. Zihlman figures that if the government can get 400 boats of that capacity, making three trips a month for the nine months during which there is no ice on the canal, a total of 1,250,000 tons of coal can be brought to Washington. What this means may better be estimated from the fact that this would be a million tons more than sufficient to supply the demands of the government departments in normal times.

Some members of Congress have advised Representative Zihlman that improvements in the Erie canal have forced the retirement of a number of boats which could be secured for use on the Chesapeake and Ohio canal. Representative Zihlman estimates that the output of the Cumberland mines has been reduced at least 30 percent on account of the shortage of cars.

Cumberland Wants Ordnance Depot

Cumberland has been trying to secure an ordnance supply depot. Capt. James Monaghan of ordnance has been detailed by Maj. Heckman to make preliminary investigations. This report is now in, and if Cumberland gets the depot the canal traversing Allegany and Washington counties would be of great value to the government. It would be of value also in bringing in the fruits and vegetables from these two important agricultural counties.

WT, Mon. 1/14/18, p. 20. REP. J. HAMPTON MOORE'S proposal to relieve the coal situation by complete utilization of the Chesapeake and Ohio Canal must not be

taken too seriously by anthracite coal users. Nothing but soft coal comes from Cumberland, and 500 canal boats would bring in one year more than Washington uses in a half dozen years. It's hard coal we want.

ES, Mon. 1/14/18, p. 6. **The Chesapeake and Ohio Canal** – Interest in the project of using the Chesapeake and Ohio canal for hauling coal from the Cumberland district to Washington is undoubtedly keen when it will cause a group of members of the House to journey to the waterway above the city on such a cold day as yesterday. The canal is not particularly impressive in winter, with the water drawn off, but it stands as a token of what can be done in the way of cheap and fairly rapid transit of the fuel supply with proper equipment. This big ditch, 184 miles long, with its outfit of locks, spillways and intakes, is today a valuable asset for the government's uses. It can lay down in Washington at least a million tons of coal a year. Given a sufficient outfit of barges this tonnage might be even increased. The canal practically brings coal to the seaboard, for by a cheap and easy transshipment at Georgetown coal can be loaded on large barges for river and bay transport. Next season the railroads of this country will be worked to the limit to carry food, munitions, troops and ordinary travel, and every ton that can be shifted from the rails to the waterways will be a distinct and valuable gain. It is to be hoped that in consequence of the personal inspection of the lower canal conducted yesterday by members of the House whose interest lies along the line of transportation the bill now pending – if, indeed, a new law is required on the subject – will be pressed to enactment promptly so that work can start in good time for the equipment of the canal for next season to a capacity of at least a million tons of coal.

Ibid, p. 18. **FIND CANAL MEANS FOR SECURING COAL - Congressmen Inspect C. & O. Conditions and Will Urge Taking Over by U. S.** – Three members of Congress yesterday inspected several miles of the Chesapeake and Ohio canal to determine whether the government, by taking over and operating this waterway as a war measure, may prevent suffering from a coal famine in Washington and elsewhere next winter.

They returned convinced that the canal, if utilized to its capacity during the eight month boating season that begins in April, will make the National Capital secure against another fuel shortage, at the same time enabling the government to supply its coal needs here and at points along the Potomac river at minimum cost. They intend to communicate their observations today to Director General of Railroads McAdoo and to urge that he take over the canal.

The representatives who made the trip are Representative John H. Small of North Carolina, chairman of the rivers and harbors committee of the House; Representative J. Hampton Moore of Pennsylvania, president of the Atlantic Deeper Waterways Association; and Representative Frederick N. Zihlman of Maryland.

They were accompanied by Winfred H. Schoff of Philadelphia, secretary-treasurer of the Atlantic Deeper Waterways Association, who came to Washington at Representative Moore's invitation to get first-hand information as to the canal's possibilities; "Bob" Barr, representative of the District government, who officiates as guide, and representatives of *The Evening Star*.

Representative Neely of West Virginia and Commissioner Gardiner had planned to make the trip also, but found at

the last minute that they would be unable to do so.

Trip Made in Automobile

Leaving Washington in an automobile shortly before noon, the party made its first stop at a point on the Conduit road opposite King's lock, about two and a half miles from Georgetown. Here inspection was made of the dam in the Potomac river by which water is diverted into the canal to supply the so-called Georgetown level.

The next stop was at a point well beyond Cabin John, from which a "hike" was made across snow-covered fields to Lock No. 11, presided over by Charles Stuart. Mr. Stuart has been a canal employee for more than thirty years and, while his congressional visitors were thawing out in his comfortable quarters, he entertained them with stories of early days on the canal, when it was a big factor in supplying Washington with coal and other products.

From Lock No. 11 the visitors walked half a mile over the towpath to Lock No. 14, where Capt. Jack Speaker looks after the canal company's interests. Mrs. Speaker had a steaming dinner of home-grown and home-preserved products ready, and she soon discovered that a congressional appetite, when in good working order, is not to be trifled with. After disposing of a generous meal, the party resolved itself into a sort of congressional inquiry, with Capt. Speaker occupying the witness stand. He has been on the canal since the civil war and he was plied with question after question as to water supply, condition of the locks and other features. His answers convinced the members that the canal is in sufficiently good condition to be put to work in the spring by the government, so that at least a million tons of coal may be brought to Washington by this route before another winter sets in.

Operation Now Economic Waste.

Returning to Washington shortly before dark, the party inspected the canal and locks in Georgetown and the route by which barges are taken into the river, to be towed to the government proving grounds at Indian Head, Forts Hunt and Washington, Occoquan and other government stations.

Thoroughly convinced that the canal as at present operated represents an economic waste, which the government should at once stop, Representatives Small, Moore and Zihlman went direct to their offices in the House office building and issued statements in which they expressed the opinion that if the government cannot commandeer sufficient boats from other parts of the country it should without delay begin construction of a fleet of barges. They declared that Director General McAdoo, in their opinion, has sufficient authority to take over this canal, since its operation by the government promises such relief in the war crisis, and announced their intention of writing to Mr. McAdoo today and urging prompt action.

"Today's inspection of the canal," said Representative Moore, "clearly showed that it has not been worked to capacity. That it might be put in order to serve the government, after the freeze is over, also was made clear. The trouble with this canal is that it has been permitted to run down. When it was capable of piling up coal for the industries and the homes of the country, it was neglected. Now that the railroads are unable to keep up with the demand for coal, the canal is closed and frozen over.

Former Service Should Be Restored.

"It is a sad commentary upon our transportation system. What shall we do about it? For one thing, we can urge Congress to take this inactive old canal away from those who would let it die, and make it of real service. It is capable now of carrying as many boats as it did in 1872,

then the fleet ran up to 800. Now it is less than 100. Evidently the transfer of that other 700-boat capacity has been lost to the public. If the railroads controlling the situation have broken down on deliveries the boats that can give the service should be restored.

“Another, and shorter way, to get public service would be for Director General McAdoo to take the canal under his jurisdiction and commandeer enough barges and enough boatmen to give the service. The railroad bill now before the interstate and foreign commerce committee should include canals as well as railroads. Then such a property as this might not be so discredited in normal times as to remain useless in times of stress.

“The Chesapeake and Ohio canal, remember, empties into the Potomac river and the Potomac river empties into Chesapeake Bay and the ocean. It is, therefore, no local project. It would not serve Washington alone, but could and should be made to serve all points to which distribution would be profitable. There is plenty of coal in the Cumberland region, and if the railroads cannot get it to a suffering people, this old canal should be made to work. Congress can do it, or Director General McAdoo can do it.”

DM, Wed. 1/16/18. **ANNAPOLIS ALSO IN FAVOR OF USING CANAL FOR HAULING** – Senator J. Dawson Williams, Montgomery county, introduced in the Senate a joint resolution requesting the Senators and Representatives in Congress from Maryland to use all honorable means to have the Government take over the Canal.

Senator Williams would have the canal used by the Government upon an extensive scale in the carrying of coal and also in transporting the farm products of Western Maryland and the fertilizer used by the farmers of that section.

Recently Congressman Moore, of Pennsylvania, president of the Atlantic Deeper Waterways Association, interested himself in having this waterway taken over by the Federal Government. The suggestion is a splendid one, and deserves the recognition and support of the General Assembly of Maryland.

My resolution to that end, said Mr. Williams, goes somewhat farther, and would have the Government, if it should take over and operate this waterway, not only equip it for the purpose of carrying coal, but restore the transportation thereon of agricultural products, grains and foodstuffs, so abundantly produced along its banks. Then, too, for years plans for a railway along the level of this waterway from Washington Junction to the District of Columbia have been considered. Such a railway would relieve the freight congestion in the terminal yards at Washington, all of which should, and will, no doubt, be brought to the attention of the Director-General of Railroads, William G. McAdoo.

Sun, Wed. 1/16/18, p. 3. **WANTS U. S. TO RUN CANAL** – Senator J. Dawson Williams, of Montgomery county, introduced in the Senate this evening a joint resolution requesting the Senators and Representatives in Congress from Maryland to use all honorable means to have the Government take over the Chesapeake and Ohio Canal, which runs from Cumberland to Washington.

Williams’ resolution was referred to the Committee on Railroads and Canal. Chairman Grason probably will report it favorably tomorrow.

Senator Williams would have the canal used by the Government upon an extensive scale in the carrying of coal from the Cumberland district to Washington, and also in transporting the farm products of Western Maryland and the fertilizer used by

the farmers of that section. Moreover, he has in mind the possibility that means will be found to carry out the often discussed plan to build a railroad along the canal level between Washington Junction and Washington.

Some time ago Congressman J. Hampton Moore, of Pennsylvania, who has been interested for years in the improvement of inland waterway, introduced in Congress a resolution requesting the President to take over the canal and operate it for purposes of national defense. Subsequently, Congressman Zihlman, of the Sixth district, introduced a bill authorizing the President to take possession of the canal, through the Secretary of War, for the transportation of war materials and providing a revolving fund of \$1,000,000 for the improvement and equipment of the canal.

In Discussing his resolution, which asks the Marylanders in Congress to get behind Mr. Moore and Mr. Zihlman, Senator Williams said: "Time was when the Chesapeake and Ohio Canal was a factor in the commercial, industrial, agricultural and political life of the State. No one would desire any political rejuvenation of this sleepy waterway, but Western Maryland and the national capital would benefit greatly if the lazy banks of this great inland waterway would again become the scene of commercial and industrial activity.

"I can remember when one might interest himself every few minutes of the day watching the barges and boats pass through the locks. Then there was a fleet of 800 boats on the canal. Now there are less than 100, and these are engaged solely in carrying coal from Cumberland to Washington. In the old days, large mercantile stores, large warehouses for grain and fertilizer, were located every few miles along this waterway in Montgomery county. Today they are in ruins.

"Recently Congressman Moore, of Pennsylvania, president of the Atlantic Deeper Waterways Association, and Congressman Zihlman have interested themselves in having this waterway taken over by the Federal Government, primarily for the transportation of coal from the Cumberland region to break the coal famine in the city of Washington. The suggestion is a splendid one, and deserves the recognition and support of the General Assembly of Maryland.

"My resolution to that end goes somewhat further, and would have the Government, if it should take over and operate this waterway, not only equip it for the purpose of carrying coal, but restore the transportation thereon of agricultural products, grains and foodstuffs, so abundantly produced along its banks. Then, too, for years plans for a railway along the level of this waterway from Washington Junction to the District of Columbia have been considered, which would serve the section of Maryland and Virginia contiguous to the canal."

WT, Wed. 1/16/18, p. 10. **ICE ON POTOMAC IS THICKEST IN YEARS.** Hagerstown, Md., Jan. 16. - The ice is heavier on the Potomac this winter than during any winter in many years, and the stream is practically closed its entire length. In the upper regions, the ice is thick enough to hold two-horse and four-horse teams and automobiles.

Unless the ice gradually melts and passes off in current there is imminent danger, old rivermen at Hancock and Williamsport say, when the early spring freshets occur. Precautions are already being taken against such an occurrence and also to protect the Chesapeake and Ohio canal from Cumberland to Washington.

ES, Wed. 1/16/18, p. 4. **U. S. MAY PURCHASE BARGES FOR CANALS** –

The War Department is drafting a bill providing a large appropriation for the construction and purchase of barges for inland waterways traffic, entirely independent of the work entrusted to the director general of railroads.

The director general of railroads has stated that as soon as possible the utmost use of inland waterways and canals will be made to ease up on the abnormal transportation demands upon the railroads. Thomas A. Edison and the Council of National Defense are working on a proposition to concentrate canal barges on lower waterways.

These are three outstanding developments of the campaign being made in Congress, with the cooperation of *The Star*, to open up the Chesapeake and Ohio canal, in which the government made an initial investment of a million dollars, and the other inside water routes to New York, so that the 4,000,000 tons annual output of the Cumberland coal region can be supplied to the industrial centers of the east.

Coal Absolutely Essential

The fact that the soft coal of the Cumberland mines is now badly needed in many government plants engaged on war work has been entirely overlooked by some captious critics of the proposal for the government to take over the canals. Although Washington would benefit directly in having large quantities of coal coming through here, so that in an emergency there would be no doubt of an inadequate supply to meet all local needs, the proposal for government operation of the Chesapeake and Ohio canal is much more comprehensive. This coal is absolutely essential now for the operation of government plants. It is needed at Indian Head and at Sparrows' Point where the shipping board is spending millions of dollars in providing living quarters for the

mechanics engaged in ship construction. It is needed at the navy yards and arsenals.

Advocates of the measure point out that by bringing the capacity of the canal carriage from the Cumberland region and putting it in transit on the Potomac river, every one along the river can be supplied, and the industrial establishments from Norfolk to New York through the inside passages can be assured of a sufficient supply of coal to keep their establishment in operation.

U. S. May Build Craft

As regards canal barges, it is assured, those who fathered the measures say, that if the railroad bill passes the government itself will enter upon the purchase and construction of barges and tugboats and all necessary equipment to operate the canals. The director general of the railroads has authority to do this whether the amendment proposed by Representative J. Hampton Moore of Pennsylvania is accepted or not.

That this subject is receiving the closest attention of those in charge of war work is shown by the fact that more than a month ago Thomas A. Edison and officials of the Council of National Defense invited Representative Moore into a conference regarding the concentration of canal barges for work in the lower canals, such as the Chesapeake and Ohio.

Railway Director Concerned

The concern of the director general of railroads in this subject is shown in a letter received today by Representative Moore, which states: "The director general is giving serious consideration to the more extensive use of canal and waterways in relieving the congestion of the railroads. Unfortunately, on account of the severe weather conditions, many of the rivers and canals have been frozen over. This has increased the abnormal situation prevailing in the east. However, as soon as possible

the utmost use of inland waterways and canals will be made.”

In the measure being prepared by the War Department it is proposed to standardize the barges as to beam and depth so that they can navigate the inland streams and canal and cooperate in the relief of the heavy traffic burden placed upon the railroads.

Ibid, p. 9. **CARRIES SOFT COAL FOR MANY SECTIONS** – Members of Congress and others who are urging government operation of the Chesapeake and Ohio canal as a war measure ridiculed the suggestion today that the benefit from such operation would not be great, because only soft coal is transported over the canal from the Cumberland fields.

Both Representatives Moore of Pennsylvania and Zihlman of Maryland, members of a congressional party that inspected several miles of this waterway Sunday, pointed out today that coal shipped via the canal not only is for local consumption, but for use by the government at the navy yard, Indian Head and other places, and may be transported as far north as Baltimore and as far south as Norfolk.

To the extent that the canal is a factor in getting soft coal out of Cumberland for use in Washington and elsewhere will the railroads, they stated, be released from the necessity of transporting fuel from this district, and made free to handle the distribution of hard coal and meet other heavy traffic demands imposed by the war.

Huge Annual Output

The output of the Cumberland fields is about 4,000,000 tons of coal annually. If sufficient boats are placed in operation on the canal to handle a million tons, congestion of the railroads will be materially reduced. In short, government operation of this inland water route is a national as well as local proposition, they stated, and, if effected, will at least assure Washington of a

sufficient supply of soft coal next winter to make suffering from lack of fuel a remote possibility.

Representative John H. Small of North Carolina, chairman of the rivers and harbors committee of the House, and Wilfred H. Schoff of Philadelphia, secretary-treasurer of the Atlantic Deeper Waterways Association, who made the trip of inspection along the canal Sunday, are convinced the government should put the canal to work for the benefit of the nation. Both are of the opinion that Director-General McAdoo has sufficient authority now to take over the canal.

Representative Zihlman's Views

Representative Zihlman, through whose district the canal flows, declared that production in the Cumberland coal fields last year was curtailed 30 percent because of a shortage of cars. Had the canal been equipped with a sufficient number of boats, enough coal would have been brought to Washington to have prevented the fuel famine that is now causing hardship and suffering, he said.

“The quickest and most effective way to prevent a recurrence of these conditions,” said Representative Zihlman, “will be for Director-General McAdoo to seize the canal, bring discarded boats here from other inland waterways and put them into service as soon as possible or, in the event no barges are available, immediately construct a fleet of not less than 300 boats, which will be capable of bringing a million tons of coal into Washington from the Cumberland fields before next December.

“This will result in a greater amount of coal being mined, in relieving the car shortage problem and in benefiting the government and the people immeasurably, I was impressed by the inspection that the canal is in fairly good condition and that the government will not be put to any great

expense in immediately taking it over and putting it to work.”

Chairman Small Sees Food Aid

In expressing views similar to those of Representative Moore and Zihlman, Chairman Small of the rivers and harbors committee touched on the advantage Washington would reap through developing the canal as a food artery. He advocated linking this waterway by a belt line taking in the various railroads that enter the city and the establishment of a municipal wholesale market. He said, “It is quite evident that the project is worth very serious consideration. Unless some insuperable obstacle develops the government ought to independently or in coordination with existing private transportation agencies on the canal, supply barges up to the capacity of the canal for operation. It is not alone a question of bringing down coal, which, of itself, would justify the investment, but it is quite evident that a substantial traffic in food production, both inbound and outbound, could be effected. Information of the production of the section traversed by the canal in its upper reaches indicates that a large quantity of grain and other food products could be attracted to Washington, either for local consumption of distribution.

“It might require some organized publicity upon the part of the commercial organizations of Washington to create a traffic in commodities other than coal, but it would be a valuable class of traffic and well worth the effort.

Adequate Water Terminal Favored

“As a result of the inspection Sunday and information as to the condition of the canal in its entirety, it appears that the canal is in condition for operation, subject to the usual repairs and upkeep which are incident to the operation of a waterway of this character.

“If the government should assist in the rehabilitation of the traffic on this canal

such assistance might be predicated upon the construction of an adequate water terminal for service of the canal barges to be located at some point as would be connected with a belt line reaching all the railroads serving the Capital city. Such a terminal would not only effect the quick and economical transfer of coal from the barges, but would also serve in the handling of other products with dispatch. Such a terminal should be owned and controlled by the District. It should really embrace such an area and warehouses and buildings as would accommodate the principal market place of the city.

“Such a terminal would bring together the buyer and seller of all food supplies, including vegetables and all varieties of fish and shellfish, and would yield from their use a sufficient revenue to pay the interest on the investment, including the upkeep.

“Washington is really a laggard in respect of a water terminal. The Potomac river has been improved to such an extent as to justify a very much larger water commerce than now exists, but a large volume of commerce cannot be realized unless a public municipal terminal is provided and connected with all the railroads. It is well understood that coordination of railway and water carriers constitute one of the essential for the complete utilization of rail and water transportation, which will not only be profitable to both, but, most important of all, will insure the best transportation service for the public.”

Mr. Schoff Refers to Deterioration

Secretary Schoff of the Atlantic Deeper Waterways Association said: “The Chesapeake and Ohio canal was one of the big undertakings of America and its completion was fittingly celebrated as a national triumph. The federal government, the capital city, and the contiguous states all

subscribed liberally to its capital. In its day it carried a large freight tonnage, which it is still capable of carrying, but today its traffic is perhaps one-tenth of what it was forty-five years ago. Is this due to any defect in its route or operation? By no means. The city of Washington consumes far more coal than it did then, and the canal taps rich coal fields with an output running into millions of tons. Why, then, is it in its present neglected condition? Simply because, like other eastern canals once performing valuable public service, it has been allowed to pass under the control of a rival transportation interest, which chooses to let it deteriorate, instead of keeping it in a condition of efficiency, as intended by the states that combined in chartering it.

“Is it to the advantage of the people of the seaboard states that they have been deprived of the services of these waterways for the construction of which they so liberally contributed? Certainly not. When the railroads find themselves unable to handle the business of the country, in a time of emergency like the present, it would relieve the situation materially if a portion of the bulky freight might move over the water routes.

Time to Rectify Waterways Error

“The impression is gaining ground that a mistake was made when we turned our backs to the waterways, and that the time has come for rectifying the mistake as far as circumstances permit.

“France and Germany are depending largely, in the present war, on canals no larger in capacity and no better in construction than the Chesapeake and Ohio, but America, with a number of canal connecting its coal fields with tidewater, permits its great cities to suffer from a coal famine because its railroads are too overburdened with other freight to handle the necessary volume of coal traffic and because they are unwilling to divert any part

of that traffic to the waterways which they now control and which they might again make busy and profitable if they chose.

“This seems to be a case that calls for government intervention, in order that the American people may secure the benefits arising from the fullest possible use of every transportation system they possess. It is not a wise policy that would permanently choke the arteries of our nation and restrict the life-giving flow to other arteries that have not the capacity to carry the pressure.

“If more coal came by water to Washington more cars and locomotives would be released for other service and the people would get more coal.”

DM, Thu. 1/17/18, p. 1. **ASK BIG MONEY FOR EQUIPPING CANAL TO HUSTLE COAL ON** – A War Department estimate for at least \$50,000,000 for the construction and purchase of barges for inland waterways, including the C. & O. Canal, will probably be placed before Congress within a few days.

Director General McAdoo has addressed a letter to Representative Moore, as follows: “The Director General is giving serious consideration on more extensive use of canal and waterways in relieving the congestion of the railroads. As soon as possible the utmost use of the inland waterways and canal will be made.”

In the measure being prepared by the War Department it is proposed to standardize the barges as to beam and depth so that they can navigate the inland streams and canals and cooperate in the relief of the heavy traffic burden placed upon the railroads.

Representative Moore declares that production in the Cumberland coal fields was curtailed 30 percent because of the shortage of cars. Had the canal been equipped with a sufficient number of boats, enough coal would have been brought to

Washington to have prevented the fuel famine that is now causing hardship and suffering, he said.

ES, Fri. 1/18/18, p. 10. **URGE SPEEDY USE OF CANAL FOR COAL** – The United States government has a million dollars invested in the Chesapeake and Ohio canal, Washington city subscribed to an equal amount of stock when plans for financing this waterway were completed in 1825. Georgetown and Alexandria, Va., each subscribed to a quarter of a million dollars of stock.

These facts, not generally known, have been brought to light by members of Congress who are urging the taking over of the canal by the government. If the United States and the District of Columbia, to say nothing of the states of Maryland and Virginia, whose aid made possible the construction of the canal at a total cost of more than eleven million dollars, are to be adequately compensated for their investment, the time surely is at hand when the greatest benefits should be reaped, it is claimed.

If the United States and the Capital city, they contend, were justified nearly a century ago, in advancing two million dollars toward the building of this 185-mile waterway to Cumberland, the federal government surely would be justified today in seizing the canal and putting it to work for all the people in the present war crisis.

Has Full Power

These among other arguments of practical expediency are being assembled by advocates of the proposition and will be presented by members of Congress to Director-General McAdoo, whose authority for taking over the canal and operating it as a war measure is sufficient, it is urged, without express authority from Congress being necessary.

Mr. McAdoo will be told also that the canal, about 1870, was used for transporting practically the entire output of the Cumberland coal field, and that it was due to certain influences that most of this tonnage was allowed to pass to the railroads; that the former heavy traffic over the canal may be restored if sufficient boats are commandeered or built and storage and docking facilities constructed at this end of the line.

One point that will be emphasized is that if the canal is to be worked to its capacity during the coming season and made to serve the government's needs and Washington's to the extent that there will be no danger of a coal famine here next winter, no time must be lost in providing the equipment and making other arrangements for the increased operation, when the boating season opens next April.

Held Big Celebration

Congress appropriated the money that represents the federal government's investment in the canal. On May 29, 1828, there was a big celebration in Cumberland in honor of that event. It was not realized then, however, that the romantic old ditch would not be completed for at least a quarter of a century.

Work on the canal began at Georgetown and within a few years was carried as far as Oldtown. As the digging approached Cumberland the town took on a boom. Following this local prosperity in 1835 came the announcement the following January that the appropriation for the canal had been exhausted. Work stopped and panic hit the area.

Money was afterward raised by state appropriations and bonds issued, and the work dragged along until 1850, when the canal was finally completed as far as Cumberland. This event was elaborately celebrated on October 10, 1850.

In a few years, the industry had greatly developed. Boat builders were busy, coal companies were interested and the canal was soon alive with cargoes from March until December in each year. The war between the states compelled a temporary cessation of very active operations along the waterway, but it was Washington's main avenue for supplies during the war.

Boating Becomes Active

When the war was over, boating became more active than ever and activity did not cease until the great national panic in 1873. A disastrous flood in 1877 partially destroyed the canal. In 1878 bonds, guaranteed by the state of Maryland, were issued by the canal company to obtain funds for rehabilitating the waterway, and in a few months, it was again a scene of much activity.

The growth of the Baltimore and Ohio railroad and the shorter time required in making deliveries to tidewater by way of the swifter going trains gradually diverted the carrying of coal to the steam locomotives and away from the canal mules.

Transportation by water being cheaper than by rail, however, the canal always received sufficient freight to keep some boats going in the busy season, and it never ceased work entirely until after the disastrous flood of May 31, 1889, when its banks were again so effectively washed away that boating was abandoned for two years. Then an agitation for sale of the canal to a railroad company became prominent. The Baltimore and Ohio Railroad Company became the chief possessor of the canal securities and the railroad company desired that the canal property should not pass into the control of another railroad company. Receivers were applied for and the property passed from the canal company into the hands of receivers, was repaired and opened for operation again in 1892. It has

continued carrying coal every season since. In the past few years the amount of shipments by this waterway has increased.

ES, Sat. 1/19/18, p. 6. **PRESIDENT'S POWER TO SEIZE ALL CANALS** – That President Wilson now has the power to take over the Chesapeake and Ohio canal and the other canals for the transportation of coal, and that the director general of railroads is supporting the project and intends to make the greatest possible use of such facilities is the assurance received today by Representative J. Hampton Moore of Pennsylvania in a letter from Secretary McAdoo.

In this letter, Director-General McAdoo says: "I acknowledge receipt of your esteemed favor on the 2nd instant addressed to the President. I think the President already has the power under existing law to take over any canal. He only needs, in addition, an appropriation to enable him to equip the canals so they can be used.

"This appropriation is provided for in the pending bill. Hence it is not necessary to amend the present bill in any respect so as to cover these matters.

"P. S. – I think very favorably of the idea of developing the inland waterways, and if Congress passes the pending bill the whole subject will be immediately studied and every effort will be exerted to make the widest possible use of such facilities."

The bill referred to as carrying the appropriation is the railroad bill carrying \$500,000,000.

Representative Moore, who is president of the Waterways Association, has had correspondence with President Wilson and Director-General McAdoo urging the necessity for the government taking over and operating the Chesapeake and Ohio and other canals, principally at this time for coal carriage and as war measures.

He introduced a joint resolution in the House providing for this and Representative Zihlman of Cumberland has also introduced a bill for the taking over and operation of the Chesapeake and Ohio canal.

Sun, Sun. 1/20/18, p. 2. **McADOO DEFENDS RAILROADS' SEIZURE** – Director-General McAdoo today explains to the Senate Interstate Commerce Committee the operation of Government control of railroads and urged speedy passage of the Administration railroad bill by Congress in order to clarify the financial situation so as to prepare the way for future Government bond issues.

He also asserted that Government operation would be extended to canal and inland waterways if it was considered necessary

ES, Wed. 1/23/18, p. 18. **FOR USE OF CANAL AS WAR MEASURE** – Proposal for the operation by the government of the Chesapeake and Ohio canal as a war measure, made several weeks ago by *The Star* in the interest of assuring to Washington and the government an increased coal supply, which has been incorporated in bills introduced in Congress by Representatives Moore of Pennsylvania and Zihlman of Maryland, and is now under consideration by the director general of railroads, has developed an agitation along the entire Atlantic seaboard in favor of greater utilization of canals for war purposes.

The Maryland legislature is considering a joint resolution instructing its delegation in Congress to support the Zihlman bill, and in Pennsylvania, New Jersey, New York and the New England states pressure is being brought to bear by commercial bodies to have the government get the greatest possible service out of the

canals than connect the tidewater with the coal fields.

Favored by Mr. McAdoo

Director General McAdoo is on record as stating that he thinks favorably of the plan of developing the inland waterways, and in Congress and elsewhere the impression is gaining ground that the government will not be long in making the widest possible use of such facilities.

Manufacturing concerns, realizing that the canals can be of immense service to them if made to transport more coal, are taking an active interest in this matter, and publications which are devoted to particular interests are exploiting the proposal. *The Music Trades*, in the issues of January 19, publishes a letter from John H. Small, chairman of the rivers and harbors committee of the House, who, in company with Representatives Moore and Zihlman, recently made an inspection of several miles of the Chesapeake and Ohio canal.

"I agree with you," states Chairman Small, "that the trend of sentiment seems to be settling in favorably to the more complete utilization of our interior waterways and canals, but, after all, large public movements depend upon the attitude of the public for their success."

Another Canal Control in View

Replying to Secretary Hoile of the Brooklyn Chamber of Commerce as to the desirability of improving and utilizing the Delaware and Hudson canal, constructed in 1826 to connect the anthracite coal fields of northern Pennsylvania with the Hudson river, which is now abandoned. Chairman Small states: "Many thoughtful men believe that we must revive canal traffic by acquiring such old canals as are properly located, and improving and utilizing same and, in some sections, by the construction of new canals. It also appears evident that this revival of canals must be undertaken by the public. Whether, in this case, it is most

appropriate for the states of New York and Pennsylvania to undertake the reconstruction of the Delaware and Hudson canal, or the federal government, is worth consideration.

No Reconstruction Work Needed

As to the proposed taking over of the C. and O. canal by the government, which Mr. Small favors, there is no reconstruction to be done. The canal, which extends to the Cumberland coal field, is in good condition, but lacks boats. All the government will have to do to make this waterway serve its needs, and those of the public at large will be to build boats or commandeer them from other canals. Representatives Small, Moore and Zihlman, who have inspected many of the locks and obtained first-hand evidence of conditions, declare the expense of the taking over of this canal by the government will be trivial compared with the results that will be obtained in increased shipments of coal.

ES, Sun. 1/27/18, p. 10. **MARYLAND SENATE BACKS CANAL PLAN** – The Maryland Senate, in the first resolution passed at this session of the legislature, has gone on record as supporting the proposal made in a resolution introduced in Congress by Representative J. Hampton Moore and a bill by Representative Fred Zihlman of Cumberland that the United States government should take over and operate the Chesapeake and Ohio canal.

Both Representative Moore, who is president of the Atlantic Deep Waterways Association, and Representative Zihlman, who represents the district whose chief product, coal, would be brought to market through the government operation of the canal, were enthusiastic last night over the support which the Maryland senate has so promptly given to this war measure. They feel that prompt action by the Maryland legislature will have a strong influence on awakening Congress to a realization of how great a service the operation of the canal

with a fleet of boats will have in relieving congestion and bringing coal and foodstuffs to the National Capital for distribution all along the Potomac river.

Provisions of Resolution

The resolution fathered and introduced in the Maryland senate by J. Dawson Williams of Kensington, who represents Montgomery county in the upper house, requests the senators and representatives of Maryland in Congress to use all honorable means to have the government take over the canal.

Senator Williams agrees with Representatives Moore and Zihlman in their desire to have the canal used by the government upon an extensive scale in the carrying of coal from the Cumberland district to Washington and also in transporting the farm products of western Maryland and the fertilizers used by the farmers of that district. He also hopes that a way will be found to carry out the plan that has often been discussed of building a railroad along the canal level between Washington Junction and Washington.

Senator Williams' Views

In discussing his resolution, which asks the Marylanders in Congress to get behind Mr. Moore and Mr. Zihlman, Senator Williams said: "Time was when the Chesapeake and Ohio canal was a factor in the commercial, industrial, agricultural and political life of the state. No one would desire any political rejuvenation of this sleepy waterway, but western Maryland and the National Capital would benefit greatly if the lazy banks of this great inland waterway would again become the scene of commercial and industrial activity.

"I can remember when one might interest himself every few minutes of the day watching the barges and boats pass through the locks. Then there was a fleet of 800 boats on the canal; now there are less than 100, and these are engaged solely in

carrying coal from Cumberland to Washington. In the old days large mercantile stores, large warehouses for grain and fertilizer were located every few miles along this waterway in Montgomery county. Today they are in ruin.

Suggestion Deserves Support

“Recently Representative Moore of Pennsylvania, president of the Atlantic Deep Waterways Association, and Representative Zihlman have interested themselves in having this waterway taken over by the federal government, primarily for the transportation of coal from the Cumberland region to break the coal famine in the city of Washington. The suggestion is a splendid one and deserves the recognition and support of the general assembly of Maryland.

“My resolution to that end goes somewhat further and would have the government, if it should take over and operate this waterway, not only to equip it for the purpose of carrying coal but restore the transportation thereon of agricultural products, grains and foodstuffs so abundantly produced along its banks. Then, too, for years plans for railways along the level of this waterway from Washington Junction to the District of Columbia have been considered.”

ES, Wed. 1/30/18, p. 20. **DECLARES U. S. COULD BUILD CANAL FLEET** –

With the opening of the regular boating season on the Chesapeake and Ohio canal only two months distant, advocates of a greater usage of this waterway for war purposes today suggested that if the government is unable to commandeer boats from other canals it could build a fleet of concrete barges and have them ready for operation by the 1st of April.

Concrete barges, it is stated, can be built in a week. The canal operated eighty-two wooden boats last season, and members

of Congress and others who advocate government operation of the canal during the war would have this fleet increased to 400 boats, which would be sufficient, they say, to transport a million tons of bituminous coal to Washington from the Cumberland fields during the course of the eight-month boating season.

Make Barge Survey

Federal authorities, it is understood, have made a survey of barges that would be available for operation under government control on inland waterways.

Locks on the C. and O. canal will not admit barges of a greater beam than fourteen feet, and it has not been officially stated where there is any considerable number of boats of this restricted size on other canals that could be commandeered for service over the Washington-Cumberland route.

Not Sufficient Boats

Possibility of using concrete boats has been mentioned in the event there are not in existence sufficient wooden boats available for draft into the local canal service. It is stated that concrete barges are being used successfully on canals elsewhere.

The concrete barge *Pioneer*, in use on the Weiland canal, is 80 feet long by 24 feet wide, has a depth of 7 feet and a displacement of 130 tons. Wooden barges on the C. and O. canal, which are 90 feet long and 14 feet wide, have a displacement of about 115 tons. There are three concrete barges in use on the Panama canal that are 64 feet long, 24 feet wide and 5 feet and 8 inches deep.

DM, Fri. 2/1/18. **CONCRETE BARGES TALKED FOR CANAL TO HIKE COAL WITH** –

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of concrete barges and have them ready for operation by the 1st of April.

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ES, Wed. 2/6/18, p. 3. **SAYS LOSE NO TIME FOR CANAL CONTROL** – If the United States government would profit by England's experience in the war, it will lose no time in assuming control of the canal that connect tidewater with the eastern coal fields.

The situation as to English canal at the outbreak of the war closely parallels the situation now obtaining in this country, but the British authorities got busy and put three inland waterways to work, and they have now become indispensable war factors.

These facts are set forth in a report issued by the United States Department of Commerce under date of February 1. They have attracted attention as strongly supporting the claims of members of Congress and others who have been urging the government to take over the Chesapeake and Ohio canal, connecting Washington

with the Cumberland coal region, and other canals along the Atlantic seaboard, as a war measure to bring about increased coal shipments and relieve congestion on the railroads.

In England, when the war broke out, as in this country at the present time, many canals were in about the same condition as they were half a century ago. At one time these water systems were prosperous, but railway construction deprived them of much of their traffic and revenue. Many of them either were acquired by railway companies or came under their control.

C. & O. Canal a Counterpart

This is practically a repetition of history as far as the Chesapeake and Ohio canal is concerned. This waterway was traversed by 800 boats after the civil war, whereas last year but eighty-two boats operated over it. Formerly it was a competitor of the Baltimore and Ohio Railroad Company, but subsequently it came under the Baltimore and Ohio control.

When England found herself in the world war she took over the railways on terms which practically guaranteed their net revenue for the year 1913. Bonuses were paid by the government to railway men, but independent canal owners and canal carriers were unable to pay such bonuses. In consequence, canal men left their employment for better paid work elsewhere, and the already reduced canal trade brought about by railroad development suffered a sudden and depressing slump.

By the end of 1916 England realized that something must be done for the canals. Accordingly, on March 1, 1917, the board of trade took over, under the defense of the realm act, all the principal independent canal companies in England, and appointed a canal control committee to manage the canals thus taken over. The financial terms, according to the United States Department of Commerce, under which the English, and

subsequently the Irish, canals were taken over were the same as those allowed to the English and Irish railways.

It was three years, therefore, after the beginning of the war that Great Britain found it necessary to assume control of and operate her canals.

English Plan Feasible Here

That it is possible and feasible to transfer much traffic from the railways to the canals under government control is borne out by the experience in England. The commerce report referred to states in this connection: "The principal object for which the control committee was appointed was to stop the rapid decline in canal traffic and, if possible, to increase the traffic on the waterways, in order to relieve the railways. The committee therefore took steps to find out from the railway executive committee what traffic railways desired should be transferred, and it was furnished with particulars. These particulars were submitted to the canal companies and carriers throughout the country, and attempts were made to transfer this traffic from railway to canal, but up to the present time in the majority of instances these attempts have not been as successful as could be wished. In the case of coal traffic in the Midland district, much of which was formerly conveyed partly by rail and partly by water, arrangements for the conveyance of as much of this traffic as possible by canal have already given relief to the railway companies of the Midlands. A considerable quantity of wheat is also being conveyed on the northern canals for the royal commission on wheat supplies. Where firms have both railway and waterway connection it is of the utmost importance that they should every possible use of their water sidings and connections.

"The canal control committee and its subcommittees are prepared at all times to advise traders on any matters connected with

canal transit, and firms are invited to get in touch with the committees and to place before them any inquiries they desire to make with a view to using, during the war, canals and inland waterways for the transport of their commodities.

DM, Thu. 2/7/18. **AGITATION IS ON FOR CANAL USE FOR OUR WAR PURPOSES** – Agitation for government operation of canals as a war measure, following the proposition to take over the Chesapeake and Ohio Canal, has now spread over the Atlantic seaboard. It states that have canal connecting the tidewater with coal fields, demands for federal utilization of these waterways have developed to such an extent that they are making an impression on members of Congress.

As far as Cumberland and the local canal is concerned, the proposal has been put squarely to the government that, if 300 boats are built or commandeered and placed in service over this route, it will be possible to ship a million tons of bituminous coal to the capital from the Cumberland fields between April and December – an amount sufficient to supply government needs in and around Washington and the needs of the local public.

Director General McAdoo has told members of Congress of his intention to investigate the desirability of government operation of this waterway, and, in view of the fact that the boating season begins in two months, some indications as to whether federal authorities intend to make use of the canal during the coming season is shortly expected.

In New York, pressure is being brought to bear on the government to take over and operate the New York state barge canal. This waterway, it is stated, could be made to carry 10,000,000 tons of coal during the coming season between lake and tidewater, thus releasing thousands of freight

cars for use in section of the country where inland water transportation has not been developed.

Organizations interested in water transportation have developed much study to the coal problem and have concluded that, unless immediate action is taken by the federal government to equip and operate the New York state barge canal, as well as other canals tapping coal fields, the coal stringency will extend into the post-war days, and that during the period of reconstruction, when Europe rehabilitates herself, the coal shortage will become acute.

Edward F. Cullen, president of the Cullen Barge Corporation of New York, has written to *The Washington Star*, commending the campaign for government operation of canals during the war.

ES, Sat. 2/9/18, p. 4. **SAYS U. S. SHOULD ACT TO USE CANAL** – Secretary McAdoo's attention again was directed today by a member of Congress to the importance as a war measure of the federal government taking over and operating the Chesapeake and Ohio canal.

In a letter to the Secretary, Representative Frederick N. Zihlman of Maryland, author of a bill pending in Congress providing for government operation of the canal, calls attention to the fact that the opening of this waterway is but sixty days distant. He says the government has but little time to act if it would make the canal a factor in increasing shipments of coal.

The Maryland state senate has passed a joint resolution directing all the Maryland members of Congress to support the canal bill. Representative Zihlman considers that Secretary McAdoo already is clothed with sufficient authority to put the canal under government control. . . .

Sun, Wed. 2/13/18, p. 1. **WILL UTILIZE CANALS** – Steps toward greater utilization of navigable rivers, canals and other inland waterways, to relieve railroads of a big freight burden, were taken today by Director-General McAdoo in the appointment of a committee to study water transportation so that definite measures may be taken this summer.

Mr. McAdoo is strongly in favor of Government building or subsidy of barges and canal boats, and it is understood to be his intention to send large quantities of heavy freight over the country's inland waterway within a few months, or as soon as boats are available. This applies particularly to the Mississippi, Missouri and Ohio rivers, the Erie and Chesapeake and Ohio canal and the Atlantic coastwise canals.

The new committee is headed by Maj. Gen. W. M. Black, chief of engineers of the army, who has long been an advocate of waterways improvement. The other members are Walter S. Dickey, of Kansas City, one of the organizers of the Kansas City-Missouri River Navigation Company; G. A. Tomlinson, of Duluth, Minn., a shipbuilder, and Col. Charles Keler, of the Engineer Corps, designated secretary of the committee.

The first action of the committee was the selection of Major S. W. Fox and Major John Stewart, of the Engineer Corps, to investigate the condition of the Chesapeake and Ohio Canal as a possible means of supplying the capital and surrounding country with coal.

Other canals to be given early consideration are the Hennepin, Delaware and Hudson, Morris, Chesapeake and Delaware and Delaware and Raritan.

WP, Wed. 2/13/18, p. 2. **CANALS MAY AID RAILWAYS - McAdoo Names Committee to Study Water**

Transportation. - Steps toward greater utilization of inland waterways to relieve railroads of a big freight burden were taken yesterday by Director General McAdoo in the appointment of a committee to study water transportation as it may be coordinated with rail hauling and make early recommendations, so that some definite measures may be taken this summer.

The first action of the committee was the selection of Maj. S. W. Fox and Maj. John Stewart, of the engineers' corps, to investigate the condition of the Chesapeake and Ohio Canal, running from Cumberland, Md., to Washington, as a possible means of supplying the Capital and surrounding country with coal and relieving trunk line railroads to that extent.

ES, Wed. 2/13/18, p. 1. **C. & O. CANAL LIKELY TO BE TAKEN OVER – Director McAdoo's Waterways Committee Orders Determination of Availability** – Government operations of the Chesapeake and Ohio canal, connecting Washington with the Cumberland coal fields, and of other inland waterways for the purpose of relieving railroads of a big freight burden today is regarded as practically assured. This confidence follows appointment by Director General McAdoo of a committee to study water transportation as it may be coordinated with rail hauling.

Maj. Gen. W. M. Black, chief of engineers of the Army, heads the committee, which was appointed yesterday and at once began its work. Its first action was to appoint Maj. S. W. Fox and Maj. John Stewart of the Engineer Corps to investigate the condition of the Chesapeake and Ohio canal.

Prospect Pleases Advocates

Representative J. Hampton Moore of Pennsylvania and Frederick N. Zihlman of Maryland, both authors of bills pending in Congress looking toward government

operation of canal during the war; the District Commissioners and members of the Chamber of Commerce, Federation of Citizens' Associations and other organizations which have advocated greater utilization of the waterway between Washington and Cumberland were elated by the announcement of the committee's appointment.

"The Star deserves credit for suggesting that the government take over and operate the Chesapeake and Ohio canal as a means of supplying the capital and surrounding country with coal, and relieving trunk line railroads to that extent." Said Representative Moore. "I don't think there is any doubt that this country will soon be utilizing its canals as a war measure, just as Great Britain is using her inland waterways."

Representative Moore recently won his fight before the interstate and foreign commerce committee to have the word canal included in the railroad bill. This was done to give the director general authority to take over and improve such canals as the Chesapeake and Ohio, which are not transportation systems as contemplated by the President's order for government control of the railroads. Amendment of the bill as proposed by Representative Moore paved the way for the canal investigations ordered by the director general.

***The Star* Given Appreciation**

Representative Zihlman, who wrote Mr. McAdoo only a few days ago, suggesting that if the Chesapeake and Ohio canal is to be utilized during the coming season steps should be taken at once to provide the necessary facilities, was enthusiastic today over the prospect of this waterway being put to full use in the near future. He telephoned *The Star* to express appreciation of the part it has played in giving publicity to the project.

Maj. Stewart and Maj. Fox were in conference with members of the general committee today relative to the survey they are to make. Other members of the general committee are Walter S. Dickey of Kansas City, S. A. Tomlinson of Duluth, and Col. Charles Keller of the Engineer Corps.

Mr. McAdoo is strongly in favor of government building or subsidy of barges and canal boats. It is understood to be his intention to send large quantities of heavy freight over the country's inland waterways within a few months, or as soon as boats are available. This applies particularly to the Mississippi, Missouri and Ohio rivers; the Erie, Chesapeake and Ohio canal, and the Atlantic coastwise canals.

The committee does not expect to go into the question of waterways improvement, except where there is found necessity on a small scale to make canals operative. The director general's plan is represented as contemplating the use of rivers and canals as they are found, without taking time to dredge them or make extensive repairs to locks or banks.

Barges Are Needed

The committee will ascertain the cost of building large quantities of comparatively cheap barges within the next few months, and of leasing those already in existence. Along the narrower canal, the old system of towing by mules probably will be revived. Power boats may be supplied for larger barge canals or for navigable rivers. In many cases, it may be necessary to construct new canal terminal facilities before any greatly increased number of boats can be put in operation.

Information already gathered by the committee on inland water transportation of the Council of National Defense, by the Army Engineer Corps, the Department of Commerce, and other agencies will be turned over to the railroad administration's committee. Conferences probably will be

arranged with persons or organizations that have given special study to inland water transportation problems.

Considerable information already has been furnished Director General McAdoo by barge building companies. New York state interests have particularly urged government stimulation of traffic on the Erie barge canal. One of the drawbacks connected with this and other waterways, however, is said to be lack of loading and unloading facilities at terminals.

Other canals to be given early consideration by the committee are the Hennepin, Delaware & Hudson, Morris, Chesapeake & Delaware, and Delaware & Raritan.

WH, Wed. 2/13/18, p. 10. **WATERWAYS BOARD NAMED BY MCADOO** –

Director General McAdoo has appointed a committee of three to investigate the inland and coastwise waterways of the country and advise him as to the best means of putting them to advantageous use in solving the transportation problems.

The personnel of the committee follow: Maj. Gen. W. M. Black, chief of engineers, U. S. A., chairman; Walter S. Dickey, Kansas City; G. A. Tomlinson, Duluth, Minn.; Col. Charles Keller, corps of engineers, U. S. A., secretary.

The committee's initial step was the assignment of Maj. S. W. Fox and Maj. John Stewart, engineer corps, to investigate the condition of the Chesapeake and Ohio Canal's utility and capacity for traffic.

Consideration will also be given to the availability of other waterways, such as the Hennepin, Delaware & Hudson, Morris, New York State Barge, Chesapeake & Delaware and Delaware & Raritan Canals.

Coastwise, Mississippi and lake traffic also will come in for attention.

Gen. Black, who is charge with supervising improvements of rivers and

harbors, has been active in promoting employment of waterways by commercial interests. Appointment of the committee on inland water transportation of the Council of National Defense was due in great part to his efforts.

Mr. Dickey, who is a well-known manufacturer of burnt clay products, with plants in eight widely separated cities, long has been active in promoting water transportation improvements.

Mr. Tomlinson is one of the shipping leaders of the Great Lakes region.

Col. Keller has for several years been on duty as assistant to the chief of engineers.

DM, Thu. 2/14/18. **COMMITTEE NAMED TO SURVEY CANAL TO FIX THE FITNESS** – Maj. Gen. William Black, chief of engineers of the Army, head of the special committee designated by Director General McAdoo to study water transportation as it may be coordinated with rail hauling, announced that the committee will begin its work at once.

Its first action was to appoint a committee to investigate the condition of the canal, connecting Washington with the coal fields. The appointment means that there is a strong likelihood that the C. & O. may be taken over by the government if determined to be available for the purpose of relieving the railroads of part of their great freight burden.

Representative J. Hampton Moore, of Philadelphia, has introduced in Congress bills looking toward government operation of canals. The commissioners of the District of Columbia, and various commercial and civic organization in Washington, have been advocating greater utilization of the C. & O. Canal. Major Stewart and Major Fox were in conference with members of the general committee.

ES, Fri. 2/15/18, p. 9. **URGES D. C. TO BUILD WATER TERMINAL** – Construction of a water terminal and establishment of a great market exchange in Washington are proposed by Representative John H. Small of North Carolina, chairman of the rivers and harbors committee of the House, in a statement to *The Star*. He asks the District Commissioners to consider the project in connection with the prospective operation by the federal government of the Chesapeake and Ohio canal.

Representative Small recently accompanied Representatives J. Hampton Moore of Pennsylvania and Frederick N. Zihlman of Maryland on an inspection trip along the canal, as a result of which he has formed the conviction that this waterway may be made useful as a carrier of food as well as of fuel.

It is his belief, however, that the government should not prepare for full utilization of the canal until there is reasonable assurance that the District will construct a water terminal. He would have such a terminal located on the river and connected by a belt line with all the railroads entering the city. . . .

ES, Sun. 2/17/18, p. 14. **FOR TAKING OVER CANALS** – The widespread interest in the proposal for the federal government to take over inland waterways to relieve railroad congestion which has developed since the proposal was made by *The Star* to take over the Chesapeake and Ohio canal is shown in a petition presented to the House by Representative Gallivan of Boston.

The petition is from George M. Washburn, president of the Massachusetts Real Estate Exchange, and favors legislation for federal acquisition of railways and canals to transport coal from mine “to all points along the coast.” This petition has been referred to the committee on interstate and foreign commerce.

Ibid, p. 17. **PLANS D. C. COAL YARD** – A municipal coal yard and warehouse is planned for Washington. In a letter sent last night by Commissioner Gardiner to Chairman John H. Small of the rivers and harbors committee of the House, the District official announces his intention of asking Congress for \$30,000 to put through the project.

Mr. Gardiner believes that steps should be taken at once by the municipality to reap the advantages of increased operation of the Chesapeake and Ohio canal if that waterway is taken over by the federal government. His plan contemplates the establishment of a municipal coal yard and warehouse at a point near the mouth of the canal that will be accessible also to the Baltimore and Ohio freight spur.

Mr. Gardiner has directed District Purchasing Officer Hargrove to prepare a statement as to the amount of soft and hard coal consumed by all District institutions and the capacity of each for storing coal. It is his intention to present this data to Director General McAdoo of the railroad administration along with his plan for the establishment of a terminal where coal may be received and held until transported to the various District institutions.

WT, Thu. 2/21/18, p. 18. **THE CHESAPEAKE AND OHIO CANAL MATTER - By Earl Godwin** – Considerable empty speech making and useless resolution drafting is going on just now concerning the proposal to utilize the Chesapeake and Ohio Canal as a waterway to bring down more coal from the Cumberland regions.

I say these motions and parliamentary flapdoodles are useless because none of them will get anything. The railroad boss of the country, Secretary McAdoo, knows that to bring a million tons of coal a year to Washington, via the C. and

O. canal, would necessitate spending probably half a million dollars in terminal facilities at this end of the canal, and perhaps a hundred thousand dollars at the Cumberland end of the canal.

If he is going to have six hundred thousand dollars to spend you can wager he will spend it on improving the railroads, and I know whereof I speak.

All the resolutions in the world will not change the facts. A commission is now looking into the waterways of the country. Wherever they may be correlated and articulated so as really to be of help to the transportation of the country, there is reason to believe the Government will spend money on them. But this Administration is NOT going to spend millions of dollars on waterways to help the railroads unless the country assures the Government it approves of a continuation of the Government control of railroads.

So my friendly advice to associations now about to pass more resolutions trying to induce the C. and O. canal to become a Government owned waterway is to get the facts, and the facts are all in the possession of the Director of Railways.

WT, Sat. 3/2/18, p. 2. **M'ADOO SOON TO RECEIVE REPORT ON C. & O. CANAL.** - Whether the old Chesapeake and Ohio canal, operating between Washington and Cumberland, Md., can be turned into a valuable adjunct to the Government and people of this city during war times as a carrier of large quantities of coal and general commodities, will be determined within two weeks, and the facts laid before Director General McAdoo, in charge of the railways of the country.

The committee appointed by Mr. McAdoo to investigate inland and coastwise waterways and advise him as to their adaptability in aiding in the transportation problem has completed plans for going

forward with its work and has assigned Major John Stewart to take charge of the investigations into the historic old canal, with its southern terminus in Georgetown.

Start Probe Next Week.

Major Stewart has informed *The Times* that he and the engineer officers with him will start their investigations next week and hope to complete their labors and report to Mr. McAdoo within another week or ten days.

Other engineer officers at the same time will start work upon the Lehigh and Schuylkill canal, the New York barge canal, and Hudson river terminals from Troy south.

The main committee of engineers is composed of Maj. Gen. W. M. Black, chief of engineers, U. S. A., chairman; Walter S. Dickey, Kansas City; G. A. Tomlinson, Duluth; Col. Charles Keller, U. S. A., secretary.

C. & O. Canal Investigation.

Major Stewart and his assistants have been instructed to report in detail upon the character and physical condition of the Chesapeake and Ohio canal; the business it is doing, and the source of that business; what is necessary in the way of labor, plant and material to improve conditions; whether there is sufficient coal supply in the Cumberland region to utilize an improved waterway; if not there, whether near enough to give the canal plenty of business; questions of rate, railroad competition, etc.

The object of these investigations is to furnish Director General McAdoo with information that will enable him to reach a conclusion whether the Government can afford to take over and improve the old canal for facilitating coal transportation to Washington and points South.

The engineers are going to speed up their work and make preliminary report in record time so that if any action is to be taken, by Mr. McAdoo, it will be done in time to get the benefits the coming winter.

Many Questions Involved.

Mr. McAdoo has in no manner committed himself to a policy regarding inland waterways. The plans he tentatively had in mind may be entirely changed by the railroad bill that has passed both Senate and House and is about to go into conference. This bill limits the Government control of railroads to a comparatively brief period after the war closes. Had no limit been placed, there were great possibilities in front of the director general in the way of articulating the railroads and waterways of the country on a basis that would have relieved transportation problems. With the return of the railways to private ownership shortly after the war, the big question arises whether the director general will wish to spend large sums on inland waterways that will again be at the mercy of the railroads, which naturally will want to eliminate them as competitors; simply cut their throats so the roads can get the business.

Under indefinite Government control or ownership, a great system of railroad and waterway co-operation might have been built up.

In the case of the Chesapeake and Ohio canal, for instance, Mr. McAdoo will bear in mind, it is known, what the costs of the improvements will be, and whether these improvements can be made in time to handle a large part of next winter's coal supply.

It is already clear to his advisers that to accomplish helpful results large terminals must be constructed at each end of the canal and hundreds of new boats built or bought. Could these things be done in time to give material aid for next winter? If not, is it advisable to plan for bigger things for 1919?

Weighing most with Mr. McAdoo, it is known, will be the cost of the work as compared to the results that may be promised. If, for instance, the rehabilitation of the canal will cost \$500,000, will it be

better to spend this upon the waterway or upon improving the railroads?

All these questions lead to the early determination by Mr. McAdoo of a general policy to be pursued. That policy has not been framed.

Last year eighty-two barges did business regularly or at intervals on the canal, chiefly bringing coal to this city. Many years ago, as many as 800 boats operated on the canal, bringing coal and all other commodities to Washington. Those optimistically inclined as to the possibilities of the canal believe that with the addition of a large fleet of barges a million tons of coal can be brought to this city in the summer season, before ice stops operation.

ES, Mon. 3/4/18, p. 2. **WILL MAKE SURVEY OF CANAL CAPACITY** – Survey by the government to determine the practicability of increasing coal shipments to Washington via the Chesapeake and Ohio canal will start tomorrow.

Maj. John Stewart of the United States Army, representing the inland waterways committee appointed by Secretary McAdoo, will make the investigation. He will leave Cumberland, Md., tomorrow, and make the trip over the 184-mile towpath from Cumberland to Washington on a motor cycle. His aid will be Lieut. Russell M. Easton of the Army.

Decision to make the trip on a motor cycle, which will be equipped with a sidecar, is believed to indicate the government's intention to replace mules with tractors should it determine to take over the canal. If a motor cycle can negotiate the towpath satisfactorily, tractor operations will be feasible, it is believed.

To Confer with Canal Official

Maj. Stewart will confer in Cumberland tomorrow morning with the superintendent of the canal company with respect to certain points along the route that

are to be given special consideration. He expects to complete the trip by the end of the week. His report, it was indicated today, probably will be ready for submission to the inland waterways committee in ten days or two weeks.

Should his recommendations favor government operation of this waterway it will be possible to obtain lumber without interfering with the requirements of the shipbuilding program and construct a fleet of canal barges within a few weeks, it is believed by government officials who have been given the matter some thought.

If tractors are used, it was pointed out, transportation not only will be speeded up, but the space in the boats reserved for stables can be made available for storage purposes, which will considerably increase the coal-carrying capacities of the barges.

First Suggested by *The Star*

That the canal should be put to greater use during the war and made to supply the government's coal needs in and around Washington as well as the needs of private concerns using bituminous coal was first suggested by *The Star*.

The suggestion was indorsed by the Chamber of Commerce, Federation of Citizens' Associations and a large number of citizens' associations.

Representatives J. H. Small, chairman of the rivers and harbors committee; J. Hampton Moore and Frederick N. Zihlman, accompanied by members of the staff of *The Star*, inspected fourteen miles of the canal and became convinced that it offered immense opportunities for war service. They wrote letters to this effect to Secretary McAdoo.

The first act of the inland waterways committee appointed by Mr. McAdoo to consider how water transportation throughout the country could be linked up with the railways as a war measure was to

designate Maj. Stewart to investigate the merits of the C. & O. canal.

WP, Tue. 3/5/18, p. 9. **INSPECTS C. & O. CANAL TODAY. - Maj. John Stewart Will Report on Its Condition to Director McAdoo.** - A government survey of the Chesapeake and Ohio Canal, with a view to its use for coal carrying purposes, under the direction of Railroad Director McAdoo, will begin at the Cumberland end of the waterway today. Maj. John Stewart, U. S. A., has been appointed by Secretary McAdoo to make the survey.

Maj. Stewart, with one assistant, expects to ride the whole length of the towpath on a motorcycle, making examinations of the condition of the embankments and the locks at various points. It is expected Maj. Stewart will report within a few days.

ES, Tue. 3/5/18, p. 1. **MAY USE THE CANAL FOR RAW MATERIAL - CUMBERLAND, Md., March 5.** - Development of a water terminal at Washington for the transshipment via Chesapeake and Ohio canal to Cumberland, Md., of South American raw products is being considered in connection with the proposed operation of the canal by the United States government. This became known with the arrival here today of Maj. John Stewart, U. S. A., who is to make a survey for Secretary McAdoo and the inland waterways committee of the practicability of building and operating an increased number of barges on the canal.

The Kelly-Springfield Tire Company, which has commenced the construction in Cumberland of a five-million-dollar plant that will employ 5,000 men, is considering the canal as a means of getting raw products from South America for manufacturing purposes. It has taken the matter up with the canal company. Should

government operation of the canal materialize and the plans of the tire company adopted, it would mean that South American boats would dock at Washington and the coal-carrying barges would return from the National Capital to Cumberland laden with cargoes.

Arranges to "Clear" First Barge

Representative Frederick N. Zihlman of Cumberland, G. L. Nicholson, superintendent of the canal company, and a representative of *The Evening Star* met Maj. Stewart upon his arrival here this morning. The Army officer was informed that the company has arranged to clear the first coal barge of the season to Washington March 25.

Information as to last year's output of coal in the Cumberland region was given to Maj. Stewart by Representative Zihlman. It showed that nearly 4,000,000 tons of coal were mined under a 40 percent car shortage handicap in 1917. Given transportation facilities this region, it is claimed, is capable of producing 5,000,000 tons of coal annually. With the federal government operating 400 boats at least 2,000,000 tons of coal can be shipped to Washington via the canal in a season, or more than enough for the needs of the government and private industries in the National Capital, it is asserted.

Maj. Stewart, who is accompanied by Lieut. Russell M. Easton as aid, spent today inspecting mines and docking and loading facilities. Tomorrow he will start for Washington on a motor cycle, and will make the entire trip over the 184-mile towpath that parallels the canal.

He expects to submit his report to the inland waterways committee in ten days.

Dinner Planned for Tonight

Maj. Stewart and his aid, Representative Zihlman and the representative of *The Star* will be entertained at a dinner tonight by the

Cumberland Chamber of Commerce. *The Star* correspondent bears a letter from A. Leftwich Sinclair, president of the Washington Chamber of Commerce, to William L. Sperry, president of the Cumberland Chamber of Commerce, which says:

“Our organization and the whole capital is greatly interested in any movement looking to better transportation facilities between our city and yours. The improvement of the C. and O. canal should be a step in this direction, and I hope no effort will be lacking on your part and that of your organization to aid the carrying out of the suggestion under consideration by the government. It has seemed to us that as a coal and food carrier the canal should be of great service to our respective communities.”

ES, Wed. 3/6/18, p. 11. **TO BUILD UP TRADE OVER C. & O. CANAL** – Development of an extensive trade between Washington and Cumberland, Md., via the Chesapeake and Ohio canal, is being considered today by businessmen of the two cities in connection with the proposed operation by the federal government of this 184-mile waterway. The Cumberland Chamber of Commerce has decided to propose to the Washington Chamber of Commerce creation of a joint committee to study trade possibilities in the operation of an increased number of boats on the canal.

Steel rails, tin plate and glassware, now manufactured at Cumberland, in addition to coal, which could be shipped to Washington by water, thus relieving rail congestion.

Residents of Cumberland believe that the canal coal boats, which almost invariably return from Washington empty, could be employed to advantage in transporting materials that now frequently are delayed in rail shipments.

Suggest Canvass in Washington

They want to canvass the situation with Washington commercial representatives and submit to Director General McAdoo a report showing the possibilities of a general trade development in addition to the benefits contemplated in a greater usage of the canal as a coal carrier.

Suggestion that a joint committee be appointed to take up the matter was made at a dinner given by members of the chamber of commerce in Cumberland last night in honor of Maj. John Stewart, U. S. A., and his aid, Lieut. Russell M. Easton, who yesterday began a survey of the canal for the inland waterways committee appointed by Mr. McAdoo; Representative Frederick N. Zihlman of Maryland and a member of the staff of *The Evening Star*.

President William L. Sperry of the Cumberland commerce body read a letter from A. Leftwich Sinclair, president of the Washington Chamber of Commerce, which was presented by the representative of *The Star*, stating that the National Capital is deeply interested in the proposal to develop the canal as a food and fuel carrier.

President Sperry will communicate with President Sinclair and urge that the two organizations get behind the project with the least possible delay.

This co-operative plan was enthusiastically indorsed by prominent Cumberland business men who attended the dinner, including George G. Young, secretary of the chamber of commerce, Tasker G. Lowndes, president of the Cumberland Savings Bank; Henry Shriver, president of the First National Bank of Cumberland and also president of the United States Rail Company; A. Taylor Smith, general counsel for the Consolidation Coal Company; and Charles W. Donnelly, business manager of the Cumberland *Daily News*.

Maj. Stewart was supplied with a great amount of information both as to the coal supply of the George's Creek region and the possibilities for trade in other directions. He was told that there is enough coal in this region to keep in operation all the barges the government can put on the canal; that the production last year, when only 60 percent of the railway cars needed could be obtained, was approximately four million tons; that at least two million tons of coal could be sent to Washington by water, if the facilities are provided, compared with the 151,000 tons shipped last season, when only eighty-two boats were in operation.

Other Trade Possibilities

Mr. Shriver told Maj. Stewart that his firm would be glad to ship steel rails to Washington via canal. It was pointed out that there is located in Cumberland, practically on the banks of the canal, a tin plate factory employing 1,500 men. That tin plate, as well as a large amount of the production of a glass-blowing works in Cumberland, would be sent to Washington by the canal route, if the necessary boats are furnished, was the belief expressed.

Another trade possibility, one contemplating the establishment of a big apple market in Washington, also was mentioned. The canal passes through one of the largest orchard tracts in the country, which yields millions of barrels of apples annually. This fruit is marketed largely by rail. But a sufficient number of boats on the canal, according to views expressed, would result in heavy shipments to Washington.

What is believed to be the biggest commercial opportunity is the prospective transshipment by Washington of South American raw materials for use by the Kelly-Springfield Tire Company, which has commenced the construction of a five-million-dollar plant in Cumberland.

Company Receives Big Bonus

To induce the company to locate its plant in Cumberland the municipality presented it with a cash bonus of \$750,000, seventy acres of land for a site and assumed a bonded debt of \$250,000 to make improvements on the site, such as the installation of sewerage and other facilities. This concern expects to employ 5,000 men. It already has communicated with the canal company as to whether it will be possible for coastwise vessels from South America and other ports to come to Washington and transfer their cargoes of raw materials to canal boats for shipment to Cumberland.

The view was expressed that if the government puts as many as 200 additional boats on the canal a vast amount of raw material will come to Washington by river for transshipment to Cumberland and points along the canal, and that the port of Georgetown once again may become active as a shipping center.

All Cumberland is enthusiastic over the canal agitation. Representative Zihlman, who has been active in promoting the suggestion, went to Cumberland to meet Maj. Stewart and Lieut. Easton, and the Army men were made to feel that the Cumberlanders believe in the canal and its possibilities.

Representatives of the Cumberland Chamber of Commerce and Representative Zihlman accompanied the engineers in the afternoon on a visit to mine No. 12 of the Consolidation Coal Company. The party descended the shaft and walked for more than a mile under ground, where they saw the mining of coal in actual progress. General Manager Marshall Gillette of the Consolidation Coal Company acted as guide.

During his talk with the commercial representatives at the dinner given at the Fort Cumberland Hotel, Maj. Stewart asked that the officers of the body supply him with suggestions and information as to the coal

and other material that may be hauled profitably over the canal, should the government take over the waterway for operation.

Accompanied by General Manager G. L. Nicholson of the canal company, Maj. Stewart and his aid spent yesterday morning inspecting the canal docking and loading facilities. They left Cumberland this morning on motor cycles and will make the trip over the towpath to Washington. It is thought that this will determine whether tractors can be substituted profitably for mules in hauling the barges. So far as is known it will be the first time a motor cycle equipped with a sidecar has negotiated the towpath.

Maj. Stewart expects to reach Washington late Friday or Saturday. His report will be submitted to the inland waterways committee probably within two weeks, and an early decision by the administration as to whether traffic over the canal is to be increased as a war measure is expected to be reached shortly thereafter.

DM, Thu. 3/7/18. **CANAL TO OPEN ON MARCH 25TH FOR THE SEASON** – The boating season of the canal will begin this year on March 25, according to an announcement by General Manager G. L. Nicholson, of the canal company.

One new boat is being built and material is on hand for the construction of ten other boats. If the Government should take over the operation of the canal it is likely that not only tractors but a new propelling device would be installed, like a trolley, this to run on tow bank.

CANAL INSPECTION PROCEEDS DAILY BY U. S. OFFICERS – In order to ascertain if the historic old C. & O. Canal may be enlarged and taken over for operation by the government Major John Stuart, U. S. A., with Lieut. Russell, M.

Easton and several army aides began a survey of the waterway.

Today an inspection was made of the terminal facilities and the feasibility of building boats here for use on the canal. General Manager Nicholson, of the Canal Company, is here cooperating in the survey and said that the canal company is now in possession of material enough to build eight or ten boats. A tour of the mining region was made.

Today Major Stuart started down the canal tow path by motorcycle to complete the survey. Should his recommendations favor government operation of this waterway it will be possible to obtain lumber without interfering with the requirements of the shipbuilding program and construction of a fleet of canal barges within a few weeks, it is believed by government officials who had given the matter some thought.

Major Walker and party are stopping at the Queen City. *Cumberland Times.*

WP, Thu. 3/7/18, p. 4. **CANAL TO OPEN MARCH 25. - Army Officer Leads Inspection Party on Trip Down Towpath.** Cumberland, Md., March 6 - The navigation season of the Chesapeake and Ohio Canal will begin March 25, according to an announcement by General Manager G. L. Nicholson. Arrangements are being made to clear the first canal boat to carry coal east on that date. One new boat is being built and material is on hand for the construction of ten other boats.

If the government should take over the operation of the canal it is likely that not only tractors but a new propelling device would be installed. This latter invention would allow increased speed for the barges without washing away the canal banks.

Maj. John Stewart, U. S. A., and party started down the towpath this morning to complete the survey which was begun

here yesterday. At least the rest of the week will be taken up with the inspection, and a report is expected before April 1.

Ibid, p. 5. **Association Favors Government Use of Canal to Move Coal.** – Reminiscences of early Washington days were related by members of the Oldest Inhabitants' Association last night at the old engine house at Nineteenth and H streets northwest. Two new members were enrolled.

The association adopted a resolution requesting government ownership and operation of the Chesapeake and Ohio Canal for the war period, to expedite coal movement from Cumberland, Md., to Washington.

DM, Fri. 3/8/18. **MAJOR STEWART IMPRESSED WITH THE C. & O. CANAL** – Major John Stewart and Lieut. Easton attended by a corporal, who are making a survey of the C. & O. Canal to ascertain the feasibility of [the] waterway being taken over by the government as a coal carrier during the remainder of the war, arrived at Williamsport yesterday evening and spent the night. The party made the day's lap from Orleans and left today for Harper's Ferry, where they will arrive tonight. Major Stewart said he expected to reach Washington Sunday and make his report. The party travel on motorcycles. Major Stewart occupying a side car.

He said he found the canal in good shape as far as his inspection has gone, and that he was very much impressed with the facilities at Williamsport. He said Williamsport has half of the facilities for handling coal that Washington has, and he believes [illegible] ready for operation.

Major Stewart appeared to be very much impressed with the waterway and said it is a "real canal."

WT, Fri. 3/8/18, p. 13. **MAY USE TRACTORS FOR HAULING BOATS ON C. & O. CANAL** - Hagerstown, Md., March 8. - In connection with the survey being made of the Chesapeake and Ohio canal from Cumberland to Washington by army officers to ascertain if the historic waterway can be enlarged and taken over for operation by the Government as a coal carrier, announcement is made that the canal will be reopened for navigation for the season on March 25, by G. L. Nicholson, general manager.

The survey of the canal is being made by Major John Stewart, of the United States Army, and Lieut. Russell M. Easton and several army aides. The party is now on its way down the canal from Cumberland, where an inspection was made of the terminal facilities and the feasibility of building boats for use on the waterway.

Congressman Fred N. Zihlman, who is interested in the plan, points out that there is a strong possibility that light tractors will be used to haul some of the boats, if sufficient mule power cannot be secured. Not only tractors, it is stated, but a propelling device like a trolley may be installed on the towpath bank to aid in the transportation plan.

DM, Sat. 3/9/18. **ANCIENT BOATMAN LAID TO REST NEAR CANAL HE FOLLOWED** – Sharpsburg, March 9. – An old colored man by the name of Dock Williams, who followed boating on the C. & O. canal, died at the home of Wm. Cook where he made his home on last Saturday morning. He had no relatives in this vicinity and little funds and to give him a decent burial Thomas Swain took up a subscription to pay the funeral expenses from residents of this place, who responded freely as always when money is needed and the cause is worthy. C. L. Suman, undertaker, Keedysville, buried him in the colored

people's burial ground of their church in this place.

ES, Sat. 3/9/18, p. 3. **FAVORS UPBUILDING OF TRADE BY CANAL –**

With government operation of the Chesapeake and Ohio canal now considered probable, President A. Leftwich Sinclair of the Washington Chamber of Commerce today instructed the harbors and waterways committee of that body to take up immediately the question of increasing Washington's trade relations with the agricultural, mining and manufacturing sections tapped by the canal.

Charles A. Baker is chairman of the committee and Isaac Gans vice chairman. One of the first acts of the committee will be to invite Representative Frederick N. Zihlman of Maryland to appear before it and explain some of the commercial opportunities that will follow the operation of an increased number of boats on the canal.

Favors Joint Committee Plan

President Sinclair is favorable to the suggestion of President William L. Sperry of the Cumberland, Md., Chamber of Commerce that a joint committee of the two bodies be named to consider how commercial interests of the two cities may be advanced if the canal should be taken over by the government. It is expected the two organizations will get together at an early date.

"Both Washington and Cumberland should reap big benefits from the operation of an increased number of boats over this 184-mile waterway," said Mr. Sinclair today. "Not only can more coal be brought to the capital, but it has been shown that tin plate, glassware, steel rails, apples and produce can be shipped here by boat. The barges that now return to Cumberland empty can be loaded with various commodities and materials that now are transported by rail

and frequently delayed in transit. The canal passes through a rich agricultural region and connects with a thriving manufacturing and mining center at Cumberland, but railroad domination in the past has dwarfed its development as a carrier. This condition disappeared with the passing of control of the railroad to the government, and Washington and Cumberland should now be alive to the wonderful opportunity presented to rejuvenate the canal as a carrier of fuel, food and other products.

Government Control Urged

The Chamber of Commerce, Federation of Citizens' Associations, Association of Oldest Inhabitants of the District and numerous citizens' associations have adopted resolutions urging the government to take over and operate the canal.

Maj. John Stewart, U. S. A., and his aid, Lieut. Russel M. Easton, who left Cumberland on motor cycle Wednesday are expected to arrive in Washington over the canal towpath today. Maj. Stewart expects to submit a report on the practicability of operating more boats on the canal within ten days. It will then be up to the inland waterways committee appointed by Secretary McAdoo to determine whether the project is to be put through.

WH, Sun. 3/10/18, p. 10. **CANAL USEFULNESS TO BE CONSIDERED –**

A joint committee to be made up of representatives of the Washington Chamber of Commerce and the Cumberland chapter, will take up an investigation of the possibilities for transportation facilities offered by the Chesapeake and Ohio canal, in the near future.

President A. Leftwich Sinclair, of the local body, has asked that the committee on harbors and waterways, of which Charles A. Baker is chairman, act as the local representative on the committee.

ES, Tue. 3/12/18, p. 15. **INSPECTION OF C. & O. CANAL ATTENDED BY DIFFICULTIES – Maj. Stewart’s Party Climbs Over Mountains, Motors Through Mud and “Passes Over, Through and Under” Waterway.** – Wading, mountain climbing, pushing heavy motor cycles through the mud and motoring over the 184 miles of towpath was involved in the task of surveying the Chesapeake and Ohio canal by Maj. John Stewart, U. S. A., who was designated by Secretary McAdoo to inspect the waterway and report upon the question of the federal government taking control of it as a war measure.

Lieut. Russell M. Easton accompanied Maj. Stewart as aid. Corp. J. L. Knight, an expert motor cyclist, was the third member of the party. They reached Georgetown last night shortly after dark. Inspection of the lower end of the canal was completed today.

Just what recommendation Maj. Stewart will make to Secretary McAdoo will not be made known for some time. The data will not be complete until additional information is received from the Cumberland terminus of the waterway, but may be ready in time for submission to Secretary McAdoo early next week. It is known that Maj. Stewart’s report will be voluminous and will deal with the canal’s affairs from every standpoint.

Encounter Difficulties

It was expected that the trip over the entire length of the waterway would be completed late Saturday afternoon. Conditions encountered made this impossible. The upper end of the big tunnel by which the canal makes its way through the mountains not many miles from where the boats receive their cargoes of coal, is fully three-quarters of a mile in length. The narrow towpath prevents the use of machines. The party went part way on foot,

and the next day tramped through from the lower end to a point where they stopped Wednesday.

Leaving the canal at the far end of the tunnel, it was found necessary to make a detour over the mountains, visiting Camp 65 and Little Orleans and encountering the greatly swollen stream known as Fifteen-mile creek.

Resuming their trip along the towpath, the motor cyclists soon reached Little Slack Water, where the receding water had left large deposits of ice to impede progress. Some distance ahead, at Big Slack Water, it was found that a deposit of mud had been left on the towpath. To find smooth going it became necessary to employ a horseman to pull the motor cycles through the mire. Finally, guard lock No. 4 was reached, and there it was found that the bars of the lock were up, making it impossible to remain on the towpath.

It was a hard job to get the machines by the lock, over a thirty-foot embankment, and through the canal.

When the party left Shepherdstown early Saturday morning they confidently expected to reach home that afternoon. Rain made the going so slippery that even with skid chains, the machines could not maintain the speed required to complete the last lap in the allotted time.

Motor Trouble Impedes

When the party arrived at a point a short distance this side of Point of Rocks and Washington Junction, motor trouble caused a delay which meant a rest over Sunday. Yesterday about noon a start was made over the last lap of the long journey. Several locks were visited before the party reached Monocacy viaduct, where the canal passes high above the Monocacy river. The journey from there to Jack Speaker’s lock, two miles above Cabin John bridge, was without incident.

Leaving Speaker's shortly before dark, the party made an effort to get to Aqueduct bridge before the street lamps were lighted. Necessity to dismount and push the machines through the water of a long waste weir delayed them, later it was found necessary to go down a steep road and pass under the canal in order to get the motor cycles to Chain bridge road.

"We've been over the canal and through it," said Maj. Stewart, "and now we are going under it."

An ice barrier at the north end of the subway impeded progress. In a few minutes the machines were on Chain bridge road, and the three members of the party were glad to know they had reached the city.

Inspection of the Georgetown locks and outlet was completed today. Photographs were taken along the line of the waterway will form part of the report that Maj. Stewart will submit to Secretary McAdoo.

ES, Wed. 3/13/18, p. 4. **SECRETARY McADOO GETS CANAL REPORT** –

The railroad administration's inland waterways advisory committee has submitted to Director General McAdoo a preliminary report recommending the increased use of a number of canals to transport coal next summer.

The report was not made public, but it is understood to refer especially to the Chesapeake and Ohio canal and the Black Warrior river, in Alabama, as valuable water arteries which could be made more useful by the acquisition of coal barges.

The membership of the committee was increased from three to five today, with the appointment of Calvin Tompkins, former dock commissioner of New York and a student of port facilities, and M. J. Sanders of New Orleans, manager of the Leyland steamship lines.

Investigating Canal's Use

Other members of the waterways committee, which is investigating the use of canals and navigable rivers to relieve railway transportation are Maj. Gen. W. M. Black, chief of engineers; G. A. Tomlinson of Duluth and Walter S. Dickey of Kansas City. Col. Charles Keller, Corps of Engineers, U. S. A. acts as secretary to the committee.

A sufficient quantity of barges to make the Chesapeake and Ohio and other waterways more useful to relieve railway congestion, is not available, and the railroad administration may have to resort to building a small fleet within the next three or four months.

Additional reports have been sought from coal interests at the head of the Black Warrior river concerning the quantities of coal they will supply for transportation on the Black Warrior river to Mobile. A final recommendation will not be made until replies have been received.

May Undertake Building

The committee made plans in its preliminary report that it considers inadvisable any extensive improvements to the canals or rivers. The railroad administration may undertake the building of additional terminal facilities, however.

It is principally for the consideration of terminal improvements that Mr. Tompkins and Mr. Sanders were added. Mr. Tompkins has devoted a number of years to studying dock facilities in New York harbor and other Atlantic and Canadian ports.

Mr. Sanders has been closely connected with the building of the Lake Borgne canal from Alabama coal fields to New Orleans and has been interested in the port and shipping arrangements at New Orleans.

DM, Wed. 3/13/18. **CANAL INTERESTS OFFICIALS SOME IN TRAFFIC JOBS**

– Washington, D. C., March 15. – With

government operation of the C. & O. canal now considered probable, President A. Lewtwick Sinclair of the Washington Commerce instructed the harbors and waterways committee of that body to take up immediately the question of increasing Washington's trade relations with the agricultural, mining and manufacturing sections tapped by the canal.

President Sinclair is favorable to the suggestion of President William L. Sperry of the Cumberland Chamber of Commerce that a joint committee of the two bodies be named to consider how the commercial interests of the two cities may be advanced if the canal should be taken over by the government. It is expected the two organizations will get together at an early date.

"Both Washington and Cumberland should reap big benefits from the operation of an increased number of boats over the 184-mile waterway." said Mr. Sinclair. "Not only can more coal be brought to the capital, but it has been shown that tin plate, glassware, steel rails, apples and produce can be shipped here by boat. The barges that now return to Cumberland empty can be loaded with various commodities and materials that now are transported by rail and frequently delayed in transit. The canal passes through a rich agricultural region and connects with a thriving manufacturing and mining center at Cumberland, but railroad domination in the past has dwarfed its development as a carrier. This condition disappeared with the passing of the control of the railroads to the government, and Washington and Cumberland should now be alive to the wonderful opportunity presented to rejuvenate the canal as a carrier of fuel, food and other products."

Maj. John Stewart, U. S. A., and his aid, Lieut. Russell M. Easton, who left Cumberland on motorcycle last Wednesday,

have arrived in Washington over the canal towpath.

DM, Sat. 3/16/18. **THRILLING HOUR BY MOTORCYCLE ON CANAL'S TOWPATH** – Wading, mountain climbing, pushing a heavy motorcycle through the mud and motoring over the 184 miles of the towpath was involved on the task of surveying the canal by Maj. John Stewart, U. S. A., who was designated by Secretary McAdoo to inspect that waterway and report upon the question of the federal government taking control of it as a war measure.

Lieut. Russell M. Eaton accompanied Maj. Stewart as aid, Corp. J. Knight, an expert motorcyclist, was a third member of the party.

It was expected that the trip over the entire length of the waterway could be completed Saturday. Conditions encountered made this impossible. The upper end of the big tunnel, by which the canal makes its way through the mountains not many miles from where the boats receive their cargoes of coal is fully three quarters of a mile in length. The narrow towpath prevented the use of machines. The party went part way on foot, and the next day tramped through from the lower end to [a] point where they stopped Wednesday.

Leaving the canal at the far end of the tunnel, it was found necessary to make a detour over the mountains, visiting Camp 65 and Little Orleans and encountering the greatly swollen stream known as Fifteen-mile creek.

Resuming their trip along the towpath, the motorcyclists soon reached Little Slack Water, where the receding water had left large deposits of ice to impede progress. Some distance ahead, at Big Slack Water, it was found that a deposit of mud had been left on the towpath. To find smooth going it became necessary to employ a horseman to pull the motorcycles through

the mire. Finally guard Lock No. 4 was reached, and there it was found that the bars of the lock were up, making it impossible to remain on the towpath.

DM, Wed. 3/20/18. **BOATMEN ASK FOR FREIGHT RAISE FOR THIS SEASON** – The Canal Towage Company, operating the C. & O. Canal, is facing another labor problem with the boatmen, who have asked for an advance in freight rates for the coming season. They want a 75-cent rate for hauling coal to Washington, one-half on all back freight and 10 cents per ton additional for coal delivered beyond Alexandria.

The Canal Towage Company has offered the boatmen an increase of 7-1/2 cents a ton for the coming season. At the beginning of 1917 the freight rate was advanced to 50 cents per ton, an increase of 10 cents and with the 7-1/2 cents raise for this year the total increase is 43-3/4 percent, during which time the railroads have advanced their freight rate on coal less than 10 percent.

In a statement sent out by Canal Towage Company it is stated that the rail rate on coal from the George's Creek region to tidewater is \$1.80 per ton, the rail rate from mines to the canal is 30 cents per ton, leaving \$1.50 per ton for bringing coal f. o. b. to Cumberland to f. o. b. Washington, divided as follows: Boatmen 57-1/2 cents; canal toll 50 cents; tuggage 5 cents; making a total of \$1.12-1/2 cents and leaving 37-1/2 cents per ton to pay for feed, rope, boat trippage, mule hire, shoeing, insurance, upkeep and salaries. The statement says the increase cost of feed, rope, etc., for the coming season will exceed by 11 cents per ton the cost of 1917, based on the same tonnage movement. The company claims that it has at all times paid the highest rate conditions would justify and that with the freight rate 57-1/2 cents per ton to boatmen

and high cost of feed, it is impossible for the company to deliver coal to Washington at the present rate of \$1.80 from the mines, or \$1.50 from Cumberland to tidewater and pay the expenses.

Admitting that the statements of the Canal Towage Company may be true, the boatmen at Sharpsburg, especially, and other places claim that with the increased cost of living, the scarcity of labor and the high price they have to pay for boat hands they cannot see how they can continue boating for less than 75 cents a ton. Twenty-eight Sharpsburg boatmen held a meeting and carefully considered the entire question and came to the foregoing conclusion.

While this matter is pending the report of Major Stewart on his recent inspection of the canal and the action of the government relative to taking over and operating the waterway during the war is anxiously awaited. If this is done, the government, it is expected, will fix a freight rate and the canal will be operated.

ES, Wed. 3/20/18, p. 7. **CUMBERLAND MEN COME TO DISCUSS CANAL TRADE** – Plans for developing trade between Washington and Cumberland, Md., via the Chesapeake and Ohio canal, are being discussed in Washington this afternoon by committees representing the chambers of commerce of the two cities. The Maryland visitors, accompanied by Representative Frederick N. Zihlman of that state, reached the city shortly before 2 o'clock and were met at Union Station by Secretary Grant of the Washington Chamber of Commerce and Charles A. Baker, chairman of its committee on harbors and waterways. President William L. Sperry headed the delegation representing the Cumberland organization. A business meeting of the committees is to be held at the Lafayette Hotel at 5 o'clock this

afternoon, and will be followed by a dinner at 6 o'clock.

While coal will constitute the bulk of the cargoes to be brought to Washington by canal boats, a trade in other commodities can be developed, it is believed, especially if the United States decides to operate an increased number of boats on the canal during the war.

Decision by the government as to whether it will take over this waterway or direct the present company to operate more boats is expected shortly. The inland waterways committee appointed by Director McAdoo to consider this and other canal and inland waterway projects will shortly receive from Maj. Stewart of the Engineer Corps of the Army a report as to the practicability of putting the local canal to greater usage during the war. This committee has taken over the building at 601 G street northwest for office quarters.

ES, Thu. 3/21/18, p. 4. **WAGE PLEA MAY DELAY OPENING OF CANAL** – Plans for the opening of the Chesapeake and Ohio canal March 25 may be delayed as the result of a petition filed with the company by the boatmen for increased pay.

The boat captains are allowed 50 cents a ton for a round trip, and as the barges have a capacity of about 115 tons and return in ballast, the captains receive about \$57.50, out of which they pay the wages of helpers.

They have asked that the rate be increased to 70 cents a ton, and the company has agreed to advance it to 57½ cents. Here the matter stands, and, unless an agreement is reached before March 25 the coal-hauling season between Cumberland, Md., and Washington may have a delayed opening.

The claim of the men is that their expenses have greatly increased and that they cannot subsist on the present rate.

The company, on the contrary, claims to have been operating at a loss and

says that the 7½ cent increase offered is the maximum it can pay.

Working for Pre-War Wages

Representative Frederick N. Zihlman of Maryland told the joint committee of the Washington and Cumberland chambers of commerce, at its meeting here yesterday, that the boatmen in the employ of the canal company are working for pre-war wages, notwithstanding their expenses have greatly increased. He said that the pay of lockkeepers is ridiculously small. The financial difficulties of the company also were recited by Mr. Zihlman.

Water has been turned into the canal, with the exception of the Georgetown level, and all preparations have been made to begin the season March 25 as far as the physical end of the problem is concerned.

Righty-two boats were operated last year and brought 150,000 tons of coal to Washington. The company is prepared to add several boats to its fleet this season if the men agree to go to work at the new rates offered.

Ibid, p. 5. **URGE USE OF CANAL FOR FOOD CARRYING** – Immediate rehabilitation of the Chesapeake and Ohio canal as a carrier of food and other products besides coal is to be sought by the chambers of commerce of Washington and Cumberland, Md.

At a meeting in the capital yesterday of representatives of the two organizations it was decided to name a joint committee of six members to take up the question with the committee on inland waterways appointed by Director McAdoo.

Col. Robert N. Harper will head the local representatives, the other members being P. T. Moran and Nathan B. Williams. The Cumberland half of the committee will be named today or tomorrow. The joint body will arrange for a meeting to be held in Washington probably next week.

Optimism was expressed at yesterday's meeting that the 184-miles waterway connecting the capital of the nation with Cumberland is to be restored to its former usefulness as a trade artery before it came under railroad domination.

Bright Pictures of Commerce.

Representative Frederick N. Zihlman, District Commissioner Gardiner and others drew bright pictures of the revival of Georgetown as a port; of boats coming into Washington laden with grain, produce, tin plate and manufactured products, as well as of coal, and returning to Cumberland filled with potatoes, salt and raw materials for manufacturing purposes instead of returning in ballast, as at present.

It was developed that the canal rate for coal shipments from Cumberland exceeds the railroad rate, but this was attributed to the fact that the waterway has been under the control of the Baltimore and Ohio railroad and that overhead expenses are high because of the maintenance of a large force of lockkeepers and other employees for the operation of a small number of boats, only eighty-two barges having been used last season, as compared with 800 in the early days of the canal.

Representative Zihlman expressed the opinion that the placing in service of more barges and the development of trade relations which would assure return cargoes would result in reducing overhead charges and making possible a rate that could compete with the rail rate. This point is to be taken up with the inland waterways committee.

WH, Thu. 3/21/18, p. 2. **BUSINESS MEN FAVOR OPENING C. & O. CANAL.** - Plans for the transportation of millions of dollars' worth of coal, vegetables, fruits and other material into Washington, through the reopening of the Chesapeake and Ohio Canal, the connecting water link between

Washington and the fertile Cumberland region, were discussed at a conference between a committee of the Cumberland Chamber of Commerce and the Harbors and Waterways Committee of the local Chamber of Commerce, at the Lafayette Hotel, at a dinner meeting last night.

Commissioner W. Gwynn Gardiner pledged his whole-hearted support to the movement. He declared if the canal were re-opened and outfitted with a fleet of good canal boats, Washington need have no fear of facing so severe a coal and oil shortage as last year.

Representative Fred J. Zihlman, of the Cumberland district, also made his stand strongly in favor of the re-opening of the canal, saying:

"If all that stands in the way of the opening of the canal is the lack of terminal facilities at Cumberland, they will be speedily and quickly constructed, and the Cumberland Chamber of Commerce will back the project."

President W. L. Sperry, of the Cumberland Chamber, who headed the delegation to this city, made a short speech in which he pledged the support of his organization to any step whereby the canal could be put into operation.

DM, Sat. 3/23/18, p. 1. **ARMY OFFICER AT SHARPSBURG WILL MEET THE BOATMEN** - An Army officer has arrived at Sharpsburg to hold a conference this afternoon with the C. & O. Canal boatmen looking to an adjustment of the freight rate question. The boatmen have asked for an advance of from 50 to 75 cents a ton for hauling coal from Cumberland to Washington, half on all back freight and 10 cents additional a ton for coal hauled below Alexandria. The Canal Towage Co. has offered to advance the rate to 57-1/2 cents for this season, which the boatmen refuse to accept. Boatmen all along the canal are

standing out for the 75 cent rate and, it is stated, they will not move a boat unless their request is granted.

A committee of Wm. Fisher, Raleigh Bender and Nelson Huff, representing the Sharpsburg boatmen, will meet the government official this afternoon and discuss the rate question. The official will report to Washington. Boats were to have begun moving on the canal toward Cumberland today, but none started and unless the boatmen get what they ask for there is a possibility of a general tie-up on the canal.

The government is taking a hand in the matter in view of the prospect of the canal being taken over and operated under government control during the remainder of the war.

Ibid, p. 12. **WATER IN CANAL SO SOON SAVAGE MULE WILL WAKE ECHOES** – Sharpsburg, March 23. – The water has been turned into the Canal and it is expected that boating will start up shortly although there has been no price agreed to yet between the men and the company. They received 50¢ per ton last year and have been granted a raise of only 7¢ but they want 25¢ more.

WP, Sun. 3/24/18, p. 8. **MEDIATES IN CANAL DISPUTE - Government Sends Army Officer to Seek Agreement on Wages.** - Hagerstown, Md., March 23. - An army officer arrived at Sharpsburg tonight to confer with boatmen on the Chesapeake and Ohio Canal with a view to adjusting the difference between the towage company and the boatmen.

The boatmen have demanded an increase from 50 to 75 cents per ton for transportation of coal from Cumberland to Washington. The towage company has offered 57½ cents, which the boatmen refuse to accept. Navigation was to have started today but no boats have moved.

ES, Sun. 3/24/18, p. 3. **Coal to Come by Canal** – Water will be let into the Chesapeake and Ohio canal early this week. By April 1 coal-laden boats from the mines about Cumberland, Md., will be arriving at Georgetown.

During the winter, repairs have been made to the waterway, boats have been overhauled and everything put in readiness for resumption of navigation.

DM, Mon. 3/25/18. **RAGING DITCH TO HIKE COAL ALONG FOR WASHINGTON** – Coal on a large scale for Washington by way of the canal this summer was argued by business men from the Cumberland Chamber of Commerce meeting informally with the committee on harbors and waterways of the Chamber of Commerce here. It was decided to appoint a committee of three from each organization to submit the canal proposition to the inland waterways committee.

During a dinner at the Lafayette in honor of the Cumberland visitors, Commissioner Gardner recommended operation of the canal. If enough boats were placed in commission, he said, the District's public schools and public buildings could by next fall stock up with enough coal from Cumberland to keep the fires going throughout the winter.

The Washington Chamber of Commerce has endorsed the proposed Chesapeake and Ohio Canal. Isaac Gans introduced the resolution at the December meeting of the chamber.

BOATMEN STAND PAT FOR FREIGHT RATE – Nothing has been given out as the result of the conference between the C. & O. Canal boatmen and the army officer, who visited Sharpsburg on Saturday, relative to the disputed freight rate. It is reported that the officer advised

the men to return to work and impressed upon them their patriotic duty to help the government and win the war. The boatmen, however, it is reported from Sharpsburg and Williamsport, are standing pat for a 75-cent rate, claiming that they cannot haul coal, pay expenses and live for less. No boats have moved yet toward Cumberland and there are no indications of the boatmen yielding.

WT. Mon. 3/25/18, p. 4. **BOATMEN DEMAND HIGHER RATES AS CANAL IS OPENED** - The Chesapeake and Ohio canal was opened for traffic for the season today, but not a boat moved along the entire length of the waterway from Washington to Cumberland, however, as a result of refusal of boatmen to start business unless their demands were met in full by the Canal Towage Company.

Not a ton of coal was loaded at Cumberland, according to reports up to a late hour, despite the efforts of officials and citizens of Washington and Cumberland to make the year a banner one in coal and produce movement.

Water Turned In.

Water was turned into the canal yesterday, and everything is ready for the coal movement except the boat captains. During the early part of the day they were standing pat, despite the offer of the Canal Towage Company to leave the entire question of rates in the hands of the Inland Waterway Commission.

Major Fox, of this commission, which was recently created as a part of the Railroad Administration office, conferred with the boatmen Saturday and communicated the offer to the men. They were told that the commission would arbitrate and settle the question of rates and make them retroactive, the company and the men to abide by any decision made. The men are still talking over this offer.

Fear "Shades of Death."

Officials here believe that they will start boating in a day or two. The men are not organized, but they have gotten together on the rate proposition.

Those who are willing to break away and start the first boats are deterred, it was declared here today, by fear of the "Shades of Death."

The "Shades of Death" is a huge promontory that hangs over and darkens the canal near Sharpsburg, Md. It is legendary among the old canal folks that those who made themselves unpopular on the waterway in the early days never passed the "Shades of Death" alive. Huge boulders rolled down, crushing boats and crews. It was the rolling of these boulders that gave the cliff its name, and it is said the individual boatmen are afraid to break away from their fellows.

Want 50 Per Cent Raise.

The boat captains are demanding a freight rate of 75 cents a ton on coal from Cumberland to Washington. The Canal Towage Company has offered a rate of 57½ cents. An increase of 7½ cents over last year's rate. The rate last year was increased 10 cents a ton, making the total increase offered nearly 4 per cent above the 1916 rate.

The boatmen say that they are overwhelmed by the increased cost of living. The company shows the increase, which it is prepared to give as more than balancing the increase cost of living. It maintains that it cannot go further and meet railroad competition. The rail rate on coal from George's Creek to Washington is \$1.80 a ton.

The rail rate from the mines to the canal wharf at Cumberland is 30 cents, the canal toll is 50 cents, tug-gage is put at 5 cents, and this with a rate of 57½ cents for the boat captain will make a total of \$1.12½ a ton, leaving but 37½ cents a ton out of the canal rate to meet the most of feed, rope,

boat trippage, mule hire, shoeing, insurance, upkeep of buildings and salaries of employees.

The company asserts that the costs of these incidentals last year was just 37½ cents a ton, and that they will be 11 cents a ton greater this year, making the canal rate higher than the railroad rate.

ES, Mon. 3/25/18, p. 4. **U. S. MAY ARBITRATE CANAL WAGE DISPUTE**

– The United States government formally has offered to arbitrate the wage controversy between the Canal Towage Company and boatmen on the Chesapeake and Ohio canal, which threatens a tie-up of coal shipments via this waterway.

This is the first labor question to be taken up by the inland waterway committee appointed recently by Secretary McAdoo. An encouraging inference is drawn from the committee's action by advocates of the proposition for government operation of the canal.

Maj. S. W. Fox of the Engineer Corps of the Army, assigned to the committee, went to Sharpsburg Saturday afternoon to confer with the boatmen, who want their rate of pay increased from 50 to 75 cents a ton for hauling coal to Washington from Cumberland, with an allowance of one-half on all back freight and 10 cents per ton additional for coal delivered beyond Alexandria. The company has offered to increase the rate to 57½ cents a ton.

Maj. Fox urged the boatmen as a patriotic duty to be ready for the scheduled opening of the canal today and to submit their wage grievance to the committee for arbitration. A similar offer was communicated to the company, which at once agreed to the arbitration plan. The boatmen took the matter under advisement. They were told that any rate the committee might decide on would be retroactive,

applying from the date of the opening of the canal.

It was said by officials of the canal company today that they were not advised as to what would be the decision of the boatmen, and that the first boat, scheduled to leave Cumberland today, had not been loaded up to noon. Indications were that the opening of the season would be delayed.

DM, Tue. 3/26/18. **MULES SCARCE IS GAZETTE VIEW ON FARM**

SITUATION – Several carloads of mules have sold recently on the St. Louis market at \$315 around. When the record price for a full load was raised a few weeks ago to an average of \$300 per head, there was instant enthusiasm among mule men, says Breeder's Gazette, of Chicago. Breeders, feeders and shippers felt that a top was reached which would be eclipsed with difficulty. The previous record had been \$287.50. Now the \$315 average has been attained so many times recently that no one would be surprised to see a higher figure marked up.

Good big mules are scarce. Just before the war the prices of mules offered no particular inducement to farmers who had been raising them, and the market was plentifully supplied. Dealers talked dull business. Market receipts now depend upon the mules bred about the time the war started and before. An emphatic incentive to increased breeding of mares to jacks, says Gazette, has not been supplied by the trade until this winter.

WT, Tue. 3/26/18, p. 2. **COAL SHIPMENTS ON CANAL HELD UP BY FIGHT ON RATES.**

– Boatmen on the C. & O. canal are still standing pat on their demands for a freight rate of 75 cents a ton on all coal hauled from Cumberland to Washington, and not a boat is moving on

this waterway, which was opened to navigation yesterday.

Offers of the Inland Waterways Commission, recently created as a part of the office of the Director General of Railroads, to arbitrate differences between the boat captains and the Canal Towing Company have brought no results. The company and the Canal Company have volunteered to abide by any rate decision the commission may make, whether they lose money or not, but the boatmen are standing for their original demands.

The Canal Company has eighty-five boats ready for operation. Last year there were but eighty in service.

ES, Tue. 3/26/18, p. 7. **C. & O.**

BOATMEN STRIKE OVER WAGES –

A strike of boatmen is in progress on the Chesapeake and Ohio canal today, despite overtures made by the inland waterways committee to adjust the wage disagreement between the men and the Canal Towing Company.

Operations were to have been started on the canal yesterday. Advices reaching Washington at noon today were to the effect that no canal boats have been loaded at Cumberland, and that the boatmen are standing pat on their demand for an increase from 50 to 75 cents a ton for hauling coal from Cumberland to Washington.

The situation admittedly is serious. In the eight month season last year the canal brought to Washington 150,000 tons of coal. Every day lost now because of the strike may mean curtailing of Washington's coal supply for winter and increasing the burden on the railroads.

Company's Offer.

The canal company has offered an increase to 57½ cents a ton, and claims this advanced rate will result in its operating at a loss of thousands of dollars this year. It has agreed to have the controversy arbitrated by

the inland waterways committee appointed by Director General McAdoo. Unofficial advices from Sharpsburg are that the men have rejected arbitration and will not go to work until terms have been adjusted satisfactory to them.

With canal operations held up, arrangements went forward today between the Washington and Cumberland chambers of commerce to insure greater utilization of the canal for general freight shipments. A joint committee of the two bodies will meet in Washington in a few days to consider return cargoes to Cumberland and other matters.

President William L. Sperry of the Cumberland organization has appointed Thomas B. Finan, James C. Shriver and L. L. Helmar to serve on this committee, according to word received by Secretary Grant of the Washington Chamber today.

DM, Wed. 3/27/18. **WATER INTO CANAL TO FLOAT BOATS OF MERRY TOWING CO. –**

The C. & O. canal is open for traffic for the season but not a boat moved along the entire length of the waterway from Washington to Cumberland, however, as a result of refusal of boatmen to start business unless their demands were met in full by the Canal Towing Company.

Not a ton of coal was loaded at Cumberland, according to reports up to a late hour, despite the efforts of officials and citizens of Washington and Cumberland to make the year a banner one in coal and produce movement.

Water Now Turned In

Water was turned into the canal yesterday at Washington and everything is ready for the coal movement except the boat captains. During the early part of the day they were standing pat, despite the offer of the Canal Towing Company to leave the

entire question of rates in the hands of the Inland Waterways Commission.

Major Fox, of this commission, which was recently created as a part of the Railroad Administration office, conferred with the boatmen Saturday and communicated the offer by the men. They were told that the commission would arbitrate and settle the question of rates and make them retroactive, the company and the men to abide by any decision made. The men are still talking this offer.

Fear "Shades of Death."

Officials believe that they will start boating in a day or two. The men are not organized but they have gotten together on the rate proposition.

Those who are willing to break away and start the first boats are deterred, it was declared, by fear of the "Shades of Death."

The "Shades of Death" is a huge promontory that hangs over and darkens the canal near Sharpsburg. It is legendary among the old canal folks that those who made themselves unpopular on the waterway in the early days never passed the "Shades of Death" alive. Huge boulders rolled down, crushing boats and crews. It was the rolling of those boulders that gave the cliff its name, and it is said the individual boatmen are afraid to break away from their fellows.

WP, Fri. 3/29/18, p. 9. **MORE COAL BY C. & O. CANAL - Number of Boats Can Be Increased by 500, Business Men Decide.** - Five hundred boats transporting 50 tons of coal each to Washington, in addition to the supply reaching here under present conditions over the Chesapeake and Ohio Canal, can be accommodated on that waterway, if plans now before Director General McAdoo are carried out. This was the general opinion expressed after a conference yesterday afternoon between Committeemen R. H. Harper, P. T. Morgan

and Nathan B. Williams, of the local Chamber of Commerce, and James C. Shriber, Thomas B. Finan and Cole, of the Cumberland chamber.

The committee called on the inland waterways commission. A report, supplementary to the one already before the director general, conveying additional information relative to the canal's facilities, is being prepared. It is the intention to push the project with all speed that fuel need here next winter may be provided for.

ES, Wed. 4/3/18, p. 14. **CANAL STRIKE TIES UP 10,000 TONS OF COAL FOR DISTRICT** - Ten thousand tons of coal that would be in Washington or on barges enroute to the capital are tied up in Cumberland, Md., because of the strike of boatmen on the Chesapeake and Ohio canal.

This is the net result to date of the refusal of the men to work under a schedule paying them 7½ cents more per ton than they received last year.

Coal traffic was to have started over the canal March 25. There was no indication today as to when it may start. The government has proposed mediation and it has been refused by the boatmen. Officials of the canal company say that the increase offered means operation at a loss this season and that it will not be possible to pay more.

Officials and business men in Washington are showing uneasiness over the situation. Last year the canal transported 150,000 tons of coal to the capital. Had it been worked to its capacity during the eight months' boating season the coal famine here last winter could have been averted, it is claimed.

Realizing this, the government has made a survey of the canal to consider how its usefulness may be increased. Consideration of the matter is still in progress. In the meantime, the government

and private interests here have anticipated that the canal would bring in at least as much coal as last year. This prospect has received a jolt in the strike, which has held up shipments for one week and one day.

It appeared yesterday that the strike had been settled. Manager Nicolson of the company conferred with a number of boatmen at Cumberland and they agreed to commence loading this morning. Telephone advices, however, stated that the men had reconsidered and would not go to work at the price offered.

WT, Wed. 4/10/18, p. 1. **U.S. TO USE C. & O. CANAL TO SHIP COAL TO DISTRICT - Director General McAdoo Plans to Double Amount Hauled Last year - West-Bound Tonnage to Aid Project.** - The historic Chesapeake and Ohio canal, between Washington and Cumberland, Md., once a great artery of transportation, is to be operated immediately by the United States Government as part of the inland waterways scheme of the railroad administration of William G. McAdoo.

Every ton of coal that the boats of the canal can bring to this city from the coal regions of Maryland, West Virginia and Pennsylvania will be shipped that way to divert the strain from the railroads.

At Small Cost.

Without making heavy expenditures for terminals and improvements, the waterways commission, under Director General McAdoo, headed by General Keller, U. S. A., will get the best that can be had out of the canal and its equipment this summer and next summer, if the war is then in progress.

The inland waterway commission is today making arrangements for the taking over the canal and its machinery. The action will be prompt. The task is not to be easy, inasmuch as there are vital questions of increased wages for employees, necessary

repairs to locks and boats, arrangements for increased terminal facilities here and at Cumberland, the addition of as many new boats as possible to increase the tonnage, the flushing of sand beds that have accumulated in the canal, and a number of other things that cannot be done in a day.

Last year there were transported over the canal from Cumberland about 150,000 tons of coal, the most of it coming to Washington. It is the hope of Director General McAdoo's engineers to increase the total coal tonnage this year to at least 300,000, the bulk of it coming straight through to Washington to aid in solving the coal problem here.

Large Expectations for Future.

The trade bodies of Washington and Cumberland hope to develop great plans for the future of the canal, but nobody knows today just what the future plans of Mr. McAdoo may be. It is practically certain at this moment that he has no other idea than to make the canal do its utmost from now until next winter in coal transportation to Washington that the immense strain on the railroads may be relieved. This summer's work on the canal will be experimental to a great degree, and the future will depend wholly upon developments.

Investigation has shown that the physical conditions and appurtenances of the waterway are in shape for operation with the exception of minor repairs that may be made without interrupting navigation. There is sufficient depth to load boats to a five-foot draft, enabling each to bring from 112 to 122 tons of coal, according to age and condition.

Last year seventy-eight boats were operated on the canal, the main commodity being coal. The business was less in 1917 than in previous years, but the boats were not used to their fullest capacity, often waiting days at Cumberland to be loaded. It is possible to increase the fleet of boats by at

least fifteen new ones, timbers for which are available. Labor is sufficient at Cumberland to complete two new ones each week right along. Other boats may be secured elsewhere, with the prospect that 100 boats may soon be in operation. The Cumberland Chamber of Commerce will hustle for carpenters to help along.

Ownership of Canal.

The Baltimore and Ohio road controls the canal, the next largest interest being that of the Consolidated Coal Company of Cumberland. It is one of those complicated affairs familiar to the old days of finance. The Baltimore and Ohio railroad is in the background, the canal presumably belonging to the Chesapeake and Ohio Canal Company. The actual operation is carried on by the Canal Towage Company, a subsidiary of the canal company.

The towage company turns the boats over to boatmen, who receive pay per gross tonnage hauled. In 1915 the boatmen supplied assistants, feed troughs for their mules, lamps, oil, stoves, etc., and received 40 cents per ton. They got 50 cents per ton last year, and now they are striking for 75 cents per ton. The Government will give them an increase, the amount to be fixed. The boats ought to have been operating for the last ten days.

Other employees of the canal are expecting increased pay if the Government takes charge, and they must be settled with so that everything will move happily. The lock tenders especially insist upon a substantial raise.

Where Coal Will Come From.

The Consolidated Coal Company has supplied most of the freight in the past years from its mines in the George's Creek region, six to twelve miles above Cumberland. The coal was delivered to the boats from mine cars. The company claims it cannot furnish additional tonnage this year. There is some talk that the Navy Department may

commandeer the company's coal for its ships.

Increased supplies of coal for the canal boats must come from coal regions beyond Cumberland, but the Railroad Administration will see that the boats get all the coal they can haul.

The plan will be to ship coal over the railroads to Cumberland and deposit it for the boats. That will be better than blocking the railroad lines between here and Cumberland with the commodity. Mr. McAdoo's assistants will find the way to do this.

The canal has heretofore competed with the railroad in tonnage rates to Washington, that rate being about \$1.80 per ton. Increased expenditures may run the canal rate this year to something like \$2.40 per ton, against the new rate of about \$1.95 the railroads will be allowed by the Interstate Commerce Commission.

Increase in Terminal Facilities.

It is understood to be possible to increase the terminal facilities in both Cumberland and Washington without great cost. The Consolidation Coal Company has considerable unused space at Cumberland. In Georgetown, consideration will be given to several plans for increase. L. E. Smoot is already increasing his trackage arrangements in Georgetown, where the canal terminates. The old yard of the Cranford Paving Company, at the foot of New Hampshire avenue, could be obtained and equipped for loading and unloading. There are also the properties of Christian Heurich and Littlefield, Alvord & Co. available for similar purposes.

The canal has in the past been unprofitable financially because freight could not be had for the boats going to Cumberland. They practically returned empty between the two cities. Colonel R. N. Harper, chairman of the Chamber of Commerce Committee of this city, is

engaged with his committee in trying to devise plans to furnish west-bound tonnage and in this work the committee is co-operating with the Cumberland trade body. Upon their success may depend almost wholly the question whether the Federal Railroad Administration will continue the operation of the canal, even as a war emergency. The capacity and real usefulness of the canal are on trial this year and the help of trade bodies will be appreciated by Mr. McAdoo's assistants.

WP, Wed. 4/10/18, p. 4. **REPORT AGAINST C. & O. CANAL** – Col. Robert N. Harper, chairman of the special committee on the proposed opening of the Chesapeake and Ohio Canal, said that a number of obstacles had presented. It was his opinion that the canal could not be utilized for transporting large quantities of coal from Cumberland to Washington this summer because of the scarcity of boats and the high wages demanded by laborers.

DM, Thu. 4/11/18. **BOATS MOVING NOW MAY BREAK STRIKE ON THE OLD CANAL** – What appears to be a break in the solid front of the boatmen of the C. & O. Canal, who have been holding out for a 75-cent freight rate for hauling coal this season came Wednesday when Capt. Crampton, of Washington, passed Williamsport with his boat bound for Cumberland. Two other boats are reported to have left Washington and stopped at Sharpsburg where, it is said, several other boats will leave for Cumberland. It is understood that several boatmen would leave Williamsport today or tomorrow. Nothing could be learned whether or not there had been an adjustment of the freight rate trouble. It is supposed that the boatmen now moving are satisfied to accept the Canal Towage Company's offer of a 57-1/2 cent rate.

ES, Thu. 4/11/18, p. 19. **CHANCE FOR C. & O. CANAL IN MR. McADOO'S PROMISE** – Testimony that the Chesapeake and Ohio canal could have relieved the coal famine in Washington last winter and that the director general of railroads has promised to use such inland waterways to their utmost availability was given on the floor of the House yesterday by Representative J. Hampton Moore of Pennsylvania.

During discussion of a provision in the rivers and harbors bill in regard to development of inland waterways transportation, Representative Linthicum of Maryland asked for an opinion in regard to "a lateral canal like the Chesapeake and Ohio canal, that brings down from Cumberland."

Representative Moore responded by saying:

Canal Chloroformed by Railroads

"Gentlemen have laughed at that proposition. They have sneered at the thought that we should utilize the Chesapeake and Ohio canal.

"It is not along that coastal chain that I have been advocating here, but it is one of the many feeders of that great inland trunk line and would aid and be aided by it.

"If the Chesapeake and Ohio canal had not been chloroformed by the railroads there would have been plenty of coal in Washington last winter, when the people of Washington were begging for coal. That is the fact."

When Representative Frear of Wisconsin asked why the proposition was not discussed with Mr. McAdoo, Representative Moore said: "I have gone before Mr. McAdoo and am happy to say that he has promised to utilize the waterways wherever they can be used to advantage."

DM, Fri. 4/12/18. **THE U. S. TO USE THE C. & O. CANAL FOR SHIPPING COAL** – Following the announcement of a movement of boats on the C. & O. Canal toward Cumberland, comes the statement published in the *Washington Times* that the historic waterway, once a great artery of transportation, is to be operated immediately by the United States Government as a part of the inland waterways scheme of the railroad administration of Secretary of the Treasury McAdoo.

Every ton of coal that the boats of the canal can haul to Washington from the coal regions of Maryland, West Virginia and Pennsylvania will be shipped that way to divert the strain from the railroad.

Without making heavy expenditures for terminals and improvements, the waterways commission, under Director General McAdoo, headed by General Keller, U. S. A., will get the best that can be had out of the canal and its equipment this summer and next summer, if the war is then in progress.

The inland waterways commission is making arrangements for the taking over of the canal and its machinery. The action will be prompt. The task is not to be easy, inasmuch as there are vital questions of increased wages for employees, necessary repairs to locks and boats, arrangements for increased terminal facilities at Washington and at Cumberland, the addition of as many new boats as possible to increase the tonnage, etc.

Last year there was transported over the canal from Cumberland, about 150,000 tons of coal, the most of it going to Washington. It is the hope of Director General McAdoo's engineers to increase the total coal tonnage this year to at least 300,000, the bulk of it going straight through to Washington to aid in solving the coal problems there.

The trade bodies of Washington and Cumberland hope to develop great plans for the future of the canal, but nobody knows just what the future plans of Mr. McAdoo may be. It is practically certain at this moment that he has no other idea than to make the canal do its utmost from now until next winter in coal transportation.

Last year seventy-eight boats were operated on the canal. The business was less in 1917 than in previous years, but the boats were not used to their fullest capacity, often waiting days at Cumberland to be loaded. It is possible to increase the fleet of boats. Other boats may be secured elsewhere, with the prospect that 100 boats may soon be in operation.

The B. & O. controls the canal, the next largest interest being the Consolidated Coal Company.

The Canal Towage Co. has been operating the canal for some years. Last year the boatmen got 50 cents a ton for hauling coal. Over a month ago they made a demand for a 75 cent rate, claiming they could not work for less. The Towage Co. offered them a 57-1/2 cent rate, which the boatmen have persistently refused.

The government, it is stated, will give the boatmen an increase, the amount to be fixed. Boats ought to have been operating for the last three weeks.

Increased supplies of coal for the canal boats must come from coal regions beyond Cumberland, but the Railroad Administration will see that the boats get all the coal they can haul.

The canal has in the past been unprofitable financially because freight could not be had for the boats going to Cumberland. They practically returned empty between Washington and Cumberland. Colonel R. N. Harper, chairman of the Chamber of Commerce of Washington, is engaged with his committee in trying to devise plans to furnish

westbound tonnage and in this work the committee is cooperating with the Cumberland trade body. Upon their success may depend almost wholly the question whether the Federal Railroad Administration will continue the operation of the canal, even as a war emergency. The capacity and real usefulness of the canal are on trial this year and the help of trade bodies will be appreciated by Mr. McAdoo's assistants.

Telegrams have been received by boatmen at Williamsport, Sharpsburg and other places along the canal notifying them that the government has taken over the waterway with instructions to operate their boats and the boatmen are patriotically responding to the call. Boats at these points, it is understood, are being equipped and will leave as soon as possible for Cumberland to load. The present severe weather, however, will delay operations for a few days.

The boatmen resent the statement that they are on a strike. They say they did not strike, but simply asked for an increase in freight rates because they claimed they could not pay expenses, and make a living at the low rate offered. They also resent the espionage plan of the Canal Towing Company, established at Williamsport, where a guard was placed on duty to watch the boats and mules, claiming that it was unnecessary and a reflection upon the boatmen as honest and law-abiding citizens.

ES, Sun. 4/14/18, p. 17. **BOATMEN AWAITING FEDERAL CONTROL** – The United States government contemplates operating the Chesapeake and Ohio canal, but how soon or to what extent has not been disclosed.

Boatmen on this waterway have delivered an ultimatum that they will not go to work until the government acts.

This was the situation at the close of the week with respect to efforts that have been in progress for some time to bring

about increased shipments of coal to Washington via the canal.

Congress, the government, the canal company and the boatmen all were concerned in conferences held during the week, with the view of getting this natural transportation carrier to work with the least possible delay.

Boatmen Remain Obdurate

The boatmen remained obdurate in their determination not to go to work for the rate of 57½ cents a ton offered by the company. They are holding out for a 75-cent rate or a rate to be made under government operation.

Washington, meanwhile, is the sufferer, as not less than 15,000 tons of coal would have been brought here on canal barges, it is estimated, had the opening of the canal taken place March 25, as scheduled.

Representative Zihlman of Maryland, who has been a strong advocate of government operation of the canal as a war measure, received a visit from a delegation of boatmen last week, and arranged a conference between the men and representatives of the inland waterways committee. They were urged as a patriotic duty to get the boats going without delay and to trust to the government to arrange a rate that would be fair.

Arguments Ineffectual

Hope was entertained that the conference had made possible an immediate commencement of traffic on the canal, but it was short lived. The boatmen wired Representatives Zihlman next day that they would not take out the boats until the government had announced officially it had taken over the canal.

It was learned that the inland waterways committee last week investigated two prospective sites for coal terminals, one for the canal near where it empties into the Potomac river, and the other near the navy

yard, where canal barges could be towed and unloaded.

DM, Wed. 4/17/18. **CANAL BLOCKED BY LANDSIDE; 17 BOATS SUNK** – The blocking of the C. & O. Canal near Dam No. 4 by a landslide and the sinking of 17 boats at Sharpsburg has been reported to the canal officials. According to information about a boatload of rocks and earth slipped from the top of a high cliff on the berm side of the canal about half a mile below the dam almost completely filling it. Whether or not the slide was loosened by recent rains or was started by human agency is not known. Canal officials are investigating. It is believed to have been a natural slide.

The boats are reported to have been sunk by their seams being open as the result of exposure during the winter and when the water was turned into the canal it filled the holds causing the boats to go down. Arrangements are being made to raise the boats and prepare them for service if boating is resumed.

DM, Wed. 4/17/18. **THE GOVERNMENT WILL NOT TAKE OVER C. & O. CANAL** – According to a message received by Chas. E. Hassett, of Four Locks, supervisor of the Williamsport division, from G. L. Nicolson, Washington, general manager of the C. & O. Canal, the latter said he has been notified that the Government had decided not to take over and operate the canal during the war. Last week the *Washington Times* published a story stating that the Government was in the act of taking over the canal for the remainder of the war and that its operation would be under the direction of Director General McAdoo.

To date the differences between the boatmen who have asked for an increase in freight rate of from 50 to 75 cents for hauling coal from Cumberland to

Washington, and the Canal Towage Co. have not been adjusted. The Towage Co. offered the boatmen 57½ cent rate, which they have refused. A few boats have gone to Cumberland, but none have been loaded. As a result of the difficulty there has been a consequent heavy loss of business on the canal, which should have been in operation for more than a month, and a growing scarcity of coal at all of the towns and shipping points on the waterway. Some of the boatmen, it is understood, are ready to return to work, but a majority are firm in their demand for a higher rate, claiming that they cannot live and operate boats for less than they have asked.

WT, Wed. 4/17/18, p. 1. **MENACE OF "SHADES OF DEATH" HALTS CANAL WORK** - A huge rock and earth slide at "the Shades of Death," a majestic promontory jutting into the canal near Sharpsburg, the boating center, and throwing it into shadow has completely blocked the Chesapeake and Ohio Canal and traffic on the waterway will be impossible for many days at least.

The canal has been tied up for nearly a month through refusal of the boat captains to operate, as a result of a freight-rate difference with the Canal Towage Company.

Many Boats Sunk.

The slide is about half a mile below Dam No. 4 and about midway between Washington and Cumberland.

Sinking of seventeen out of twenty-eight boats at Sharpsburg, near the landslide is reported. It is believed possible by officials, however, that the boats sank as a result of slow filling from seams that were opened by the winter weather when there was no water in the canal.

The cause of the landslide is being investigated. It is apparent that the boatload of rocks and earth filling the waterway was either loosened by recent rains or blasted.

For weeks, all of the boatmen stood together and not a boat moved on the canal. Director General McAdoe's Inland Waterway Commission endeavored to settle the difficulty without result, coincident with its examination of the canal to determine the advisability of taking over and developing it as a coal carrying line. Last year, three boat captains took their boats to Cumberland to be loaded. It was stated by canal officials that many of the men were afraid of the "Shades of Death." In the old days, it was legend that boatmen who were not popular with their fellows met mishap there from huge rocks that rolled down upon their boats, crushing them. The slides came from this cliff, and it will be many days before the canal can be cleared.

Will Cause Coal Shortage.

With the canal definitely out of commission for a time at least, many Washington industries are finding it impossible to lay up accustomed summer stores of coal. In addition, miners in the Cumberland district, from which the canal coal is drawn, went on strike. The Department of Labor and the Fuel Administration hope to have the difficulty settled, however, in a day or two.

The canal boat captains are demanding a freight rate increase from 50 to 75 cents a ton. They were given a 10 percent increase last year, and the company offered an additional 7½ cents this year. The men claim that they cannot make ends meet under the high living cost with this freight rate.

Reports from points along the canal that are dependent upon the waterway for their coal supply indicate a serious shortage. Not only has the coal traffic been halted, but many small communities have drawn their general supplies from points along the waterway.

Settle Boatmen's Dispute.

Conciliator Bendheim, of the Department of Labor, has stepped in in an endeavor to settle the difficulty and has asked representatives of the boatmen and of the company to come to Washington.

The canal was opened to navigation nearly a month ago, but not a boatload of coal has moved from Cumberland to Washington, and traffic on the waterway, which is one of the arteries of Washington's coal supply, has been at a standstill.

Information reaching *The Times* today indicates that the Government will not take over and operate the waterway as a coal-carrying line between Washington and Cumberland, Md. Definite action is understood to have been taken by Director General of Railroads McAdoe, following an unfavorable report from his advisers.

WP, Wed. 4/17/18, p. 4. **U. S. WILL NOT TAKE OVER C. AND O. CANAL - Washington to Get Coal When Strike Ends, Says Manager.** - "There will be no government ownership of the Chesapeake and Ohio Canal," announced G. L. Nicholson, general manager of the canal company, last night. "Our company has been notified to this effect, and we now plan to go ahead and do what we can in the way of making coal shipments from Cumberland to the Capital."

Too much publicity killed the chances of government control of this inland waterway, Mr. Nicholson believes.

The Chesapeake and Ohio Canal Company has a number of problems upon its hands. Boats are not running because of a strike among the boatmen. Now that government control is out of the question it is believed a speedy adjustment can be reached.

The District's civic bodies, particularly the Chamber of Commerce, have been active in working for the opening of the canal on a large scale. Terminal

facilities of the proper sort here would cost about \$1,000,000, it has been estimated. Director McAdoo was asked to take over the canal in order that Washington might be supplied with its winter coal without taxing the railroads.

Manager Nicholson says that just as soon as the company is able to settle the strike, every available canal boat will be pressed into service, and all the coal that can possibly be hauled from Cumberland will be brought to Washington.

ES, Wed. 4/17/18, p. 12. **NO U. S. CONTROL OF C. & O. CANAL** – The United States will not take over or operate the Chesapeake and Ohio canal, but it will cooperate with the present operating company.

Boats began loading with coal at Cumberland today.

Barring accident and despite the delay in opening the canal, scheduled for March 25, more coal will come to Washington via this waterway during the season than was received last year.

These are developments of the last twenty-four hours in the canal situation, all unexpected, but promising realization of the single purpose that prompted agitation for government control of the waterway – more coal for the capital.

Federal Plans Not Disclosed

How the government proposes to cooperate with the company has not been disclosed. The only announcement made by the railroad administration was a brief statement to the effect that the United States would not take over the canal, but that it would cooperate with the present management in increasing the usefulness as a carrier.

This decision was reached after an exhaustive study of the question by the inland waterways committee appointed by

Director General McAdoo and an investigation by engineers.

Boatmen who went to work at Cumberland today will be paid the fifty-seven-and-one-half-cent rate offered by the company. This is an increase of 7½ cents a ton over what they received last year. Lockkeepers have been granted a 20 percent raise and the pay of all employees of the company has been increased.

Reason for the Delay

The canal did not open March 25 because the boatmen held out for a rate of 75 cents a ton. The government proposed mediation of the wage question, which was accepted by the company, but the men refused the offer.

Injection of the labor issue into the situation is believed to be the main reason that prompted the government to keep its hands off the canal.

Notwithstanding the delayed opening, the canal will be a big factor in preventing a coal famine here next winter, if all the boatmen go to work, as plans have been made by the company for increasing the tonnage. The increase will be effected largely by sending through to Washington boats that last year unloaded coal at intermediate canal points for shipment by rail to various designations.

About 40,000 Tons Diverted

About 40,000 tons that were diverted through rail shipments last season will come to Washington this summer by the canal. Day and night operation of boats will be urged in all cases where it is possible to obtain sufficient labor for the crews. Continuous operation will make possible three round trips between Cumberland and Washington monthly.

Three scow loads of rock mysteriously have appeared in the canal, near Sharpsburg, it was announced today, throwing up a complete barrier to traffic at that point. It has been necessary to drain off

the water to remove the obstruction. Some of these rocks were boulders weighing twenty tons each.

WP. Thu. 4/18/18, p. 4. **GOVERNMENT TAKES OVER ERIE CANAL** – Director General McAdoo last night ordered that the Erie and New York State barge canal system be taken over by the railroad administration and that a fleet of barges be constructed immediately and operated there under the direction of G. A. Tomlinson, of Duluth, Minn.

This is the first inland waterway whose operation under the railroad administration has been ordered. Within a few weeks, the director general is expected to take over several other canal systems and navigable rivers, including the Chesapeake and Ohio Canal, the Black Warrior River in Alabama and several Atlantic coast waterways.

Several hundred steel barges of about 700 tons each will be ordered immediately.

The Erie Canal system is capable of carrying 10,000,000 tons of freight a season. Grain from Buffalo and coal from Ithaca and Watkins, N. Y., will be the principal commodities transported.

DM, Fri. 4/19/18. **THE RAILROAD ADM. TO OPERATE CANAL TO FULL CAPACITY** – Conciliation may bring about a resumption of navigation on the C. & O. Canal, which has been idle for a month. Late developments show that the boatmen and the Canal Towage Co. are getting nearer to an adjustment of their freight rate differences while the statement comes from Washington that the Railroad Administration will make arrangements whereby the canal will be worked to its fullest capacity and practically the entire coal tonnage now carried by the railroad will be delivered by canal.

The report also comes from Cumberland that five boats were loaded at the Canal Towage Company's wharf there on Wednesday. These were the first boats loaded this season. The boats left for Georgetown. The majority of the boatmen still refuse to return to work although there is now only a difference of 5 cents a ton in the freight rate.

As a result of a meeting of representatives of the boatmen from Sharpsburg and directors of the Canal Towage Co. held in Washington on Wednesday the boatmen were offered a rate of 60 cents a ton for hauling coal to Washington while the boatmen, who had been holding out for a 75-cent rate, agreed to accept a 65-cent rate to Washington with a 10-cent additional rate to Alexandria and other points on the Potomac below Washington. The Canal Towage Co. had offered the boatmen a 57-1/2 cent rate. It is understood that the boatmen have given the Canal Towage Co. until Saturday to accept or reject the 65-cent rate.

The Department of Labor has undertaken to straighten out the difficulties and the Railroad Administration, through its control of B. & O., which is virtually the owner of the canal, will see to it that some amicable adjustment of wages is made under which the boatmen will resume work. The Railroad Administration gave out the following statement: "The United States Railroad Administration has not found it necessary or advisable to undertake the operation of the boats on the Chesapeake and Ohio Canal.

"However, the Railroad Administration is interested in bringing about the transportation of the largest possible tonnage of coal from the coal fields to Washington by way of the canal and to accomplish this purpose the Railroad Administration has arranged to co-operate to the fullest extent with the companies

maintaining and operating the canals, and expects that as a result a substantially increased tonnage of coal will be carried by the canal during the current year.”

WT, Fri. 4/19/18, p. 7. **C. & O. CANAL WILL BE USED TO FULL EXTENT FOR COAL.** - Although the United States railroad administration will not formally take over the Chesapeake and Ohio canal, running between here and Cumberland, Md., it will "co-operate" to the fullest extent with the company now maintaining and operating the canal for the purpose of bringing to this city all the coal that can be transported via this waterway.

The official announcement to this effect was made at Director General McAdoo's headquarters today. It is as follows:

"The United States railroad administration has not found it necessary or advisable to undertake the operation of the boats of the Chesapeake and Ohio canal.

To Relieve Railroads.

"However, the railroad administration is interested in bringing about the transportation of the largest possible tonnage of coal from the coal fields to Washington via the canal.

"It is to be assumed that under private management the railroads reaching Washington preferred to handle the coal by rail, but under existing conditions the railroad administration is anxious to relieve the railroads to the greatest possible extent of the burden of carrying to coal tonnage needed by Washington and its vicinity.

"To accomplish this purpose the Railroad Administration has arranged to co-operate to the fullest extent with the company maintaining and operating the canal, and expects that as a result a substantially increased tonnage of coal will be carried to Washington by the canal during the coming year."

Although the statement explains the intention not to operate the canal by the Government it was admitted by officials who issued the statement that the Railroad Administration will have a pretty strong hand in its operation during the coming year.

Meaning of Co-operation.

By "co-operation" it is meant that the Railroad Administration will give financial assistance to the canal company and the Government will naturally not put out money anywhere it does not at the same time maintain close supervision.

Officials of the Railroad Administration have ascertained that it may not be possible to secure from the coal fields around Cumberland more than 150,000 tons of coal for shipment here via the canal, but it is the purpose of these officials to have Baltimore and Ohio trains haul coal to Cumberland for canal boats from West Virginia and Pennsylvania.

The canal is controlled by the Baltimore and Ohio railroad, which is operated by the Railroad Administration, and the close connection between the Railroad Administration and the canal will not be lost sight of.

ES, Fri. 4/19/18, p. 16. **INCREASED TONNAGE FOR C. & O. CANAL.** – Backed by the government’s promise of co-operation, the Canal Towage Company today is making active plans for greatly increasing shipments of coal from Cumberland via the Chesapeake and Ohio Canal,

New boats are to be placed in service as fast as the labor for building them can be obtained. Storage facilities for the increased shipments are to be provided.

While the government has not taken over the canal, it is standing back of the present operating company in such a way as to assure as big an increase in tonnage as

though Uncle Sam were operating the waterway.

Despite the fact that the strike of boatmen has delayed the opening of the canal nearly a month, it is considered certain that shipments from now until the end of the boating season will total at least 40,000 more tons than were brought in over the waterway last year.

Four boats laden with coal left Cumberland for Washington yesterday and others are due to leave today. Capt. I. A. Crampton has been placed in command of a new boat which is expected to be the first to reach here, early next week.

Boatmen living at Sharpsburg are still on strike, but it is hoped they will decide to return to work in the next day or two.

DM, Sat. 4/20/18. **BOATMEN ACCEPT NEW FREIGHT RATE AND ALL ON MOVE** – The freight rate question has been settled and navigation on the C. & O. Canal will be resumed at once. All of the boats on the waterway between Cumberland and Washington will be on their way to the former place by the first of the week, to be loaded with coal.

Boatmen last evening received word that the Canal Towage Co. had agreed to give them a 60-cent rate for hauling coal to Washington, a 10-cent additional rate to Alexandria and other river points below Washington and half of the back trippage. The boatmen accepted the proposition and began equipping their boats to leave on their initial trip. A number of boats left Sharpsburg, Williamsport, Hancock and other places today.

The Railroad Administration of the government had a hand in settling the rate question.

ES, Sun. 4/21/18, p. 11. **STRIKE OF BOATMEN ON CANAL IS ENDED** –

Strike of boatmen on the Chesapeake and Ohio canal came to an end yesterday and this ancient waterway from now until winter is going to be utilized to the fullest extent possible for coal shipments to Washington.

The Canal Towage Company boosted its wage increase offer to 60 cents a ton; the boatmen accepted it and traffic will start in earnest by not later than Tuesday.

Despite the month's tie-up of the canal caused by the strike, officials of the company say that, with the new boats to be built and the co-operation promised by the government, shipments of coal via the canal during the remainder of the season should be at least 40,000 tons greater than the total shipments of last year.

Arguments Over Wage Issue

While four boats loaded with coal in Cumberland last week, the big majority of the boatmen who reside at Sharpsburg did not adjust their wage controversy with the company until yesterday. Their original demand was for a 75-cent rate. The company offered 57½ cents and stood pat on this offer, claiming that even that rate would cause it to operate at a loss of several thousand dollars.

After the inland waterways committee, had made an unsuccessful effort to arbitrate the matter and the government announced it would not take over control of the canal, the company decided to offer the men a rate of 60 cents a ton, with 10 cents a ton additional on all shipments to points below Alexandria and one-half of all back freight after payment of canal charges.

This offer was considered by the boatmen at a meeting in Sharpsburg Friday night and formally accepted in a telegram sent to Manager Nicolson of the company yesterday. The boatmen last season were paid 50 cents a ton.

Suggestion Made by *The Star*

The Star was the first to suggest utilization of the canal as a war measure, to

increase the local supply of coal and relieve the strain on the railroads. Many civic associations endorsed the suggestion and the inland waterways committee sent Maj. Stewart of the Army along the canal route to investigate the feasibility of increasing shipments of coal.

The net result of this agitation, it was pointed out last night, has not been that the government has taken control of the canal, but rather that it has assured the present operating company of its co-operation to the end that Washington will receive many thousand more tons of coal than came down from Cumberland by water last season.

More boats are to be built and put in operation this season by the present management; facilities for receiving the coal here are to be provided, and the canal is to take on a new lease of life which promises to benefit the government and Washington generally. Not only are the boatmen to receive increased pay, but the company voluntarily has put into effect a 20 percent raise for locktenders and other employees.

WT, Wed. 4/24/18, p. 10. **COAL FOR CAPITAL NOW IS EN ROUTE ON C. & O. CANAL.** - Hagerstown, Md., April 24. - Navigation on the Chesapeake and Ohio Canal between Cumberland and Washington has been fully resumed following an adjustment of the disputed freight rate between the boatmen and the Canal Towing Company, the boatmen accepting a 60-cent rate for hauling coal to Washington, with an additional rate of 10 cents a ton for coal hauled to Alexandria and Indian Head and half of the receipts from back trippage.

Every boat fit for use is in service on the canal, and from three to five boats are being loaded daily at Cumberland for Washington. The first boat carrying a cargo of coal is now on its way to the latter city.

Owing to high water in the Potomac river, which has been swollen about twenty

feet, boats have been temporarily stopped for two days, but the river stage is falling, and boats now are moving all along the waterway.

WH, Fri. 4/26/18, p. 12. **WAR IMPROVES CANAL SYSTEM - From Cumberland to Washington.** - Director General McAdoo is to authorize, if he has not already done so, the government's operation of the Chesapeake and Ohio Canal, which is the largest waterway constructed after the Erie Canal was built, so that upon this waterway may be carried coal from the regions in Cumberland, to the Potomac River at or near Washington.

Furthermore, under governmental authority, it is proposed to build a large fleet of canal barges for navigating the Warrior River in Alabama, so that large amounts of coal can be transported from the bituminous regions of the South to the Gulf ports where the coal can easily be placed upon steamships.

Last winter, when the railroads were congested and last summer before there was full appreciation of the danger of the shortage of coal, and of freight congestion, some of the men who look far ahead were persuaded that the government should utilize for additional transportation facilities all of the existing inland waterways during the open season which lasts usually about eight months, and furthermore should improve the waterway facilities.

These improvements and the utilization of existing waterways, artificial and natural, should, in the opinion of the authorities, prove of the utmost value after the war is ended. It is certain that there will be very great demand for transportation and distribution facilities whereby our commodities can be moved to the markets and to the seaports, especially those commodities which will enable the United States fairly well to compete with Great

Britain for the world's trade after the war is ended.

The president of the United States Chamber of Commerce, R. G. Rhet, was recently informed by Richard H. Edmonds, who has made a careful study of transportation facilities, that "inadequate transportation facilities have shackled the very life of the nation, and if we could overnight spend \$5,000,000,000 in the enlargement of railroad mileage, railroad terminals and rolling stock, we still would not have the facilities equal to the needs of the hour."

This being so, it is inevitable that if we are to meet our opportunities, transportation facilities by water, by improved highways, and particularly by the development of the motor truck, is of the utmost importance at this time and will be of equal importance after the war is ended.

DM, Thu. 5/2/18. **PEOPLE ARE SORE ON LOSS OF CANAL AS COAL HAULER** – Notwithstanding the efforts of the commercial organizations of both Cumberland and Washington, the plan to develop the canal, so that its carrying capacity would be materially augmented, has been virtually abandoned by the government.

The lack of interest on the part of the government authorities in the canal will probably cause consideration dissatisfaction and criticism in Maryland and in Washington and there will be great disappointment among those who confidently expected that something would be done to develop the waterway.

"While, of course, it is extremely difficult to secure any definite action in view of the public statement of the Director General that it has not been found necessary or advisable to undertake the operation of the boats on the canal," said Representative Zihlman to The American's representative

today, "at the same time, I feel it is of supreme importance that every transportation facility be utilized in order to relieve the pressure on the railroad lines for the country and I shall press on the Railroad Administration and the Inland Waterways Commission the feasibility of utilizing the Chesapeake and Ohio Canal."

ES, Thu. 5/2/18, p. 15. **GOVERNMENT COAL YARD IS UNDER**

CONSIDERATION – Provision for establishment of a coal yard to supply the government establishments in Washington and to be used as a reservoir from which residents of the District can be supplied in an emergency is being considered in the sundry civil bill by the House appropriations committee. This fact was brought out on the floor of the House today by Chairman Sisson of the subcommittee on District appropriations.

Representative J. Hampton Moore of Pennsylvania received this reply from Representative Sisson when he asked whether any arrangements are being made for storing coal in the District for next winter. Representative Moore also brought out the question of bringing coal into Washington by the Chesapeake and Ohio canal and prospects for arresting the smoke nuisance. Representative Moore secured unanimous consent to extend in the Record his remarks in regard to the smoke nuisance in Washington.

In reply to a question from Representative Moore, Mr. Sisson said he understands that the District commission is now making arrangements for an adequate coal supply. He said also that he understands the residents of the District will be allowed to purchase coal from the government-owned yards when the local coal dealers are unable to meet requirements in District homes.

Sun, Tue. 5/14/18, p. 5. **BARGES FOR TRAFFIC RELIEF** – As a result of recommendations of Representative John B. Small, chairman of the Committee on Rivers and Harbors, the Committee on Inland Waterways of the national Railroad Administration has been ordered by Director-General McAdoo, it was announced in a *Sun* dispatch from Washington yesterday, to visit Baltimore, Philadelphia, Trenton, New York, Norfolk and other cities near the Atlantic Coast, to determine now extensively barge traffic on the canal along the coast can be developed to help relieve the burdens of the railroads.

If sufficient interest in barge traffic is found this committee, which is in sympathy with the idea, will recommend to Mr. McAdoo the building and establishment of barge routes on the canals and inland waterways along the Atlantic Coast from New York to Jacksonville. The plan will involve the Government operation of the Chesapeake and Delaware Canal.

Representative Small, discussing the movement to use barges to relieve the railroads of certain bulky freight, said it is fast becoming apparent that the nation's waterways must be utilized if there is to be no check on production and distribution.

DM, Tue. 5/21/18, p. 1. **NEW CANAL BOATS TO HAUL COAL FOR WINTER SEASON** – Greater utilization of the canal for coal movement from Cumberland to Washington has been ordered by the Railroad Administration.

A number of new boats are to be built and placed in service on the waterway as quickly as possible and the general coal movement is to be speeded.

Control of the canal is exercised by the Railroad Administration through B. & O. ownership of a majority of the stock of the canal company.

The new boats are to be built, owned and loaded by the Consolidation Coal Company of Cumberland.

By this means, the canal is to be utilized to the full as a coal carrier, without the taking of direct control and operation by the Railroad Administration.

All available boats on the canal are now in service, however, hauling coal to Williamsport, Georgetown and as far as Indian Head.

WH, Tue. 5/21/18, p. 12. **MORE COAL BY C. & O. CANAL PROVIDED FOR Increased Transportation by This Means, McAdoo's Plan.** - Greater utilization of the Chesapeake and Ohio Canal for the transportation of coal will result shortly from developments being made in the transportation facilities of the canal, discussed at a meeting yesterday of Director General of Railroads McAdoo and his fellow members of the Railroad Administration.

The developments, consisting mainly of the building and placing in service as soon as possible of many new boats, will be made by the canal company and not with funds of the Railroad Administration. The majority of the stock of the canal company is in the hands of the Baltimore and Ohio Railroad, through which the canal is controlled by the Railroad Administration.

The Consolidation Coal Company, of Cumberland, will build, own and load the new boats, thereby providing for the full utilization of the canal as a coal carrier, without necessitating the direct control and administration of the canal by the Railroad Administration.

All the available boats on the canal are now in operation, hauling coal from Cumberland to Williamsport, Georgetown, and as far as Indian Head.

ES, Wed. 5/29/18, p. 2. **MORE COAL HERE IN MAY** – More coal has been brought to Washington via the Chesapeake and Ohio canal during the present month than was conveyed here by barge in May last year.

This is attributed to the diverting of shipments from Williamsport to Washington and the active cooperation the government is giving the canal company in providing facilities for loading and unloading coal.

Although the strike of boatmen delayed the opening of the canal a month, several thousand more tons of coal will come to the capital over this waterway than were received last year, if shipments continue at the present rate, it is stated.

New barges are being built as fast as possible, but a shortage of labor is making progress in this direction difficult.

WP, Mon. 6/3/18, p. 2. **BOY SWIMMER LOSES LIFE.** - Apparently seized by a cramp while swimming in the Chesapeake and Ohio Canal about half a mile above Aqueduct bridge yesterday, F. A. Carpenter, a 16-year old boy, sank and drowned before assistance could reach him. His body remained imbedded in the mud at the bottom of the canal until it was recovered with grappling hooks by William Reynolds.

Carpenter has been in Washington but two weeks, coming here with his parents, who live at 620 Sixth street northeast.

ES, Sun, 6/9/18, p. 6. **ALONG THE RIVER FRONT – Arrivals** - . . . tug Winship, from Indian Head with a tow of light coal boats bound up the Chesapeake and Ohio canal.

DM, Thu. 6/20/18. **JOHN W. BURGESS, C. & O. CANAL MAN, DIES AT HANCOCK** – John W. Burgess, a prominent resident of Hancock, and

superintendent of this section of the C. & O. Canal, died at his home in that place of pulmonary tuberculosis, aged 74 years. He had been ill about ten weeks. The deceased was born in Winchester, October 7, 1844, and was a direct descendent of Col. William Burgess, of England, who came to this country in 1650 and was given his commission by Lord Baltimore.

He was at school in Winchester preparing for a professional career, when the Civil War broke out and enlisted in the Confederate army. He enlisted at Richmond in 1862, in the Baltimore Light Artillery, under Captain Brockenbrough, of Lexington. The company was composed principally of Maryland men. They formed a part of Stonewall Jackson's command. Mr. Burgess' first engagement was at Republic, where he received a slight wound. He followed the fortunes of war through various battles including Gettysburg and South Mountain. On one march his company went 300 miles without a halt – from Staunton to Bridgeport, Pa. Mr. Burgess was promoted at New Market to the rank of sergeant, was nearby when General Jackson was killed and continued in active service until the close of the war.

After the army had disbanded, Mr. Burgess went to Winchester and six months later to Williamsport, where he was foreman in a factory until 1871. He went to Hancock to assume the position he held at the time of his death. He was with the C. & O. Canal Co. for 47 years. He was a staunch Democrat, a Mason and a K. of P.

He was married in 1881 to Mary, daughter of Benjamin and Mary Bottman. Besides his widow, he is survived by a daughter, Mrs. Edgar Henry, two grandsons, John Burgess and Charles Henry, all at home, and one brother, Abram S. Burgess and a sister, Mrs. Jaqueline Beall, both in Missouri.

The funeral took place this afternoon in charge of the Masonic fraternity, with the local Knights of Pythias in attendance. Interment in the Presbyterian cemetery.

PLAN TO BOOST THE C. & O. CANAL AS COAL CARRIER – Following a conference Wednesday with officials of the C. & O. Canal, Representative Zihlman decided to take up with the Railroad Administration further the subject of increasing the carrying tonnage of the canal, so that the fuel needs of Washington and vicinity, so far as possible, can be supplied from the Cumberland coal fields. The plans made early in the year for the development of the canal seem to have gone aglimmering, although, it is shown that there has been a larger movement of coal to Washington from Cumberland during the month of May than in May a year ago, but by no means enough to materially supply Washington and the territory included in Washington which could receive coal from Cumberland if there were satisfactory transportation facilities.

The Railroad Administration promised assistance to the canal company, but so far the only occurrence has been to a certain extent to expedite unloading at Washington. While this is appreciated by the canal company, it is stated that it was the expectation that the assistance would assume the form of adding to the number of boats on the canal.

Representative Zihlman, in the letter which he will address to Director General of Railroads McAdoo, will call attention to the fact that there are only 76 boats operating on the canal, and that while the tonnage carried in May – 20,000 tons – is an increase over that carried in May 1917, it is by no means an appreciable increase or one that will benefit Washington or Cumberland to any substantial degree.

Representative Zihlman will urge that assistance be extended the company in

the building of new boats that can be put in operation by August 1, or thereabouts, and he will also suggest that the Railroad Administration use the facilities or influence it has or that of the Shipping Board to locate canal boats in the Eastern section of the country that can be brought to the Maryland waterway and put in operation at an early date. Disappointment has been expressed on all sides at the failure at the government to increase the carrying capacity of this canal, which it is declared is capable of hauling 500,000 tons of coal to Washington during a summer season by the mere increase of the fleet and prompt loading at Cumberland and unloading at Washington.

DM, Fri. 6/21/18. **BODY OF MAN IS HINDRANCE WHEN CLOSING A LOCK** – Finding it impossible to close a paddle of one of the locks of the C. & O. Canal, near North Branch, about noon today, Mrs. Anna Chaney, one of the lock attendants, made an investigation, to find that the body of a man who was later identified as Daniel Troxell, about 60 years old, formerly of Cumberland, had been washed into the lock and wedged against the paddle. Troxell had been in the water only a short time for Mrs. Chaney said she had talked to him twenty minutes before she made the discovery. it is not known how he fell into the water.

The body was taken to Cumberland and viewed by the county coroner, who began an investigation of the circumstances leading to his death. Troxell left Cumberland several weeks ago to take employment in an orchard near North Branch. He went to North Branch about 6 o'clock last night and this morning spent his time near the canal at a point near where the body was found.

Since the death of his mother some time ago, Troxell had no regular occupation.

WT, Sat. 6/22/18, p. 13. **CHESAPEAKE AND OHIO CANAL VETERAN DIES.**

Hagerstown, Md., June 22. - John W. Burgess, for forty-seven years superintendent of this division of the Chesapeake and Ohio canal, died at Hancock at the age of seventy-four years. Mr. Burgess was born at Winchester, Va., and enlisted at the age of nineteen in the Confederate army. He was nearby when Gen. Stonewall Jackson, under whom he served, was killed. He served through the war, being wounded once. He is survived by a widow and a daughter.

ES, Sat. 6/22/18, p. 4. **CANAL-BOAT LACK IMPAIRS UTILITY** – Renewed effort to bring about increased coal shipments to Washington via the Chesapeake and Ohio canal is being made by Representative Zihlman of Maryland and others, who believe that full utilization of the waterway might prevent a coal famine in Washington next winter.

In a letter to Secretary McAdoo, Mr. Zihlman points out that while the government has co-operated with the canal company in the matter of facilitating the loading and unloading of boats at Cumberland and Washington, it has done nothing to increase tonnage on the canal.

Decrease in Tonnage

“During the past month,” he states, “there was brought to Washington about 20,000 tons of coal. If the towage company can continue to haul this amount during the entire boating season there will be brought to Washington not more than 140,000 tons of bituminous coal, which is less than the amount hauled during the past season.

“I therefore deem this matter of sufficient importance to justify the government in taking such steps as will considerably increase the tonnage of this water route.

More Boats Needed

“This could be done by having a number of new boats built, as I understand the uncertain labor conditions have prevented the canal towage company from adding to the number of boats in operation. There are at present but seventy-six boats engaged in hauling coal from Cumberland to Washington, which is just about the number engaged in transportation last year.

“With government aid it would be possible to increase this number, either by building new boats or by making alterations and repairs on boats which have been discarded by other and more modern waterways.

“I would be grateful if you would advise me as to whether the railroad administration has any plans under advisement to augment the present tonnage on this waterway, and if in your opinion it is possible to increase the tonnage hauled by the methods outlined above.”

WH, Sun. 6/23/18, p. 9. **Two Deadly Weapons.** Jim Cissell is a lock tender on the C. & O. Canal in Georgetown.

He keeps a pistol around most of the time to shoot at the German carp. These carp hang out in the canal and eat the bait that Jim throws overboard for the elusive catfish.

It was too dreary to fish on Friday and so Jim got out his bottle and drank himself to sleep.

He was walking down Twenty-sixth street at the time and he dropped right in his tracks.

Policeman Thompson came along. He saw Jim. At first the policeman thought of sending for the morgue wagon, but a whiff of the atmosphere around Jim changed his mind.

The patrol wagon came instead. When they searched Jim at the station he still had his pistol, all loaded and ready for business.

There is hardly anything worse than a loaded man with a loaded pistol.

That is Judge Mullooney's opinion of it anyhow.

Jim is rather old. He ought to have known better. But since the law is no respecter of persons, old or young, the court had to punish him.

Judge Mullooney fined him \$125.

ES, Thu. 6/27/18, p. 3. **NEW BOAT FLEET FOR C. & O. CANAL** – A big fleet of new boats is to be put in operation on the Chesapeake and Ohio canal next month.

This became known today, following an inspection trip made over the canal by President Daniel Willard of the Baltimore and Ohio Railroad Company, which controls the waterway linking Washington with the coal fields at Cumberland, Md.

The increased tonnage will be provided as a result of cooperation between the government and the canal company. It is understood that twenty additional boats will be in operation before the end of July, and that the tonnage will be still further increased during the season and next year, until the canal becomes a much greater factor in supplying the coal needs of Washington and the government.

Representative Zihlman of Maryland recently wrote Secretary McAdoo urging the placing in service on the canal of an increased number of boats. Mr. Willard left Cumberland in a launch and spent three days making the trip to Washington. No formal announcement has been made as to the plans for increased utilization of the canal, but it is known that they provide for increasing shipments of coal of Washington by several thousand tons.

DM, Fri. 6/28/18, p. 1. **NEW BOAT FLEET FOR C. & O. CANAL WILL COME SOON** – A big fleet of new boats is

to be put in operation on the Chesapeake and Ohio canal next month.

This became known following an inspection trip made over the canal by President Daniel Willard of the B. & O., which controls the waterway linking Washington with the coal fields at Cumberland.

The increased tonnage will be provided as a result of co-operation between the government and the canal company. It is understood that twenty additional boats will be in operation before the end of July, and that the tonnage will be still further increased during the season and next year, until the canal becomes a much greater factor in supplying the coal needs of Washington and the government.

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WH, Fri. 6/28/18, p. 3. **20 NEW CANAL BOATS FOR COAL ON C. & O.** - Following an inspection made yesterday of the Chesapeake & Ohio canal by Daniel Willard, of the Baltimore & Ohio Railroad Company, it was made known that a new fleet of boats is to be put in operation on the canal.

It is understood that twenty new boats will be in operation by July 1. The tonnage of the canal fleet will be still further increased until the waterway becomes a greater factor in supplying the coal needs of Washington and the government.

No announcement has been made as to the plans for the further utilization of the

canal, but it is known that they provide for increasing the shipment of coal to Washington by thousands of tons.

DM, Sat. 7/6/18. TEN BOATS COAL LOADED DAILY ON THE C. & O.

CANAL – While increased shipments over the C. & O. Canal on the part of the Canal Towage Company are anticipated in the near future, up to the present the coal tonnage does not differ much in amount over that of former seasons. James P. Metz, superintendent at Cumberland stated that about ten boats were leaving the Cumberland port per day, carrying a total tonnage of about one thousand tons.

Mr. Metz, when asked about the report that some twenty new boats are to be built, said that he knew nothing about the matter other than what he had seen in the papers.

“However,” said Mr. Metz, “we are building new boats in the local yard all the time and two boats are now being constructed in the local yard, and are both nearly completed.”

The bulk of the coal now going over the canal is consigned to the government in Washington, presumably for use in the navy.

Boating has been further stimulated by another recent increase in freight rates granted the boatmen, who are being urged to make all possible speed on their trips between Cumberland and Washington and intermediate points.

WT, Sun. 7/7/18, p. 8. CUMBERLAND COAL FLOWING INTO D.C. BY C. & O. CANAL. - A greatly increased supply of George's Creek coal, the finest steaming coal known, will soon be coming to Washington over the Chesapeake and Ohio canal.

Traffic over the waterway is being speeded, and additional boats are to be placed in service as rapidly as they are

completed. Two boats are ready for launching at the yards below Cumberland, and crews are ready to take them out in the coal trade.

Shipments over the canal show no material increase over those of last year and the year before. An average of ten boats a day leave Cumberland, and practically all of them are consigned to Washington.

Most of the coal, however, is going to the navy, and much of it is being stored at Indian Head and not unloaded at Georgetown. The boats are carried out into the river and towed to Indian Head by powerful navy tugs. Traffic to Williamsport and intermediate points is lighter than usual, and but little else than coal is moving, though a number of wheat cargoes have been brought in to a Georgetown flour mill.

The present type of barge in use on the canal carries from 100 to 120 tons of coal a trip, depending upon the "trimming" of the boat. Georgetown consumers, including one of the big power companies, is taking much of that which is unloaded at Georgetown.

The increase in shipments contemplated by officials will come through the construction of new boats. The Canal Towage Company will build a fleet of twenty craft for this purpose. New boats are being built in the company's yards all the time and two boats are now ready to be launched.

Boating on the canal has been further stimulated by the report that the boatmen recently have received an additional increase in freight rates for hauling coal to Washington and intermediate points along the waterway.

The canal will be kept open longer this season than in previous years to increase shipments of coal to Washington.

DM, Sat. 7/13/18, p. 1. BIG CRANE FALLS INTO C. & O. CANAL

CRUSHING WHARF – Without warning the big traveling crane on the C. & O. Canal wharf of Steffey & Findlay, at Williamsport, toppled over and fell into the canal Friday afternoon and several men narrowly escaped being badly hurt. The crane, which weighs about thirty tons, was being used to load iron on a car from a boat. The boom was in the opposite direction from the canal when the crane began to sway in the other direction and as it went over the ponderous weight of the machine crushed the wharf carrying part of the stone wall into the canal.

John A. Conley, who was guiding the boom and arranging the hooks, was struck on the side of the head when the crane went over, but he was not seriously hurt. The obstruction did not interfere with the passage of boats. The W. M. wrecking crane from Hagerstown was used to hoist the crane from the canal and replace it on the tracks.

WP, Thu. 7/18/18, p. 3. **Death of Charles Eichelberger.** - Harpers Ferry, W. Va., July 17. - Charles Eichelberger, aged 62, died this morning at his home in Maryland near this place. He was carpenter foreman on the Chesapeake and Ohio Canal for many years. He is survived by his wife.

ES, Mon. 7/22/18, p. 2. **INCREASED SERVICE ON CANAL ORDERED** – Increased utilization of the Chesapeake and Ohio canal, suggested by *The Star* shortly after the outbreak of the war as a means of increasing coal shipments to Washington, and to that extent relieving the car shortage situation, is to become a reality by order of the railroad administration.

The government has decided that the historic waterway connecting the nation's capital with the coal fields at Cumberland, Md., must do its bit in the war, and has ordered the construction of new barges to be

placed in service on the canal before the end of summer.

Contract for the additional tonnage has been awarded the Elizabeth City Shipyard Company of Elizabeth City, N. C. Three boats are now on the ways. Keels for two others will be laid this week.

The first fleet of five barges will be towed up the river to Washington about the middle of August. It will be followed by a second fleet of five barges two or three weeks later. An additional ten boats will be delivered probably before the end of September.

Improves Fuel Prospects

This will make a total of twenty new boats, with a combined coal-carrying capacity of 2,500 tons, to be placed in service during the present year. Others doubtless will be built for next season, if the government decides the investment warranted.

On the heels of the administration's decision to make the canal a more useful transportation facility came the announcement today that the waterway will not end its present season before the middle of December. Generally, the season ends before Thanksgiving. It is planned also to begin spring operations a month earlier than usual.

With the increased tonnage and the extended period for operations, the canal is expected to be the means of bringing fully 150,000 tons of coal to Washington this year, the bulk of which will be used by the government at the navy yard, Indian Head and Potomac river stations. Local public utilities and private corporations will be assigned no small part of the fuel.

Releases Cars for Hard Coal

Next year's shipments, it is anticipated, will go far beyond this figure.

Advantages to be reaped by Washington citizens from this increased utilization of the canal will develop through

the releasing of cars for transporting hard coal here. Only bituminous coal with excellent steaming qualities is mined in the Cumberland region. The canal, while not contributing directly to the coal bin of the householder, indirectly serves this purpose by freeing a large number of cars for carrying coal from the anthracite fields.

While the government has decided to take hold of the canal with a firm grip and make it do a valuable work in the war, it will not disturb the present management, which is vested in the Canal Towage Company. It has been the government's policy from the outset to co-operate with the company, and there is no intention to depart from this course.

The new boats, while owned by the government, will be turned over to the company for operation. What ultimate disposition will be made of them is something that may not be determined until after the war.

Hustling Barge Construction

Maj. John Stewart of the United States Engineer Corps, who has been assisting the inland waterways committee since its appointment by Secretary McAdoo, a few months ago, and who has made extended investigations of the possibilities of canal and inland waterway development as a war measure, yesterday inspected the barges which are under construction at Elizabeth City. The contract for this work was let only July 3, but the contractor is three weeks ahead of schedule.

Elizabeth City is located about fifty miles south of Norfolk. Limitless quantities of North Carolina pine are close at hand. This wood is used principally in the construction of the canal boats.

The company's ways are located on the south bank of the Pasquotank river, in the outskirts of Elizabeth City. It will be an easy matter to tow the boats by way of

Albemarle sound to Norfolk and thence up the river to Washington.

Barge May Bring Foodstuff

Elizabeth City is surrounded by thriving trucking and farming areas. The canal boats may christen their maiden voyages by bringing cargoes of foodstuffs to Washington.

Each barge has a cargo capacity of 125 tons. If food is not brought, lumber or other materials needed in the capital may be shipped here by the future canal carriers.

Arrangements are being made by the Canal Towage Company for crews to man the new boats. The canal skippers are now compensated at the rate of 70 cents a ton on shipments from Cumberland to Washington, an increase of 20 cents a ton over last year.

Lock tenders this month were given \$5 a month increase. This makes a total increase for the year for these operatives of \$10 a month.

Trade Between Two Cities

Now that the government has indicated its belief in the possibilities of the canal, there is expected to be a revival of efforts on the part of Washington and Cumberland business men to work up a general trade between the two cities by means of the waterway. Most boats return empty, but plans for providing return cargoes have been considered by a joint committee of the Washington and Cumberland chambers of commerce.

One of the ardent boosters of the canal is Representative Frederick N. Zihlman of Maryland, who was untiring in his efforts to bring the possibilities to the attention of Director McAdoo. Representatives J. Hampton Moore of Pennsylvania, John H. Small of North Carolina and other members of Congress have urged a greater utilization of the canal.

District civic organizations in great numbers have passed resolutions asking the government to restore the waterway to its

former usefulness, which largely was destroyed by the Baltimore and Ohio Railway Company, its former competitor.

ES, Sat. 8/3/18, p. 10. **ROD AND REEL** – Jack Speaker, one of the most popular locktenders along the Chesapeake and Ohio canal, is doing a little fishing in front of his home. “Capt. Jack,” as his friends call him, has picked out a few bass, but his wife has beaten his record.

“One day last week,” according to John Martin, “a disappointed angler gave Mrs. Speaker two madtoms he had left when he started home. She baited her hook and dropped it overboard, and as soon as the bait touched the water a fish grabbed it.

“Mrs. Speaker pulled the bait from the fish,” he added, “Quickly returned it to the canal and caught a bass weighing one and one-half pounds.”

That was only one of the many bass she has caught this season.

WH, Sat. 8/3/1918, p. 4. **BIG FUTURE FOR CANAL UNDER CONTROL PREDICTED.** - The canal system along our Eastern seaboard south of New Jersey is available for immediate utilization and is being so employed. All of these more southern waterways have a direct and most essential relation to the Cape Cod and New York barge canals in any plan contemplating the formation of a complete and effective system of inland water transportation.

A waterway which the Federal government has taken over as a railroad-controlled enterprise is the Chesapeake and Ohio Canal, which parallels the Potomac River between Cumberland and Washington and is under the Baltimore and Ohio Railroad through ownership of a majority of one of its bond issues. The service of the canal is limited to the carriage of bituminous coal to the National Capital in barges holding about 100 tons. In this case the

Railroad Administration has decided not to interfere with the existing operation of the canal; but it may, to some extent, encourage the enlargement of its service.

DM, Fri. 8/16/18. **TRAFFIC HALTED BY BREAK IN THE CANAL AT DAM 4.** – Traffic below Williamsport on the canal was at a standstill because of a break in the canal at Dam No. 4. The break was likely caused by an overflow, but any details as to the break are unobtainable since all telephone service to that section was out of order this morning.

G. L. Nicholson, general manager of the canal, from Washington, came to Williamsport from Cumberland on a boat, dismounted at Williamsport and took a car to the dam. He will investigate the trouble.

Men were at work on the break and it is expected that it will be repaired in little time.

WP, Sat. 8/17/18, p. 3. **Break in Dam Ties Up C. & O. Canal.** - Hagerstown, Md., Aug. 16. - A bad break on the Chesapeake and Ohio Canal at dam number 4, near Williamsport, has caused a suspension of navigation on the waterway. General Manager George L. Nicholson, Georgetown, has come to Williamsport and is directing the repairs.

DM, Fri. 8/23/18. **20 NEW BARGES ORDERED BUILT FOR C. & O. CANAL** – Twenty new up-to-date barges with a coal carrying capacity of 2,500 tons will be placed on the C. & O. Canal by the Railroad Administration, and this will mark the real beginning of the development of this waterway between Washington and Cumberland for its greater utilization in coal carrying and ultimately other transportation service.

The first of the 20 boats will be put on the canal about the middle of August.

About the first of September five more will be completed and placed in service, and before the end of September an additional 10 boats will be added to the fleet.

The Railroad Administration has let the contract for the building of the boats to the Elizabeth City Shipyard Company, of Elizabeth City, N. C., and work has already begun, three boats being on the way and keels for two other scheduled to be laid this week.

Last spring an agitation for the greater utilization of the waterway was begun. Several weeks ago an investigation proved that the plans for the development of the canal had apparently been overlooked and the matter was taken up with the Railroad Administration and suggested that boats could be obtained at a few weeks' notice. The suggestion was investigated by the administration with the result that the contract has been let and 20 boats will be actually added to the fleet for this season's work.

Each one of the boats will have a cargo capacity of 125 tons of coal. They also can be used for other commodities. They will probably be used on the trips from Washington to Cumberland with miscellaneous cargoes.

It is stated that arrangements are being pushed by the Canal Towage Co. for crews to man the new boats.

WP, Fri. 8/23/18, p. 12. **One hundred girls will take a** moonlight ride on the canal to Glen Echo and return this evening, under the auspices of the Y. W. C. A. The Bartholdi will leave from the Aqueduct Bridge, 36th and M streets northwest, at 6 o'clock.

WP, Mon. 9/2/1918, p. 6. **City Briefs.** The Ohio Girl's Club gave an excursion to Great Falls yesterday by way of the Chesapeake and Ohio Canal. The boat left at 10 o'clock and returned about 9 o'clock

last night. Each girl was hostess to one Ohio soldier.

WH, Fri. 9/6/18, p. 3. **French Army Captain Will Address Y. W. C. A.** – Capt. A. Dubois, of the French army, will speak of his experiences in the war, at the Country Club of the Y. W. C. A., 3901 Wisconsin avenue northwest, tomorrow evening at 8 o'clock.

A boat ride for fifteen miles up the canal to Great Falls and return will also be conducted tomorrow by the Y. W. C. A., giving an opportunity for seventy-five girl war workers to see the picturesque old canal, with its old-time canal boats, which are still drawn by mules, driven along the towpath. The boat will leave the Aqueduct Bridge at 2:30 and return by 10 o'clock.

ES, Fri. 9/13/18, p. 2. **C. & O. CANAL UNDER FEDERAL CONTROL** – The Chesapeake and Ohio canal, connecting Washington with the coal fields at Cumberland, Md., formally was taken over today by the new division of inland waterways of the railroad administration, successor to the inland waterway committee.

Five government-owned barges built at Elizabeth, N. C., will be towed to Washington next week and placed in service on the canal. Five other boats will come up later in the month.

G. A. Tomlinson, member of the former inland waterways committee and recently federal manager of the New York and New Jersey canals, who has been appointed director of the inland waterways division, has arrived in Washington and taken charge of the office at 6th and G streets.

Development Expected

Development of inland waterway transportation is expected to proceed rapidly from now on. The powers of the new division will be much greater than those of

the committee, which served in an advisory capacity.

While the committee was in existence it brought the New York State barge, Chesapeake and Ohio, Delaware and Raritan canals, the Mississippi from St. Louis to New Orleans, and the Warrior river and communicating waterways under federal control.

It is expected that other canal and waterways will be added to this list by the new division, which will at once consider plans for greatly increased inland waterway transportation.

Col. John Stewart, who was a major in the Engineer Corps of the Army at the time he was assigned to the inland waterways committee, following its creation last February, expects to leave tomorrow for North Carolina, where he will arrange for the towing of the government barges to Washington.

Route Inspected Last Spring

Col. Stewart made an inspection of the local canal by motorcycle last spring, and it was due to his recommendations that the government decided to put this waterway to work as a coal carrier during the war. But for the government's action the canal, it is believed, would have been beset by difficulties that would have made its operation this year practically impossible.

Eighty-four boats are now being operated on the canal and it is planned to keep shipments moving until the middle of December, if weather conditions permit. The season ended in November last year.

There is a probability that the government will make other additions to the canal [illegible].

DM, Sat. 9/14/18. **CANAL TAKEN OVER BY GOVERNMENT TO BOOST COAL ALONG** – On a bill introduced some time ago, the C. & O. Canal was taken over by the Government.

An effort was being made to press this bill as an emergency measure, but Director General of Railroads, William G. McAdoo, held that he had authority under existing law to take over and operate inland waterways as well as railroad lines.

Several surveys were made by engineers of the War Department, and Major John Stewart, of the U. S. Engineer Corps made an inspection trip to Cumberland.

For some time the government has been cooperating with the Towage Company toward an increased supply of coal, but sufficient use was not being made of the canal.

For several weeks the Government has been building barges for this waterway at Elizabeth City, North Carolina and early this week Mr. McAdoo created a new division of inland waterways of the Railroad Administration and it is this organization that has superseded the Inland Waterways Committee and Mr. G. A. Tomlinson, formerly a member of the Inland Waterways Committee, has been placed in charge.

Eighty-four boats are now being operated on the canal and to these will be added at once five barges that have been built by the Government and others will be added as rapidly as they are completed.

Col. John Stewart, of the U. S. A. Engineer Corps, expects to leave tomorrow for North Carolina, where he will arrange for the towing of the completed barges to Washington.

Sun, Sat. 9/14/18, p. 3. **C. & O. CANAL TAKEN OVER** – The Federal Railroad Administration took over today the historic Chesapeake and Ohio Canal, connecting the coal fields adjacent to Cumberland, Md., with tidewater, announcing at the same time that the waterway would undergo great development as the Government's plans for its future usefulness are unfolded. The new division created for inland waterways by the

Administration, successor to the Inland Waterways Committee, took possession of the plant, offices and other property of the canal.

Within a few days five large Government-owned barges, built at Elizabeth City, N. C., will be towed to Washington and placed upon the canal to supplement the service of the old craft now in use. A little later other new barges will be put into operation, and the prospect is that under Government control this waterway will become a real artery of traffic once more.

The Chesapeake and Ohio Canal is one of the earliest coal carriers, rail or water, in America. A large part of its route was surveyed by George Washington, the young Virginia civil engineer, who afterward became the idol of the nation. The canal was not built until many years later, however, the construction having been begun soon after the permanent capital of the country was located on the banks of the Potomac.

For many years the canal has been used only for the movement of coal from Western Maryland to Washington, although in earlier days it was used for general traffic as well as for coal. And from the very beginning horsepower has been used for towing. There have been recent intimations, however, that a tug line would be put into operation on the canal both as a matter of speed and general economy. This is one of the first matters to be taken up by the new operators of the canal.

G. A. Tomlinson, the new Inland Waterways Director of the Railroad Administration, has reached Washington and has taken over the offices and the property of the canal company. He has dispatched Col. John Stewart, United States Army Engineers, who has been detailed to the Railroad Administration, to Elizabeth City to attend to the towing of the new

barges to Washington. It was Colonel Stewart who made the personal survey of the canal last year, and upon whose report and recommendation Director-General McAdoo decided to take the waterway over.

At present 84 boats are in operation, but many of them are obsolete. All that will float, however, will be kept in the service until the season is closed by winter weather.

ES, Sat. 9/14/18, p. 10. **LIMITED DUTY MEN NEEDED FOR CANAL** – Deferred classifications will be sought for Chesapeake and Ohio canal employees who are subject to the draft.

This waterway, now under the control of the government and performing an important war function in bringing coal to Washington, largely for government needs, also may press into service men in the Army who are unfitted physically for foreign duty.

The canal, in common with other industries, is feeling the pinch of the labor shortage. Unless deferred classification can be obtained for its men, operations will be seriously curtailed, it is claimed.

Project being Considered

The plan adopted by the District police and fire departments of obtaining men from the cantonments who are qualified only for limited military duty is being considered by the officials directing the operation of the canal. Inasmuch as the waterway now represents a government activity it would be possible, it is believed, to man the boats with limited service men, provided the labor shortage becomes so acute as to justify extreme measures being taken.

While all eighty-four boats in the canal service are now operating, many of them are running with reduced crews and efficient operation is difficult to maintain. If the labor is provided this fleet of barges will ply between Washington and Cumberland, Md., until the middle of December and will

augment the local coal supply by many thousands of tons.

The five boats just built by the government at Elizabeth City, N. C., which are to be placed in service on the canal, are expected to arrive Thursday of next week. They will be towed to Norfolk by way of Albemarle sound and brought up the river by a tug.

Representative Frederick N. Zihlman of Maryland, who first brought to the attention of Secretary McAdoo the advantages that would be derived from government operation of the canal during the war, was elated yesterday over the announcement that the carrier had formally been taken over by the government.

Believes It Will Be Permanent

Mr. Zihlman believes that the canal's enlarged activities will be permanent. He has interested Washington and Cumberland business men in the possibility of shipping material to Cumberland by the boats, which now return empty after unloading their coal here.

G. L. Nicolson, who has been the general manager of the Chesapeake and Ohio canal for a number of years, will continue in that capacity for the government. He was in conference yesterday with G. A. Tomlinson, the new director of inland waterways.

Sun, Sun. 9/15/18, p. 3. **CANAL NOT TAKEN OVER** – The Federal Railroad Administration has not taken over the operation of the Chesapeake and Ohio Canal as indicated in *The Sun* and other newspapers today, but has guaranteed the financial responsibility of the canal company as a means of continuing and expanding the present coal barge service on that waterway.

This is the substance of an official announcement by the Railroad Administration today, an announcement

made when the attention of the Government agency was called to the misunderstanding which had grown out of the relationship between the Railroad Administration and the canal.

Because the Railroad Administration, following a thorough investigation through army engineers of the affairs of the waterway, found it desirable to safeguard the canal company against any deficit in its finances, the misleading impression went forth that the whole property of the company had been taken over and that the waterway would be operated in the future by the division of inland waterways of the Railroad Administration.

Commenting on the matter today, the Administration wished the statement clearly made that the Government will not undertake to operate the canal or to absorb the property into the inland waterway system, for the time being at any rate. This may come as a consequence of the financial assistance given to the towing company, but it is wholly premature to say that the canal is now under the direct control of the Government. Such control as is exercised is indirect and was assumed some time ago, although the fact did not become public here until yesterday.

DM, Tue. 9/17/18. The Railroad Administration reports for the week ended September 7, a total of 227,070 cars for all coal, compared with 204,757 cars in the corresponding period of last year. The increase of cars up to and including the week ended September 7, compared with the same period of 1917, it reported as 539,438.

CANAL POSITION AS TO OWNERS NOT SETTLED AS YET – No notification had been received by the B. & O. that the Railroad Administration had taken over the C. & O. Canal. A dispatch from

Washington announced the taking over of this inland waterway. The B. & O. owns a majority of the bonds and thus controls the canal. There are in excess of \$2,000,000 bonds outstanding.

No announcement has as yet been made as to the bondholders' rights in the property, now that the government has taken it over. Recently President Daniel Willard of the B. & O. made an inspection trip over the canal and reported it to be in excellent condition. In the meantime, nothing is known as to the property. Ordinarily bondholders are preferred creditors and have a first lien upon property. Some announcement from the Railroad Administration on this and related points is shortly expected.

ES, Thu. 9/26/18, p. 10. **U. S. BOATS START FIRST COAL TRIP** –

Government-owned boats are now in operation on the Chesapeake and Ohio canal between Washington and the coal fields at Cumberland, Md.

Five barges, built at Elizabeth City, N. C., by order of the inland waterways committee appointed by Secretary McAdoo, arrived in Washington this week. They were towed by way of Albemarle sound to Norfolk and thence up the river.

Two barges have been turned over to competent crews and are now bound for Cumberland. The others, lying in the canal, above 31st street, will leave for the western terminus of the waterway in a few days.

More Expected Soon

Another fleet of five barges built at Elizabeth City is expected to arrive next week or the week following. The government will have ten boats on the canal before the season ends and may considerably augment this number next year. The Canal Towage Company, which is operating the government-owned tonnage, has about eighty boats of its own in the

regular coal service between Cumberland and Washington.

Government control of the canal as a means of increasing coal shipments to Washington and to that extent relieving congestion on the railroads was first advocated by *The Star* last spring. Several citizens' bodies indorsed the suggestion and Secretary McAdoo instructed the inland waterways commission to make a survey of the proposition. Col. John Stewart of the Corps of Engineers of the Army, and Lieut. Easton made a motorcycle trip over the 184 miles of the canal route.

Results in Co-Operation

The Army officers' report resulted in the committee co-operating with the operating company, the Canal Towage Company, to increase the delivery of coal to the boats and facilitate the unloading in Washington and at government stations on the Potomac river.

Later, the government entered into a contract with the company guaranteeing it against loss in operation. Its next step was to place an order for ten boats of its own.

Coal movements via the canal during the early part of the season were held up by labor troubles. Increased wages were given boatmen and locktenders. Recently the labor situation has become acute again through the operation of the draft. It is understood that deferred classifications will be asked for men employed on the canal.

Plan Exchange of Cargoes

Boats now return from Washington to Cumberland empty, and, in the opinion of business men of the two cities, this is an economic waste which should be corrected. Representative Frederick N. Zihlman of Maryland, who has been most active in bringing to the attention of the government the economic possibilities of the canal, brought about the formation of a joint committee of the Washington and

Cumberland chambers of commerce for the purpose of devising plans for return cargoes.

This committee is expected to revive its activities now that government boats are actually in operation on the waterway. Cumberland is developing into an important manufacturing center, and it is believed that much raw material can be satisfactorily shipped there on the canal boats.

WH, Fri. 9/27/18, p. 2. **GOVERNMENT BARGES USED ON C. & O. CANAL - Five Boats Will Be Put Into Service This Week.** - Government-owned coal barges will be utilized to bring coal shipments to Washington. Five barges recently completed at Elizabeth City, N. J. [*sic* N. C.], will be put in service this week on the Chesapeake and Ohio Canal between Washington and the coal fields at Cumberland, Md.

Two of these have already been assigned to competent crews and are now en route to Cumberland. The remaining three are anchored in the canal near Thirty-first street awaiting their release.

A joint committee of the Washington and Cumberland Chamber of Commerce has been formed to devise a plan to supply a cargo for the canal boats on the trip from Washington to Cumberland. It is hoped that raw materials for the manufactories at Cumberland can be shipped by this means.

WP, Fri. 9/27/18, p. 9. **COAL BARGE SERVICE STARTS - Two of Railroad Administration's C. & O. Flotilla Now Running.** - Two barges built for the United States railroad administration are now carrying coal on the Chesapeake and Ohio Canal. They are part of a flotilla of five, the other three of which will be soon put to work.

These barges were built at Elizabeth City, N. C., under contract for the government and were towed here by a tug

through Albemarle Sound and the Dismal Swamp Canal to Norfolk, thence by Chesapeake Bay and the Potomac to the Georgetown entrance to the Chesapeake and Ohio Canal.

WT, Sat. 9/28/18, p. 1. **40,000 DISTRICT COAL BINS FILLED** - Of 52,000

Washingtonians who applied last spring and summer for their winter allotment of coal, over 40,000 have received all or part of the supply agreed upon. The remaining 12,000 have been negligent, with winter approaching fast.

Nearly all Washington coal dealers have reasonable supplies on hand and are waiting for you to look in on them while they can serve you. Later on the situation may not be half so favorable. This is your tip to delay no longer.

The situation as to anthracite coal for Washington looks good. It has looked good for some months. There should be warmth for all Washingtonians who have looked ahead and provided against the blasts of the icy month not far away.

Outlook is Favorable

Of 575,000 tons of anthracite coal allotted to the District by the fuel administration for the coming winter, about 450,000 tons have either been received or are on the way. There is a mighty comfortable feeling for the man who put in his orders early and has stored all or part of the total he is to get. And the local fuel administration knows just how much each man has ordered, what he claims he must have and what he has received.

Frank Jones, local fuel administrator, and his right-hand man, Ben Woodruff, are not boasting. They are merely hopeful that there will be no repetition of last winter. They know that there can not be anything like the scenes of those dreary cold months of early 1918, because the bulk of the coal necessary to prevent it is here.

“If credit is due to us we certainly do not want it until the winter is over and the facts show for themselves.” said Mr. Jones today. “We do not wish to holler until we are out of the woods.” Washington has an enormously increased population, and we cannot be too sure that the allotment of coal given us will last. In fact, we can’t tell what may unexpectedly happen.

Credit to Weaver

For the satisfactory outlook as it exists today some credit must go to John Weaver, former coal administrator, for his steady insistence that Washington should be treated as a war town, a war center, and the war workers here insured against another winter like the last. Mr. Garfield also saw it in that light and agrees, making the apportionment for the District that it is believed will care for local conditions.

Both the national and local fuel administrations appear to be efficient in their work and thoroughly organized to meet this winter’s demands throughout the country.

There is some feeling in Virginia and Maryland over the special care taken of the District. In those States the coal allotment was reduced and people in rural and suburban districts urged to burn all the wood they could get.

Thousands of Washington war workers who live in suburban towns in Virginia and Maryland are not so satisfied over the coal outlook, and are making appeals to the District fuel administration for help. The town coal dealers who have supplied them in the past are not getting in large shipments of coal. District coal dealers, it is stated, are restricted to delivery of coal only to such suburban customers as they have supplied in the past. That includes persons living near the District line, in Virginia or Maryland. Considerable pressure for help from Washington is expected from Government workers in the

suburbs who have heretofore bought from dealers near them.

Apathy in District

Washington coal dealers have found apathy among District people about getting in coal. One large dealer recently sent 300 cards to customers suggesting that if they would call and make arrangements he could supply them. Not more than forty-five persons bothered to answer.

Most of the coal dealers of Washington now have equipment and men sufficient to handle orders except as to storage, they said today. In another month they cannot tell whether labor will be available. The new draft is going to take many men from all industries.

Consumers of soft coal are also being taken care of. The Government is looking after its own coal supplies through the law passed by Congress providing money for Government coal dumps, supplies and equipment. A good deal of this coal is arriving over the Chesapeake and Ohio canal. New canal boats have been put in operation on the canal. They were constructed for the Government.

It is officially stated that the Government has never taken over the operation of the canal, but it is exercising a close supervision over the company that is operating it, so that the full capacity of coal may be brought here by boats. The Railroad Administration is guaranteeing the operating company against financial losses, and in return for that insists upon making the canal do its best. Until freezing weather comes the canal boats will continue bringing bituminous coal here from the Maryland coal mines.

WP, Mon. 9/30/18, p. 3. **Man's Body Found in Canal.** - Cumberland, Md., Sept. 29. - The body of a man of about 40 years, supposed to have been Denny Collins, was

found floating in the Chesapeake and Ohio Canal.

DM, Thu. 10/10/18. **FIVE NEW BOATS FROM GOVERNMENT ON C. & O. CANAL** – The first five boats ordered built by the government, which has taken over and is operating the C. & O. Canal, have been delivered and are in service on the waterway. The boats were built at Elizabethtown, [sic, Elizabeth City] N. C. under contract and were delivered to the government last Saturday at Washington and at once sent to Cumberland to be loaded. Two of the new craft passed Williamsport on Wednesday carrying their first cargoes of coal to Washington.

The government placed an order for a number of new boats with the North Carolina firm and the remainder of the boats will be delivered as rapidly as they are completed. The boats are towed up the coast and through the Potomac river to Washington. The boats are built according to style and capacity of the boats now in use on the canal. They are painted gray and bear the insignia of the government railway administration, U. S. R. A. The acquisition of the new boats will largely increase the coal tonnage on the canal to Washington for government purposes.

WP, Sun. 10/20/18, p. 35. **Building Permits** Chesapeake and Ohio Canal Company, owners, to erect two-story frame dwelling, Chesapeake and Ohio Canal, near Manning place; cost \$2,000.

WP, Tue. 10/22/18, p. 3. **John McLaughlin Dies at 90.** - Cumberland, Md., Oct. 21. - John McLaughlin, for many years Democratic leader in Orleans district, this county, died today, aged 90. He was a section boss on the Chesapeake and Ohio Canal for many years. A daughter survives him.

WP, Wed. 10/23/18, p. 3. **Death of Joseph L. Higgins.** - Cumberland, Md., Oct. 22. - Joseph L. Higgins, 51 years old, supervisor of the Chesapeake and Ohio Canal between Cumberland and Dam No. 6, died near Green Ridge, of pneumonia. His wife, four sons and two daughters survive.

ES, Sat. 10/26/18, p. 4. **FIVE BARGES ADDED TO C. & O. CANAL SERVICE** – Five more government-owned boats were placed in service today on the Chesapeake and Ohio canal. This makes ten boats the government has built and placed in the coal-carrying service on the canal between Cumberland, Md., and Washington this year. The barges were constructed at Elizabeth City, N. C., towed to Norfolk by way of Albemarle sound and thence up the river to Washington.

The inland waterway division has not announced whether or not it will place other boats on the canal next season. The canal will operate until the middle of December if weather conditions permit.

Coal Deliveries Satisfactory

Despite a strike of boatmen, which delayed the beginning of the towage season by a month, the draft, which has taken a large number of boatmen into the Army, and influenza, coal shipments to Washington over the canal this season exceeded those of the corresponding period last year. Influenza has hit the canal traffic a hard blow. One of the boats now tied up in Washington is entirely deserted because its captain, his wife and four children are under treatment in local hospitals for pneumonia, following influenza.

Would Exempt Drafted Men

Efforts are being made to attain deferred classifications for boatmen called in the draft. Unless this can be done the labor situation on the canal will be still more acute next season and coal shippers will, in

all probability, fall under the record made this year.

Mon. 11/11/18, 11:00 a.m. **WORLD WAR I IS OVER!** Armistice Day declared.

WT, Fri. 11/22/18, p. 8. **PLAN FERRY TO E. POTOMAC PARK.** - Arrangements for the establishment of a ferry service between the mainland and East Potomac Park have been completed by Col. Clarence S. Ridley, engineer officer in charge of public buildings and grounds.

Provisions for the ferry have been made by Congress. An appropriation of \$10,000 has been provided for the purpose. The gasoline launch Bartholdi, used for several years for taking pleasure parties up the Chesapeake and Ohio canal to Great Falls and other points, has been purchased from A. L. Hilton.

Trips will be made from the foot of Seventh street northwest across the Washington channel to landings which are to be constructed near the athletic field-house and the picnic grounds opposite the War College.

The boat has a capacity of 100 passengers, is 73 feet long, 14 feet wide and has a draft of four feet when loaded.

ES, Sun. 12/8/18, p. 27. **1919'S POSSIBILITIES OF CANAL CONSIDERED** - With the Chesapeake and Ohio canal preparing to close for the season this week, the question of whether government aid is to be given next year to increase coal shipments over this waterway is up for determination. There is said to be grave doubt whether the towage company will be able to operate any boats without assistance from the government. Wages of boatmen and other operation costs have advanced to such an extent as to cause no little concern as to the future of the canal.

As a war emergency, Uncle Sam built and put ten barges on this water route from Washington to the coal fields at Cumberland, Md., and, in addition, guaranteed the towage company against loss in operation.

Despite the boatmen's strike last spring, which delayed the opening of the canal a month, the draft, which took four captains and many employees out of the service, and the influenza epidemic, which caused twelve barges to be tied up at one time, to say nothing of other difficulties encountered, the canal has made a good showing for the year. The boats have brought about 10,000 more tons of coal to Washington than during 1917, though this increase was due largely to diverted shipments from Williamsport.

The government has used much of the coal at Indian Head and other naval stations. The largest number of boats in operation at any one time was ninety-one, but the government barges were not placed in service until late in the season.

"Dry" Canal This Week

There are but four barges loaded with coal now enroute to Washington. As soon as they have discharged their cargoes and returned, water will be turned out of the canal. This is expected about the latter part of this week.

Much concern is felt by boatmen, lock tenders and other employees over the decision to be made by the government as to its future relations with the canal. Early in the war Washington organizations in large number passed resolutions urging the fullest possible utilization of this waterway. Hope generally is expressed that the government will make possible a still greater development of canal traffic.

DM, Sat. 12/14/18. **The C. & O. Canal May Close This Week** - This week will probably witness the closing of the C. & O.

Canal for the winter. It is stated that the last of the fleet of boats have gone to Washington with cargoes of coal are on their way back to their respective ports and that as soon as they arrive, navigation will be closed for the season. Business on the canal this season has been unusually heavy and thousands of tons of coal were shipped from Cumberland to Washington, Williamsport, Powell's Bend and other points.

In addition to the regular fleet of boats, ten new craft were used on the canal this season. These boats were furnished by the Government to help facilitate the shipment of coal to Washington. These boats bore the initials of the Railway Administration and are painted gray, they are the same type as the regular canal boats.

DM, Fri. 12/20/18. **POWER PLANT AT DAM NO. 5 NEAR COMPLETION** – The new water power development of the Hagerstown and Frederick Railway Company at Dam No. 5, on the Potomac River, near Martinsburg, has practically been completed and current from this plant is now passing through the different stations. A concrete cap is being placed over the dam and when this is adjusted the plant and dam will be entirely completed. At present the plant is adding about 1,250 horsepower to the system and when the cap has been placed about 25 percent more horsepower will be added, giving the new plant a total capacity of more than 1,500 horsepower.

President Emory L. Coblentz stated yesterday that the additional capacity strengthens the power of the system from one end to the other. Unless transmission difficulties interfere, which sometimes follow a severe storm, the danger of depression in current has practically been entirely removed. The new plant and dam cost between \$400,000 and \$500,000 and gives to the company an equipment of three generating plants at Martinsburg: first, a

steam station; second, a plant at Dam No. 4; and third, the new plant at Dam No. 5. The steam station and the plant at Dam No. 4 were taken over when the company absorbed the Martinsburg corporation. The plant at Dam No. 5 was built exclusively by the company.

Dam Engineering Feat

The new dam is about 1,000 feet long and 18 feet high. The construction of the plant and dam has been in progress for some time and its completion constitutes a very substantial addition to the assets of the company. The entire system now has a capacity of about 20,000 horsepower and it places the corporation in a position to extend and enlarge its business. In fact it makes Hagerstown and Frederick Railway Company system including the Pennsylvania properties one of the most extensive and complete in the East.

The Security plant also has three generating units, one large and two small. With the new plant and the two small units at Security the present current demand of the company could be supplied. In other words, in case anything should happen to the large unit at Security, the system could be operated by the other plants without the least inconvenience.