

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE DAILY MAIL
THE MORNING HERALD
two Hagerstown, Md. newspapers
and
THE WASHINGTON TIMES
THE WASHINGTON POST
THE EVENING STAR
AND
THE WASHINGTON HERALD
District of Columbia newspapers
1919

Including the research of
Richard Ebersole

Compiled by
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Revised June 2017

Canal Trade 1919

A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The Daily Mail and The Morning Herald*, two Hagerstown, Md. newspapers and *The Washington Post*, *The Washington Times*, *The Evening Star* and *The Washington Herald*, 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 Morning Herald* are preceded by MH, 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 1919 looking for stories about the canal, to no avail.

All the articles from *The Daily Mail* and *The Morning Herald* were researched by Richard Ebersole from the microfilm files at Washington County Free Library, Hagerstown, Md. Thank you so much.

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 another missing newspaper.

Newspapers occasionally used the spelling “Nicholson” whereas the Canal Company letterhead stationary used the spelling “Nicolson.” Readers interested in him should search on both spellings.

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 1919.

DM, Fri. 1/3/19. **WMSPORT TO HAVE AN ICE FACTORY ALONG THE CANAL** – J. M. Miller, former member of Miller Bros., Williamsport, is remodeling the mill, which he recently purchased from the firm and will convert it into an ice factory. Work has been started on the concrete foundation for the machinery and it is expected to have the plant installed within a few weeks or a month. The mill is located at the aqueduct on the canal. Water will be obtained from a large spring along the W. M. Railroad and will be piped to the plant. Mr. Miller purchased the machinery of the Shepherdstown ice plant and will remove it to Williamsport.

DM, Mon. 1/27/19. **McADOO FAVORS COMBINE OF RAIL AND WATER SYSTEM** – Defiance, O., Jan. 27. – W. G. McAdoo, former director general of railroads, declared today that a return to “cut throat competition of railroads under private ownership would effectively destroy water transportation” and urged an extension of five years under government control and the coordination of rail and water systems.

Cummins’ New Bill

Washington, Jan. 27. – President Wilson would be stripped of his power to turn back the railroads to their private owners whenever he so desires under a bill presented in the Senate today by Senator Cummins of Iowa.

“The purpose of the bill,” Senator Cummins said, “is to leave Congress free to exercise its own judgment as to when the roads should be turned back without being influenced by threats from the executive department to return the roads immediately unless some pet theory of five-year control is adopted.

“The Cummins bill would amend Section 14 of the Railroad Control Act, to

make the continuation of Federal control for 1 year and 9 months after the proclamation of peace mandatory unless Congress otherwise directs.”

WT, Wed. 2/12/19, p. 7. **CANAL TO BE READY FOR USE IN MARCH** – Williamsport, Md., Feb. 12. – Arrangements are being made for re-opening the Chesapeake and Ohio canal between Cumberland and Washington earlier this season than usual.

Officials of the waterway here state that improvements being made to the canal banks and property will be completed within a week or ten days and that the canal will be flooded and gotten ready for navigation early in March. It is expected to transport more coal on the canal to Washington this year than has been handled in any previous season.

DM, Fri. 2/14/19. **V. CUSHWA & SONS ERECT ELEVATOR AT WILLIAMSPORT** – Victor Cushwa & Sons, coal dealers, of Hagerstown and Williamsport, are erecting an elevator in the west end of their large warehouse on the C. & O. Canal at the latter place, the elevator will be three stories in height. The firm will handle in addition to coal, cement and other products, all kinds of grain and feed.

The overjet at this end of the warehouse has been closed and the W. M. track has been moved outside the building on the new ground made by filling in the canal basin in front of the warehouse.

ES, Sun. 2/23/19, p. 2. **The Rambler Writes of Maryland Homesteads** – From the Davidson and Dodge families the fine old place called Glen Moore passed by purchase into possession of John Moore, who married Sarah Coltman, a daughter of Charles Lilly Coltman, an early Washingtonian, who, according to the

Rambler's information, was superintendent of buildings and grounds during the administration of President Jackson. This Charles L. Coltman was also a brick manufacturer and his brickyard was at the intersection of Vermont avenue and 13th street, that intersection being marked now by Iowa Circle, in which the memorial to Gen. John A. Logan stands. Charles Lilly Coltman built the big brick house on the northeast side of Thomas Circle at the intersection of Vermont avenue and M street long occupied by the late Judge Andrew Wylie. John Moore, who married Sarah Coltman, was a son of John Moore, who was born near Old Fields between Washington and Marlboro in Prince Georges county, and who when a boy went to Loudoun county, Va., where he grew up in the family of Capt. Everhart, who lived near Lovettsville. He married Mary Mann of Loudoun.

This John became a contractor for building a section of the Chesapeake and Ohio canal and one of the family stories is that he took payment in about \$50,000 worth of the bonds of the company, which are still in possession of his descendants and are looked on as historic souvenirs. John Moore made his home in Georgetown, on Jefferson street, and survivors of the civil war period will remember him as the owner of the little steam packet, *Flying Cloud*, which used to ply between Georgetown and Harper's Ferry, and which was captured and burned by a body of Mosby's partisans. He had been a captain of Virginia troops in the war of 1812 and took part in the battle of North Point, where the British troops who had captured the city of Washington were beaten and Gen. Robert Ross, commanding the land forces, was killed.

John Moore rests in Oak Hill cemetery. He was a son of John Moore, who came to the colonies from England as a boy stowaway and settled in Prince Georges county, near Old Fields. He was a

revolutionary soldier and is buried at Queen Anne's Chapel, in Prince Georges. He was a son of John Moore, a London printer, over whose shop was a sign, "Printer to His Majesty" – that "majesty" during the life of the little print shop being represented at first by George I the great-grandson of James I. and second by George II, the son of George I. John, The son of the "printer to his majesty," carried a musket for seven years, and it is the belief of his descendants that he did his level best to pour as much shot as possible into the faithful soldiers of his majesty, King George III.

ES, Mon. 3/3/19, p. 2. **C. & O. CANAL MAY HAVE TO SUSPEND** – The Chesapeake and Ohio canal, the most historic inland waterway of the nation, may go out of business this year.

Despite its record of having brought 116,000 tons of coal to Washington from the Cumberland fields last season, the canal faces the probable necessity of suspending operations because the government has not decided to give it the financial assistance that it received during the war, and the towage company does not see its way to meeting an almost certain deficit that will be incurred under existing operating costs.

Gave Guarantees Last Year

Failure of the canal to open will affect nearly 600 employees and their families, including boatmen and lock-tenders. As a war measure, the federal government last year guaranteed the towage company against loss in operation. A loss was incurred, which the government met.

It is understood Director General Hines is considering a recommendation that this agreement be not renewed. Approval of the recommendation, it is said by those close to the company, would put the canal out of business.

Representative Zihlman of Maryland will see Mr. Hines this week and urge that

the government continue to help the company until business conditions become more normal.

Under the government-supervised operation last year wages on the canal increased enormously. The pay of boatmen was jumped from 50 to 60 cents at the beginning of the season, subsequently increased to 70 cents and at the end of the season these employees were receiving compensation at the rate of 80 cents a ton. Increases were given other employees, all of which led to a deficit in operation that was made good by the government.

Mr. Zihlman's Contention

Representative Zihlman proposes to point out that one of the results of the government having interested itself in the canal was a material boost in wages, and that it would be unfair for the government to step out at this time, while costs of operation are still on a war basis.

The United States built ten barges and placed them in service on the canal last season. Closing of the waterway would put out of business about eighty other boats owned by the towage company. Despite the strike of the boatmen last year, the influenza epidemic and draft which produced a serious labor shortage, coal shipments to Washington via the canal were increased approximately 10,000 tons.

The canal as at present constituted has been in operation since 1850. It is a development of the canal operated by the old Potomac Navigation Company, in 1777, of which George Washington was the first president.

DM, Tue. 3/4/19, p. 1. **C. & O. CANAL MAY BE FORCED TO A SUSPENSION** – According to a dispatch from Washington the future of the old C. & O. Canal is in doubt with the possibility of navigation being suspended. The dispatch says:

“Unless the government comes to the rescue, the Chesapeake & Ohio Canal may be compelled to suspend. As a war measure the Railroad Administration last year guaranteed the towage company against the loss of operations due to the high wages paid their employees. A was incurred, which the government paid, but it is understood that Director General Hines is considering a recommendation that this agreement be not renewed. Approval of the recommendation is said by those close to the company would put the canal out of business.”

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Ibid, p. 4. **TO LIQUIDATE BIG AMOUNT OF ORCHARD CLAIMS** – The liquidating of claims in a pending bankruptcy proceeding in the United States Court, which in the aggregate amounts to the sum of \$3,800,000 and which are distributed among some 2,000 individual claimants, will be taken up by referee in bankruptcy,

Willie E. Myers, in Baltimore, next Monday. These claims grow out of the collapse in 1917, of the huge Green Ridge Valley Apple Orchard project, in Allegany county, which was promoted by the firm of F. Mertens' Sons, Cumberland.

In 1910, the Mertens brothers, Frederick, John H., Henry F. and William M. Mertens, who comprised a long-established and prosperous lumber firm in Cumberland, were the owners of 40,000 acres of wild, wooded land in the mountains. Much of this tract in what was called the "Green Ridge Valley" they had, in carrying on their industry, denuded it of its timber. They therefore conceived the idea of converting this vast acreage into a great community apple orchard. The mountain lands were accordingly divided up into small tracts, which were sold to the public on installment payments.

The plan of exploitation was that the tract-owner, after a period of five years had elapsed, was to take possession of his tract and have the advantage of dwelling in a community of several thousand apple growers, their residence to be on a town site whose advantages, as claimed, forecast a great future for it as a residential and commercial center. In the meantime, the culture and development of the orchard was assumed by the promoters. A Washington trust company, it was shown, became the trustee of the Mertens firm.

Approximately 2,000 orchard tracts being sold, several thousand of the deferred purchase money notes, it was testified, after indorsement without recourse, were duly delivered by the trust company to the Mertens Brothers. Despite their small amounts, these notes were used by the Mertens concern as collateral security for advances, it was shown, which they obtained from national banks and trust companies in scores of cities from Pueblo, Colorado, to Boston.

As disclosed in the bankruptcy proceedings a stream of promissory notes steadily flowed into the hands of the orchard promoting company from 1904 to 1916. In that year, according to a written statement of one of the firm, it reached its high-water mark of \$3,800,000 negotiable value. In March, 1916, however, as the creditors alleged, the promoting scheme became unexpectedly top heavy. The enormous amount of commercial paper indorsed over to the concern and the large amount of money it had succeeded in borrowing did not suffice to offset the expense of its vast projects of automobile boulevards, hundreds of miles of public roads, railroad developments, etc.

It was forced into bankruptcy and when the claimants appeared against it from cities not only of the United States, but of England, France, Mexico, Canada and even Germany, they were found to number 2,000 people. It is said that the available assets of the concern will amount to about \$250,000.

ES, Tue. 3/4/19, p. 6. **Keep the Canal Open!** – If the government will not grant financial assistance the Chesapeake and Ohio canal, it is stated, must suspend operations. This would affect nearly 600 men and their families, and will cut off an important means of communication between Washington and western Maryland and northern Virginia. It would be a serious misfortune to permit the canal to close. Application has been made to the director general of railroads to renew last year's guarantee against loss in operation. If this guarantee is not continued the canal cannot earn operating expenses owing to the increase in wages and the higher cost of feed and other items. This historical waterway was of particular value during the past year in bringing to the capital a large part of its coal supply from the Cumberland field. The fact that this has been a mild winter does not

lessen the value of this service. It would be a dangerous deprivation of transportation facilities to refuse the canal the guarantee that is essential to its maintenance, for there can be no dependence upon the next winter being as clement as that just closing. The canal should be used to its maximum capacity and not be abandoned.

ES, Wed. 3/5/19, p. 24. **HISTORIC C. & O. CANAL MAY GO OUT OF BUSINESS** – Locktenders and their families, owners of bungalows and camps – in brief, hundreds of Washingtonians and others whose homes, business pursuits and pleasures are intimately associated with the operation of the Chesapeake and Ohio canal – are perturbed today over the prospective closing down of the historic old waterway. Local business interests, remembering the coal shortage of two seasons ago, are alarmed over the probable shutting off of this prolific fuel artery, which brought 116,000 tons of coal into Washington last year.

Vitally Affects Vast Territory

If the canal goes out of business, due to the failure of the government to renew the financial assistance given it last year and the unwillingness of the company to begin operations facing an almost certain deficit, it will affect vitally the residents of a vast territory bordering the canal on its 185-mile run between Washington and Cumberland, Md.

Locktenders, of whom there are eighty, will be the principal sufferers, it is stated, as it will be more difficult for them to get in touch with the outside world and find new employment than for the boat crews, which make headquarters at Cumberland and Washington and the principal towns along the route.

The canal has been a veritable paradise for Washington wanderlusts and vacationists. Camps and shacks of every

description dot its course for a dozen miles or more out of the city. Weekend parties and even bathing in the canal have become immensely popular. Closing down of the waterway will remove one of the principal sources of recreation afforded the Washingtonian in summer.

Company Expects Federal Aid

It was learned today that the canal company, expecting the government to continue to assist it until business conditions begin to return to the pre-war basis, has made preparations for an early opening of the canal this year. In fact, operations could be started in a few days, it is declared, should the government decide to continue the agreement it had with the company last season.

Director General Hines will decide what the government is going to do in the matter. From authoritative sources, it is learned that the recommendation which has been laid before Mr. Hines opposes renewing the agreement which was in effect last year, under which the government made good a deficit in operation experienced by the company. The company has not stated definitely what course it will follow if government support is withdrawn, but strong intimations have been given that it may be forced to suspend operations.

ES, Thu. 3/13/19, p. 2. **KEEPING C. & O. CANAL IN USE IS ATTEMPTED** – Final efforts are in progress today to save the Chesapeake and Ohio canal, between Washington and Cumberland, Md., from going into the discard.

Facing a definite loss if it opens for operation, in view of the government having withdrawn the financial aid that was given last year, the canal company is endeavoring to work out a plan by which it may carry the loss and continue in business. If it is successful in this effort the waterway will open about April 1.

Railroad administration officials give no indication that there will be a renewal of the agreement by which the government guaranteed the company against loss in operation last year. A loss was sustained last season which the government made good. It promises to be even greater this year.

One of the results of the government's supervision of the canal during the war was to a boost in wages of boatmen from 60 to 80 cents a ton. It is stated there will have to be a reduction in this wage scale before the company can undertake operations on its own hook. Even with a wage reduction, operation will be undertaken with a certainty of loss, it is said. What disposition will be made of the government-owned barges on the canal has not been decided.

ES, Fri. 3/14/19, p. 1. **MR. ZIHLMAN ON D. C. COMMITTEE** – Frederick N. Zihlman, representative in Congress from the sixth Maryland district, will serve on the next District of Columbia committee of the House. He was selected yesterday to fill the vacancy created by the transfer of Representative Wason of New Hampshire to the appropriations committee as successor to Representative Mondell, chosen for floor leader of the next House.

The assignment given Mr. Zihlman on the District committee will be a popular one with District citizens, whose interest he has sought to protect as well as those of his own constituents. In fact, there are said to be more government workers in Washington from his district than from any other political subdivision of a state. The sixth Maryland district borders two sides of the National Capital.

Promoter of Industry

A resident of Cumberland, Mr. Zihlman served in the legislature of Maryland before coming to Congress. He

has served one term in the national body. To his efforts largely was due the action of the government last year in taking over the Chesapeake and Ohio canal between Washington and Cumberland and operating it on an enlarged scale as a coal carrier. He also brought the Cumberland and Washington Chambers of Commerce together in a movement to promote trade relations between the two cities.

Of his activities, last year designed to help both Washington and his own constituents was his introduction of a bill for an investigation to determine the best means of increasing the capital's water supply. This measure passed the House unanimously and received the Senate's O. K. as a rider to the District appropriation bill. It died with the appropriation measure in conference, but undoubtedly will become a law when the next appropriation bill is passed. The District Commissioners regard this as one of the most vital pieces of legislation now pending in Congress.

Given a Chairmanship

Not only will Mr. Zihlman serve on the District committee, but he has been chosen for chairman of the committee on expenditures in the Post Office Department, which promises to be one of the most important and active committees of the next Congress. He will also serve on the labor committee and committee on insular affairs. He represented Maryland congressional delegation in the committee on committees.

WP, Sat. 3/15/19, p. 13. The board of directors of the Farmers and Mechanics National Bank of Georgetown have elected G. L. Nicolson second vice president. Mr. Nicolson is manager of the Chesapeake and Ohio Canal Company.

DM, Tue. 3/18/19. **OFFER BOATMEN A 60 CENT RATE FOR THIS SEASON** – Whether the C. & O. Canal will be operated

this season depends upon the action of the boatmen who have been offered a 60-cent freight rate instead of an 80-cent rate, which they received last year.

G. L. Nicholson, general manager of the Canal Towage Company, this morning held a conference with the boatmen of Sharpsburg and district in that place and informed them that under present conditions the Towage Company could not pay more than 60 cents this year explaining that the additional 20 cents last year was paid by the government in order to insure the transportation of coal, which was badly needed, to Washington. He said the government could not be expected to aid in the operation of the canal this year, and as the canal is not a paying proposition it has been found necessary to reduce the rate to 60 cents. Last year the boatmen were started at a 60-cent rate and later was raised to 80 cents by the action of the government. The rate to Williamsport last year was 42 cents. This rate will suffer a proportionate reduction.

Mr. Nicolson left for Williamsport, where he held a conference with the boatmen of that place and made the same proposition. It is stated that last year some boatmen earned from \$800 to \$1,000 for the season. It is thought that the boatmen, in lieu of general economic and labor conditions, will accept the 60-cent rate.

DM, Wed. 3/19/19. **BOATMEN AGREE TO 60 CENT RATE; CANAL TO OPERATE** – Following the conference held by General Manager G. L. Nicolson of the C. & O. Canal, with boatmen on Tuesday, at Sharpsburg and Williamsport, the boatmen at both places, and also all along the line, have agreed to accept the tentative 60-cent freight rate for hauling coal from Cumberland to Washington, this year as against 80-cents last year, when the government supplied the additional 20 cents.

This insures the operation of the canal this season. Mr. Nicolson explained that the company would pay the boatmen more than 60 cents if it is possible to do so. The rate to Williamsport has not been fixed.

The canal will be in operation by April 1. Water will be turned into the canal on Friday and the first boats will be loaded at Cumberland in March 27. Boatmen are preparing to leave for Cumberland early next week.

Mr. Nicolson went to Four Locks to investigate a disease that has broken out among the Canal Towage Company's mules corralled in that section. Two have died and several others are sick.

WT, Wed. 3/19/19, p. 17. **C. & O. CANAL MAY REMAIN CLOSED** – Whether the Chesapeake and Ohio canal, one of the District's arteries of coal supply last year, will be reopened and operating this year depends upon the decision of the boatmen, who have under consideration a proposition to accept the lower rates offered for transportation this year.

The Canal Towage Company says it is impossible to pay more than 60 cents a ton for boating coal from Cumberland, Md., to Georgetown. Last year the rate was 80 cents a ton. The additional 20 cents was paid by the Government to insure the transportation of coal from the mines to Washington, where it was urgently needed.

During the winter, while the bed of the canal was almost dry, extensive improvements were made to the banks and property of the waterway, and four new canal boats were constructed.

WP, Wed. 3/19/19, p. 3. **OPEN C. & O. CANAL IN APRIL** – Cumberland, Md., March 18. - Apprehension felt by Chesapeake and Ohio Canal men at points between this city and Georgetown over what they thought was a delay in turning water

into the canal is unfounded. The water will not be let in until about April 20 or 25, the usual time it was said by an official today.

Belief in some quarters that the government probably intends to abandon use of the waterway as stated in dispatches from Washington was given no credence by the official, who indicated that traffic would be carried on as usual. Four new canal boats have been constructed.

Hagerstown, Md., March 18. – George L. Nicholson of Washington, general manager of the Canal Towing Company operating the Chesapeake and Ohio Canal, today at conferences at Williamsport and Sharpsburg, informed the boatmen that the towing company this season could not pay boatmen more than sixty cents per ton for boating coal from Cumberland to Georgetown. Eighty cents was paid last year.

ES, Wed. 3/19/19, p. 1. **C. & O. CANAL TO BEGIN OPERATIONS MARCH 27** – Notwithstanding the government has decided to discontinue the financial assistance that was given it last year, the Chesapeake and Ohio canal will resume operations March 27, it was announced today.

Opening of the canal was made possible yesterday when the boatmen, after a conference with Manager Nicholson, voted to go to work for wages less than those paid during the war.

In lieu of the 80-cent wage paid last year the boatmen have agreed to 60 cents a ton for coal brought from Cumberland to Washington.

Cut Regarded Necessary

It was explained to the men that this cut in wages was absolutely necessary if the company was to resume operations. Last year the company lost about \$50,000, which was made good by the government. Even with the reduced wage scale agreed upon for

this season the company faces an almost certain financial loss, it is stated.

Water is being turned into the canal and the first boat will be loaded with coal at Cumberland March 27.

Opening Earlier Than Usual

The canal is opening about a month earlier than last year and a total of about eighty boats will be operated. It is planned to bring more coal to Washington than was ever before conveyed to the capital over this water route. Ten barges which belong to the United States government and were operated on the canal for a short time last season will continue in this service under the company's management, it was announced.

WH, Thu. 3/20/19, p. 3. **CANALMEN ACCEPT WAGE REDUCTION** – Operation of the Chesapeake and Ohio Canal will begin again on March 27, largely through the willingness of the boatmen to accept a reduction in compensation from 80 to 60 cents per ton for coal conveyed from Cumberland to Washington.

It was explained that the government had decided to discontinue furnishing the company financial assistance and that the prospects of financial profits this year were remote. Manager Nicholson then learned that the men were willing to co-operate to reduce expenses by accepting a reduction in pay.

The canal is opening about a month earlier than last year and a total of about eighty boats will be operated.

DM, Sat. 3/22/19. **FILLING CANAL AND BOATS WILL MOVE ON TUESDAY** – Water has been turned into the Chesapeake and Ohio Canal all along the line from Cumberland to the last feeder near Washington and the first of light boats will leave next Tuesday for Cumberland. Loading will begin at that place next Thursday. It is stated that 80 or 85 boats

will be operated on the canal this season. Water was turned into the Williamsport division at Dam No. 5 on Friday and the levels are rapidly filling. Between 18 and twenty boats will leave Williamsport early next week.

Boatmen along the entire line of the canal are equipping their boats preparatory to making the initial trip of the season.

The freight rate to Williamsport has been fixed at 32 cents and the through rate to Washington at 60 cents. Boatmen will receive an additional rate of 10 cents to Indian Head, below Washington.

ES, Sun. 3/23/19, p. 2. **The C. & O. Canal** – Good judgment has prevailed among the Chesapeake and Ohio canal boatmen, who have agreed to a reduction of the pay scale from 80 to 60 cents a ton for the Cumberland- Washington haul, and they have accepted the company's proffered terms, and will resume operations. Had they refused, the canal could not have operated this season, for, even at the lower wage, it is likely that the waterway will run at a loss, which the government has refused to guarantee in reimbursement.

Thus, on the principle that three quarters of a loaf is better than none, these canal workers will continue operations. Washington will have the benefit of a comparatively cheap coal-hauling service from the mines. Had it been otherwise, had the operatives refused to work at the lower rate, the capital would have been denied this service, with injury to its business interests.

This situation requires remedy. The canal service should not be left in the precarious condition of the present, with the possibility of suspension. The canal should not be operated at a loss, nor should the men be required to work for an inequitably low rate of pay. There should be a sufficient volume of business for this transport route to

enable it to meet expenses, if not to return a profit.

Government aid is not a wholesome foundation for any such transaction. Canals are not obsolete. They form an important and valuable supplement to the country's transportation equipment. In the present instance, the canal is peculiarly suited to conditions of traffic, and it is to be hoped that means may be devised to put this line of trade connection in shape to do the volume of business that it requires to maintain itself without government assistance.

WT, Mon. 3/24/19, p. 4. **C. & O. CANAL TO BE OPENED THIS WEEK** – Hagerstown, Md., March 24. – Before the end of this week barges loaded with coal will be on their way to Washington on the Chesapeake and Ohio canal.

Water is being fed into the canal from above the big dams in the Potomac river into all of the feeder levels from Cumberland to Washington, and today the first fleet of light barges will leave Washington, Williamsport, Sharpsburg, Hancock and other ports for Cumberland, where loading will begin on Thursday. The first cargoes of coal should reach Washington by Saturday.

Announcement is made of the schedule of rates fixed by the Canal Towing Company to be paid by [*sic*, to] boatmen for the season: Sixty cents per ton to Washington; 70 cents to Indian Head; and 32 cents to Williamsport and Powell's Bend, the transfer points to the Western Maryland and Cumberland Valley railroads. Between eighty-five and ninety boats will be in operation on the canal within the week.

WT, Thu. 3/27/19, p. 2. **C. & O. CANAL OPEN; 8 NEW BOATS READY** – Cumberland, Md., March 27. – Boats are arriving here over the Chesapeake and Ohio canal, and the first of the season will be

loaded today to be dispatched to Georgetown.

From ten to twelve boats will be dispatched daily. The number will be increased as the season advances. Eight new boats were built here during the winter.

WP, Thu. 3/27/19, p. 3. **Navigation Opens on the Canal** – Cumberland, Md., March 26. – Boats are being loaded on the Chesapeake and Ohio Canal here, and the first cargoes of coal will leave for Georgetown tomorrow. From 10 to 12 boats will be loaded daily, and this number increased as the season advances. Eight new boats were built at the docks here during the suspension of navigation.

ES, Thu. 4/3/19, p. 4. **FIRST C. & O. CANAL COAL BARGE'S COMING TIMELY** – The first coal-laden barge to reach Washington this season over the Chesapeake and Ohio canal arrived in time yesterday to help the District government out of a coal shortage situation at the sewage pumping station, on the Eastern branch.

The boat, No. 22, in charge of Capt. James McKelvey, was towed to the pumping station this morning. Other barges are expected to arrive today and at frequent intervals from now on.

On the way down from Cumberland, Capt. McKelvey was delayed on the fourteen-mile level because the wind blew so much water out of the canal that navigation was impossible.

Coal hauling on the canal is starting practically a month earlier than last year. Barring accidents or delays of any kind, it is expected that 160,000 tons of coal will be conveyed over this waterway before the season closes – in November or December.

There will be about ninety boats available for operation this year, General Manager Nicolson said today. This number

includes ten barges that were built by the federal government last year.

DM, Mon. 4/7/19. **FUTURE BRIGHT FOR COAL, SAYS HOWARD BRYDON**

– Cumberland, April 7. – Howard P.

Brydon, president of the George's Creek and Upper Potomac coal regions of this vicinity, sees a bright future for coal operators, and says that the output of clean coal and good prices is very promising, despite half-production just now, due to the with-holding of railroad fuel orders. Mr. Brydon states this despite the fact that at the present time the production in the coal fields is less than half normal. In the George's Creek and Upper Potomac fields, he states, where they used to be at least 2,000,000 tons of coal dug annually to fill railroad fuel orders, there is today not a single order for railroad fuel, nor has there been any since February.

For all this, with the prediction of a great movement for soft coal out of this country within the next 60 days, officials of the W. M. are looking forward to freight business returning again to normal. At the present time only about 40 percent of normal business is being handled. It is estimated that only about 10 percent of coal, compared with normal conditions, is being exported. There is a great demand now for coal in other countries, but every available ship is necessarily being used to transport food.

WT, Sun. 4/13/19, p. 8. **Lafe Pence Would Turn C. & O. Canal Into Coal Railroad to Cumberland.** – Is it feasible to turn the old Chesapeake and Ohio canal into a railroad?

Lafe Pence, former Congressman from Colorado, has a plan with that result in view.

Mr. Pence invited a *Times* representative to his quarters at the Hudson,

1407 S street northwest, and outlined the plan proposed by him and his associates.

In brief, the plan is to convert the old canal into a rail carrier and to develop at the same time a power plant at Great Falls.

Mr. Pence and his associates (he does not divulge who they are) propose:

1. To run a double track railroad over the canal ditch from Cumberland, Md., to Washington, D. C.

2. To develop the potential water power of the Potomac river through construction of a chain of storage and impounding lakes along the river with minor power plants for local electric power with a main storage power plant at Great Falls.

3. To reserve in the canal ditch under the railroad bed a subway or conduit to carry water, oil mains and pipes, or electric light, power, telephone and telegraph lines.

4. To combine and coordinate the canal and water-power development projects within the District of Columbia so as to supplement extension of a contemplated park system in the western and northwestern section of Washington.

Plan Outlined to Baker

Secretary of War Baker, before his departure for France last week, had the plan outlined by Mr. Pence. He carried with him a bundle of maps and considerable data on the subject.

Since Secretary Baker was born and reared in Martinsburg, W. Va., one of the towns that would be vitally affected by such a venture, he is already familiar with the environs of that end of the proposed railroad.

According to Mr. Pence's estimates, the undertaking would involve the expenditure of about \$150,000,00 and would require two years to accomplish.

While Congress would have to determine the financial plan, Mr. Pence proposes that Government and the District

take over the improvement, seeking reimbursement in charges for lessees and franchises placed at rates to cover interest on a sinking fund for bond redemption, cost of repairs, maintenance and improvements.

He points out that thousands of soldiers would be given employment and the Government reap a handsome profit.

Mr. Pence has statistics showing that 92,000,000 tons of soft coal are sent to the tidewater from the coal fields of West Virginia, Virginia, Maryland and Pennsylvania.

"Statistics for 1916 show that 30,000,000 tons of coal could be diverted to the new railroad," he says. "If the transportation cost saving could be only 20 cents a ton, or one-half the estimated cost of saving, the total saving would be \$6,000,000 or 4 percent interest on \$150,000,000.

"This estimate does not include the certain revenues from passenger and general commercial uses of this proposed railroad, or revenue from charges for use of the subway under the roadbed."

Mr. Pence says that the proposed line would connect with the Baltimore and Ohio, the Pennsylvania and the Western Maryland railroads at Cumberland and relieve them of some of the heavy burden of handling the coal business of that section.

The line would connect with the Washington terminals by entering Washington at Georgetown, passing through tunnels under K and L streets and under Massachusetts and New York avenues.

A spur track is proposed under the Public Library to the old Land Office building, which would be used for depot, terminals and express and mail station. Other terminals would be erected on the Mall, according to the plan.

The aggregate length of the proposed tunnels under the city would be six miles, according to Mr. Pence.

Would Relieve Congestion.

Mr. Pence sees in the plan possibility of relief in the existing street car congestion.

“The tunnels under the business streets of Washington,” he explains, “from the canal railroad route to the Union Station will afford the proposed road outlets from Washington to the north, south and east. Subway stations in the shopping districts and a station at the Georgetown tunnel entrance would assist materially in relieving the street railway congestion.”

Details affecting the Georgetown terminals and freight yards have not entered into the plans of Mr. Pence and his associates.

He is already working out plans for taking the matter to the State Legislatures of Maryland, West Virginia, Pennsylvania and Virginia.

Should Great Falls be developed, the proposed railroad could be electrified, Mr. Pence says.

At Great Falls, he says, a 3,000 acre park could be developed and made the most beautiful in the world. He urges the building of a paved road from Washington to the falls.

Could Be Beautiful.

Along the canal route, wherever small power sites are developed, Mr. Pence says the lakes from the impounding of the waters could be beautiful and each of them used as the site of a park.

“The whole system is proposed as an adjunct to existing carriers and not as a rival or competitor to any of them.” says Mr. Pence. “They are overburdened now.

“As to terminals and many other details, we are not concerned. That is for the proper authorities to determine.”

WP, Sun. 4/13/19, p. 14. **CANAL A RAIL CARRIER** – With a movement on foot to industrialize the National Capital there is a revival of interest in the plan to convert the old Chesapeake and Ohio Canal into a rail

carrier in connection with the scheme for the utilization of water power from the Potomac River.

The principal feature of the proposal is the establishment of a double track railroad over the canal ditch from Cumberland or some point beyond to this city. These tracks are to connect at the Cumberland terminus with tracks of the Baltimore and Ohio, Pennsylvania, the Western Maryland and other intersecting railroad lines, and at the Washington terminus with the tracks of the Washington Terminal Company, entering the Union Station. As this line will afford a direct route from the coal fields, both Washington and Alexandria would benefit by receiving cheaper coal, it is said.

DM, Tue. 4/15/19. **FIND DEAD MAN IN THE CANAL UP AT CUMBERLAND** – Cumberland, Md., April 15. – The body of George Lohr, a lumberman, aged about 45, was found floating in the canal below the boat yard here today, about noon. The man had probably been dead a week. There were no marks to indicate foul play. Papers found showed that he had been at Franklin and Jeannettesville, W. Va., and that a brother, Harry, lived at Unityville, and another brother, Frank, at Carnegie.

WT, Thu. 4/17/19, p. 2. **DRAINAGE OF CANAL O.K.'D BY MD. LABOR** – The plan to appoint a committee to report on the feasibility of draining the Chesapeake and Ohio canal, converting its bed into a double track railroad, was approved at a meeting of the Maryland State Federation of Labor, in Cumberland, Md., today.

The proposal was submitted by Henry Nolda, a member of Upholsterers' Union, No. 58, of Washington.

Besides reporting on the drainage plan, the committee will also be empowered

to take the matter up with Secretary Baker and other Government officials.

DM, Fri. 4/18/19. **LABOR DELEGATES FAVOR RAILROAD ON C. & O.**

CANAL – The following officers were elected for the ensuing year by the Maryland and District of Columbia State Federation of Labor in session at Lonaconing:

- President – Francis J. Drum
- First Vice President – C. C. Coulter
- Second Vice President – C. A. Ott
- Third Vice President – Thomas McQuade
- Secretary – Newton James
- Treasurer – J. E. Toone

Hagerstown, Washington, Annapolis and Cambridge were put in nomination for the next place of meeting and Hagerstown won easily.

A resolution by Harry Nolda asking that a special committee of five be appointed to look into the feasibility of draining the C. & O. Canal and arranging its bed for a double track for a railroad for the hauling of coal and farm products to Washington, was referred to the resolutions committee. It stated that Secretary Baker has the project under consideration, which called for the use of the water of the Potomac in furnishing the power. The special committee is to report to the executive board and if the latter approves, the action is to be made known to the government authorities. The convention adopted the resolution.

ES, Tue. 4/29/19, p. 1. **EAST POTOMAC PARK FERRY SOON READY** – East Potomac Park is to be made more accessible to the general public within the next few weeks by the establishment of the government ferry. operating between the naval militia wharf near the junction of 6th and O streets southwest and two landing places on the peninsula on which the park is located.

Col. Clarence S. Ridley, the engineer officer in charge of public buildings and grounds, today said he expected to begin the operation of the ferry about the 1st of June.

Launch Bartholdi Utilized

The launch Bartholdi, which formerly plied the Chesapeake and Ohio canal between Georgetown and Great Falls, is being fitted up especially for the purpose of taking visitors to and from the park. She has a carrying capacity of 100 persons and will be able to make the short trip across the Washington channel in a few minutes.

There already is one landing place on the park side, down near the southern point. Another is to be built on the park just east of the big field house, now in course of construction, nearly opposite the ferry wharf on the mainland. Clark & Winston of this city have been awarded the contract for the construction of the new park landing at their bid of \$760.

Development Delayed by War

Plans for the development of East Potomac Park into one of the largest and finest playgrounds and athletic fields in the United States have been delayed by the war and the diversion of some of the area into war gardens and an Army cantonment. Consequently, the park area can be utilized for picnicking and pleasure purposes only during the current season. The macadamized driveway is to be extended to the extreme southern point, and that area is to be improved further with a paved esplanade provided with seats for viewing the river and surrounding scenery.

DM, Sat. 5/3/19. **WILL ENCOURAGE FREIGHT TRAFFIC ON C. & O.**

CANAL – With the object of providing means and encouraging merchants of towns situated near the C. & O. Canal to ship goods over that waterway, a committee will leave for Washington on the boat “Lamb,” of Frederick C. Dreyer, to be gone three

days. All points along the canal will be visited and the merchants interviewed. The party will include John N. Martin, correspondent, Washington Star; Thomas O. Monk, correspondent, Baltimore American; W. T. S. Curtis, president, Washington Suburban Sanitary Commission; and Mr. Dreyer. George Diebold will be chef. Photographs at each point will be taken.

WP, Sat. 5/3/19, p. 3. **Trip for Business on C. & O. Canal** – Cumberland, Md. May 2. – A party which is to include Representative Frederick N. Zihlman, Fred C. Dreyer, Cumberland; John N. Martin, W. T. S. Curtis, president of the Washington Suburban Sanitary Commission, Washington; and Thomas O. Monk, Baltimore, will leave tomorrow morning over the Chesapeake and Ohio Canal in Mr. Dreyer's boat *Lamb* for Washington. One of the reasons is to encourage merchants to use the waterway for goods.

WP, Tue. 5/6/19, p. 3. **Cumberland Trainmen End Strike** – Cumberland, Md., May 5. – The strike of the trainmen of the Cumberland and Pennsylvania railroad was called off today following conferences in which General Manager M. S. Byers, Potomac region, United States railroad administration; Val Fitzpatrick, senior vice president of the Brotherhood of Railway Trainmen, and other took part. The brotherhood refused to uphold the strike. General Manager Byers agreed to reinstate all employees. The loading of boats on the Chesapeake and Ohio canal was resumed this morning.

ES, Wed. 5/7/19, p. 5. **SEES D. C. AS PORT FOR OCEAN CRAFT** – Washington again may become a port for ships plying the high seas if a suggestion which Representative Frederick N. Zihlman of Maryland, member of the House District

committee, proposes to lay before the Chamber of Commerce, should materialize.

Three large manufacturing concerns in Cumberland, Md., Mr. Zihlman's home, are considering the feasibility of obtaining shipments of raw material from Cuba, South American and other ports via the Chesapeake and Ohio canal, he stated today.

Large Dockage Planned

The plan contemplates providing dockage facilities in Washington, so that freighters coming up the river may transfer their cargoes to the canal company's fleet of nearly 100 barges. The inland boats, used exclusively for transporting coal, now return to Cumberland in ballast.

The Kelly-Springfield Tire Company, which is to let a contract this month for a five-million-dollar plant in Cumberland; the American Cellulose Company, which has an investment there of more than a million dollars; and a rolling mill company, now in process of formation, which will handle large quantities of Cuban ore, are the concerns mentioned by Mr. Zihlman which are considering utilization of the canal, provided the necessary terminal facilities can be provided in Washington.

Will Seek Co-operation Here

It is to bring about co-operation between the commercial interests of the capital and those of Cumberland that the Maryland member proposes to bring the matter to the attention of the Chamber of Commerce and urge the appointment of a joint committee to consider trade expansion possibilities.

Impressed with the fact that Washington and Cumberland together may be able to develop an important port here for foreign trade, Mr. Zihlman last week made a trip over the canal in a launch to obtain information first hand as to the condition of the waterway and its availability for the uses proposed by the Cumberland manufacturers.

He was accompanied by W. T. S. Curtis of Chevy Chase, Md., chairman of the Washington suburban sanitary commission; Frederick C. Dreyer of Cumberland, chairman of the Allegheny [sic, Allegany] county republican committee; and George Diebold of Cumberland.

The party reached Washington yesterday, having left the Maryland terminus of the canal last Saturday.

“Canal as Good as Ever”

“The canal seems to be as good as it ever was,” said Mr. Zihlman, “and I am confident it could be used for large shipments of raw material, such as rubber and iron ore.

“Cumberland is experiencing a business boom and there is no reason why Washington should not share it. If the chambers of commerce of the two cities will get behind a practical plan for development, Washington may again become a busy port, as famous as Georgetown was before the civil war, when that section of the capital engaged in an extensive lumber and grain trade through its shipping facilities.”

Representative Zihlman said that the canal is making a big record on its coal shipments this year. Approximately 40,000 tons of coal already have been brought to Washington. This is about one-third of last season’s total shipments.

DM, Thu. 5/8/19. **PREDICT FUTURE FOR C. & O. CANAL BY A NEW PLAN** – Representative Zihlman has devised a plan which he will lay before the Chamber of Commerce of Washington on an early occasion, for providing a cheap means of transportation of raw material from Washington to Cumberland by means of the Chesapeake & Ohio Canal.

It is said that the canal is making a big record on its coal shipments this year. Approximately 40,000 tons of coal have already has been taken to Washington. This

is about one-third of last season’s total shipments.

WT, Sat. 5/10/19, p. 5. **C. OF C. TO HEAR SEAPORT PLANS** – The most attractive program in months will be offered members of the Washington Chamber of Commerce at their May meeting at Rauscher’s next Tuesday.

In addition to Congressman Frederick N. Zihlman, of Maryland, who will tell of plans for the development of the Chesapeake and Ohio Canal, between here and Cumberland, which will practically make of Washington a seaport, eighteen members of the Washington staff of the United States Chamber of Commerce will be guests.

F. N. Shepherd, head of the field forces of the national chamber; Merle Thorpe, editor of Nation’s Business, and Elliot H. Goodwin, secretary, will speak.

DM, Mon. 5/12/19. **POTOMAC IS HIGH – DELAYING BOATING** – The Potomac river is badly swollen and the Antietam and Conococheague creeks are high as a result of the heavy rains last week. The river got out of its banks at Williamsport and other points causing delay in navigation on the C. & O. Canal, preventing boats from passing through Slackwater. Some of the lowlands below Williamsport was flooded by the river Sunday. The water is reported to be falling today, and no damage has been done. Rain fell heavily throughout the upper Potomac region.

WT, Mon. 5/26/19, p. 8. **CANAL CUTS COAL COST 30 CTS TON** – Hagerstown, Md., May 26. – Congressman Frederick N. Zihlman of Maryland told the Hagerstown Chamber of Commerce that the Chesapeake and Ohio canal will carry this year 200,000 tons of coal from Cumberland to Washington at \$1.90 per ton, while the

freight rate for the same haul on the railroad is \$2.20 a ton.

He expressed the view that if raw material could be secured for reshipment to Cumberland, the canal would be preserved and made to pay and develop the entire section it traverses. He also said he is of the opinion that if the canal tonnage can be developed, the Government would deepen and make navigable the Potomac river for some distance.

WT, Fri. 5/30/19, p. 4. **Found Young Rabbit In Stomach of Eel, He Solemnly Avers** – Hagerstown, Md., May 30. – Nature fakery were jolted by a fish story told by Henry Jackson, who is employed on the Chesapeake and Ohio canal near Williamsport, and vouched for by Frank Wine, the canal section foreman, his wife and daughter.

Jackson dipped a three-pound eel in the Potomac river, and when cleaning the eel, he found a young wild rabbit in its stomach. The rabbit measured five inches in length. It is supposed that the rabbit was drowned when the high water swept away a nest on the river bank.

DM, Tue. 6/3/19. **TWO DOUGHBOYS ON 2,775 CANOE TRIP** – Robert T. Marimon and Albert C. Brown – two former doughboys and newspaper men of Washington – arrived Monday at Williamsport over the C. & O. Canal on a 2,775-mile trip by canoe to New Orleans, undertaking a long and perilous journey and combining business with pleasure on their trip. On the way, they expect not only to enjoy the scenic beauty, but also to advocate a year's pay as a bonus for discharged service men and incidentally to sell subscriptions for the Soldiers, Sailors and Marines National News Weekly, a new and very creditable paper.

Mr. Marmion is a son of the late Rear Admiral R. A. Marmion, U. S. N. Mr. Brown is a nephew of the Governor of Arizona. Both are college graduates, and until they began preparing for their trip had been newspaper work in Washington. If they reach their goal they will establish a world's record in point of distance covered by canoe. Their boat was built especially for the trip. They carry 612 pounds of baggage, compactly packed, and have a complete camping outfit.

On arriving at Baton Rouge, the capital of Louisiana, the travelers will present to the Governor pleasant letters from Secretary of War Baker and Surgeon General Braisted of the Navy endorsing their work and trip. As an incentive to the success of their trip, the young men, before leaving Washington were promised a reward of \$500 by E. C. Garden, a war correspondent, on their arrival at New Orleans. Moving pictures were taken of the travelers before they left Washington.

The canoeists have averaged 35 miles a day so far on the first leg of their trip. They spent two days in Harper's Ferry and two in Shepherdstown, reaching Williamsport yesterday morning and were entertained there over night. Mr. Marmion and Mr. Brown were in Hagerstown and called on some prominent citizens and explained their plans. They also called on Mayor Fahrney and got a letter from him.

They expect to leave Williamsport this evening and to reach Cumberland by Sunday. Their only portage will be from Cumberland to Confluence, Pa., where they will embark on the Monongahela River for Connellsville, thence to McKeesport and Pittsburgh, down the Ohio as far as Cairo, Ill., from which point they will continue their journey down the Mississippi to New Orleans.

ES, Tue. 6/3/19, p. 12. **ONE-PIECE BATHING SUIT IS UNDER BAN** – Lock tenders along the Chesapeake and Ohio canal near Washington have declared war on the one-piece bathing suit. Canoeing parties whose members are thus scantily clad are experiencing difficulty in getting passage through the locks. The canal employees say the style may be all right at bathing beaches, but they object to having young men and women clad in “tights” constantly traversing their front yards.

Locusts and bather in abbreviated costumes descend upon the canal about the same time this year. The latter were an oddity to most of the residents of the Seven Locks group, above Cabin John bridge. John H. Speaker, who has been on the canal since the civil war and at present presides over one of the seven locks, served notice at once that he did not consider the one-piece bathing suit a respectable garment and that it would have to be kept off his premises.

Speaker lost no time in going into action after his declaration of war. A canoe paddled by a brown-skinned athlete and lined with cushions, among which lounged a young woman of Venus-like proportions, pulled up at the lock on its way from Great Falls to Washington.

“I won’t pass you through,” said the locktender, “until the young lady puts on her clothes.”

A vigorous but futile protest was made by her escort. The result was that the fair occupant of the craft had to repair to the Speakers’ home and don her street attire before the voyage could be resumed.

Since then other canoeing parties have been held up for the same cause. And the ban put on by Speaker has spread to other locks. Charles Stewart, who runs lock No. 11, has chased off the landscape surrounding his home every person wearing a one-piece bathing suit that has appeared on it. The locktenders say they may call on the

sheriff of Montgomery county for aid in their crusade.

WT, Wed. 6/18/19, p. 20. There is no reason for Chesapeake and Ohio Canal mules wearing great raw spots on their flanks and shoulders. That great big corporation can get coal into Washington without resorting to cruelty to animals; and for that reason, I am sending to the American Rescue League a letter from N. C. LANE describing some of the sore shoulders he has seen on canal mules. I think a mere hint at the right direction will result in better things for the hard-working dumb animals that plod the old tow path.

ES, Fri. 7/11/19, p. 9. **COAL BROUGHT OVER CANAL GOES BEGGING** –

Although warnings of a possible coal shortage next winter have been issued by government and other agencies, bituminous coal being received in Washington over the Chesapeake and Ohio canal is in little demand and business over the waterway has slacked to such an extent that many boatmen have quit work, officials of the canal towage company stated today.

For several weeks barges have been laying in the canal here unable to dispose of their cargoes except after long waits. About 4,000 tons of soft coal on an average are to be found in the bottoms, notwithstanding much fuel has been stored on the wharves at the point where the canal flows into the river.

It was thought the problem had been solved recently when an ocean barge was brought here and loaded up with more than a thousand tons of coal to be taken to Boston. But this barge has not yet been able to clear on account of the difficulty in obtaining towage down the river. It is stated that another barge of the same type may be here next week.

As boatmen are paid so much per ton for each trip, the delays at this end of the line have greatly reduced their prospective earnings for the season, causing no end of complaint and extensive resignations. The situation also is proving a great hardship to the towage company, which is operating at a loss.

Officials of the company say the difficulty lies in the fact that users of soft coal here have not been impressed with the importance of stocking their bins for next winter's needs. The coal undoubtedly will be in great demand later, they say, but then the supply will not be available.

MH, Fri. 7/25/19, p. 1. **Boy Drowns In Canal At Williamsport On Thursday Afternoon** – Luther Nye, aged 16 years, of Nyesville, near Chambersburg, Pa., was drowned yesterday afternoon, about 2 o'clock, just above the aqueduct of the Chesapeake and Ohio Canal at Williamsport, while swimming with several companions. It is not known whether he was taken with cramps or not. His body was recovered about forty-five minutes later by Policeman Hawbaker and John Bowers, and was taken to the undertaking establishment of Albert Leaf, Williamsport, where it is being held until word is received from the youth's parents. Young Nye was one of a party of picnickers from the Abner Solienberger factory, near Altenwald, Pa. The party came to Williamsport for the day; after finishing dinner some of the youths went in swimming. Near Nye, at the time he drowned, were several of his companions. They noticed him go under and thought it was just a trick of Nye's believing that he was swimming under water. They waited for him to come to the surface and when he had remained under an unusual length of time they became alarmed and began to search for him.

The party returned home immediately and notified the parents of the youth, who were almost prostrated when they learned of the drowning of their son.

The youth is survived by his parents, Mr. and Mrs. John E. Nye, and the following brothers and sisters: Bruce, Merle, Lee, Jay and Lucy, all at home.

Patrolman Hawbaker notified Justice Tice, who after an investigation deemed an inquest unnecessary.

WH, Sun. 7/27/19, p. 6. **Backward About Ordering Coal Supply** – Referring to the published statement that there is a slump in the Cumberland coal supply that comes to Georgetown via the Chesapeake and Ohio Canal, J. E. DYER, of the firm of Dyer & Co., informed me that there is an accumulation of Cumberland coal, but this condition is due entirely to the fact that the people are not laying in their winter supply of coal as early this season as they did last year. A little later, it is predicted, the coal traffic on the canal will be resumed in full volume.

ES, Mon. 8/4/19, p. 22. There are forty-four wharves along the river, eight of which are publicly owned and used exclusively for public business, eight are open to the general public on equal terms and twenty-eight are used by their owners or lessees for their own private business and are not open to general public use. Some of the wharves used by private parties are publicly owned, but are under lease. The Chesapeake and Ohio Canal Company has a lock at the mouth of Rock Creek for the passage of its barges from and into the Potomac river.

ES, Thu. 8/7/19, p. 22. **Brought in Engine Tank in 1854** – "The most valuable non-indigenous fish now inhabiting the Potomac are the small-mouth and large-mouth black bass. These most excellent food and game

species are not native to this river, but their introduction occurred so long ago that the general public has lost sight of the interesting facts connected therewith. It was in 1854, shortly after the completion of the Baltimore and Ohio railroad, that a lot of small-mouth black bass from the Ohio river were brought east in the water tank of a locomotive engine and liberated in the basin of the Chesapeake and Ohio canal at Cumberland. Having free access to the Potomac, the fish soon found their way to various parts of the river, and inside of ten years literally swarmed in all the tributaries from Mount Vernon to the headwaters. At the present time, the species affords much sport from Washington to Harper's Ferry and beyond, but is not common below the capital. The introduction of the large-mouth black bass into the Potomac basin was accomplished by the bureau of fisheries in 1889, the first plants being made in the Shenandoah and later in the vicinity of Washington; by 1896 the fish had become remarkably abundant, and now it is taken in large numbers by net fishermen and anglers in all the lower fresh-water reaches of the river.

WP, Fri. 8/22/19, p. 10. **Daniel Sounders Found Dead in Bed.** – Hagerstown, Md., Aug. 21. – Daniel Sounders, aged 70, for 40 years an employee of the Chesapeake and Ohio Canal, was found dead in bed at his home, Sharpsburg, last night. His wife and six children survive.

WP, Sat. 8/23/19, p. 3. **Canal Break Near Williamsport** – Hagerstown, Md., Aug. 22. – A disastrous break in the Chesapeake and Ohio Canal occurred last night near Williamsport. Fifty feet of towpath, ten feet below the canal bottom, were swept away. The break extends entirely across the canal to the berm side. Navigation between Williamsport and Georgetown, D. C., has

been suspended, but traffic between Cumberland and Williamsport is unhalted. It will require ten days to repair the break.

MH, Wed. 8/27/19, p. 2. **WASHINGTON PLANTS FEELING EFFECTS OF THE CANAL SHUT DOWN** – Washington manufacturing plants are already feeling the effects of the shut-down of the Chesapeake and Ohio Canal, it is stated. Many factories close to the canal, which depended upon the supply of coal furnished by boats plying between Cumberland and that city are greatly handicapped and are only running part time as the result of their inability to secure coal. The shutdown of the canal is due to a large break, which occurred near Slackwater, about eight miles below Williamsport last week.

A large force of men are working on the canal, but they are experiencing much trouble in closing the gap, due to the distance from which they are compelled to bring the dirt, there being none within a mile of the break. It is estimated that it will be a week or ten days yet before the canal boats can resume plying between the two cities again.

Sixteen light boats have arrived on the C. & O. Canal at Williamsport from Cumberland, the captains being called back to use their teams at the big break in the towpath bank on the Four-Mile Level at the Bishop place, below Williamsport. Inability to get teams and the scarcity of the proper kind of material to be used in closing the break is causing delay in the work. The break, it is stated, will be one of the costliest the canal company has had in years.

ES, Fri. 8/29/19, p. 8. **STRIKE AND CANAL BREAK HOLD UP COAL FOR D. C.** – A strike of coal dumpers on the wharves at Cumberland, Md., and then a break in the canal near Williamsport have

combined to delay shipments of coal to Washington over the Chesapeake and Ohio canal. It will be next week before the break is repaired. The difficulties are expected to cause at least a two-week suspension of shipments here.

WP, Sun. 9/7/19, p. 16. **Boy, Aged 10, Drowns in Canal** – Cumberland, Md., Sept. 6. – Oscar, 10-year-old son of Henry Wright, an employee of the Apple Growers' Cooperative Association, near Green Ridge, this county was drowned in the Chesapeake and Ohio Canal, today. The lad fell from a boat in which supplies for the orchards were being carried across the canal. The body was recovered.

WH, Mon. 9/8/19, p. 10. **MARYLAND** – Williamsport – After a suspension of nearly two weeks, due to a bad break in the towpath on the Four-Mile level, below this place, navigation on the Chesapeake and Ohio Canal has been resumed.

MH, Sat. 11/1/19, p. 1. **AMBASSADOR VISITS TANNERY AND LEGGING CO. PLANT FRIDAY** – His Excellency, L. J. Le Breton, ambassador from Argentina, who was a guest of the Farmers' National Congress here, yesterday was taken on a trip of inspection to the W. D. Byron Sons tannery at Williamsport and later through the Hagerstown Shoe and Legging Company. Ambassador Le Breton expressed a desire to visit the tannery and to see the raw hides turned into finished leather products.

Upon arrival at the tannery at Williamsport, Ambassador Le Breton was shown frigorific hides from Argentina sent to Washington County. He was then shown how these hides were taken through various processes and how the quebracho tanning extract from Argentina was used. Later he was brought to Hagerstown and explained

how the leather was made into shoes, many of which are sent to Argentina. He was keenly interested, particularly so because he found raw products from his own country brought to Washington County, made into finished products and sent back to Argentina for sale.

Ambassador Le Breton stated that he was very anxious to have tanneries operate in his own country and pointed out the possibilities that his country offered to these industries.

The distinguished visitor left for Washington about noon yesterday by automobile accompanied by Simms Jamieson, manager of the Chamber of Commerce and Major Robert Campbell.

[The hides were brought to Williamsport by canal.]

WH, Mon. 11/3/19, p. 8. The water will be drawn from the Chesapeake and Ohio Canal in a few weeks and unless the authorities get busy the bass therein will be illegally slaughtered as usual.

MH, Sat. 11/15/19, p. 2. **CANAL BOATS MOVING AGAIN; WERE HELD UP BY SOFT COAL STRIKE** – The announcement of the return to work of miners in the George's Creek coal region was good news to the canal boat owners on the C. & O. Canal, it was stated by one of the canal men yesterday. It was stated that many of the boats have been idle for over a week as the result of the strike of soft coal miners. The season is not over yet and the canal men had hoped for their largest season this year, but were much disappointed when the coal strike held up their boats.

This is practically the only kind of freight that is carried by the canal boats and naturally it meant much to the canal men when the coal was cut off because of the strike.

WT, Tue. 11/18/19, p. 6. It was reported from the office of the Chesapeake and Ohio Canal that resumption of loading boats was expected today. The last boats were loaded on November 8.

WP, Tue. 11/18/19, p. 3. **MARYLAND** – Mine No. 10, Consolidation Coal Company, Eckhart, could only partially resume on account of being flooded. The Chesapeake and Ohio Canal expects to resume loading tomorrow with coal mined today after a suspension of nearly ten days.

ES, Sun. 11/23/19, p. 9. **AN AUTUMN VACATION ALONG THE C. & O. CANAL** – To him whose heels are weary of their daily 8,000 blows against hard pavements; whose life, well ordered as a straight, square-cornered city street, is, nevertheless, as complex as the pavement of cement, stone, sand, brick and asphalt; whose every day from January to December is dominated by the twentieth century, with its six-cylinder routine; whose vacations at the seashore but intensify his work-day diversions; who in his automobile follows the concrete trails, and mourns the passing of the cowbell, the moss covered bucket and the milkmaid – the writer would introduce another world. For he was one of these until he met the Chesapeake and Ohio canal, only a step away, and yet as strange as though he had stepped to another planet.

Just west of Georgetown, where the National Capital doffs its erudition to meet the slow stream, I boarded a boat starting to Cumberland, and as we rounded the first bend I said good-bye for two weeks to pavements, street cars, collars, movies, etc.

So, follow and see the stuff that true vacation is made of. Here the progression of the age has not touched. Canal boats wear out, yet these boats differ in no way from

those used in 1850, when the canal was first completed. Leaves fall, but those at present on trees along the shore are just like those of that year. Mules die, but these placid, stubborn, companionable creatures that pulled this particular boat must be much like the first mules that ever walked the towpath. People come and go, but those the writer met do not differ materially from those on the first canal boats. It is as though, in this spot, the world has stood still for generations. And this is vacation – to lay aside one's motive power for two weeks and stand still, contemplating the world.

The captain of the boat, father of the family and monarch of all he surveys, will be grateful to you for a remuneration of \$1.50 a day and will respect you if you tell him you usually shave oftener than twice a week. His wife will respect you if she finds you know how to use a camera. Two small boys and a ten-year old girl might respect you if you can crack a whip or if you could steer a loaded boat – or you happened to have some chewing gum for them. A small baby will not respect you under any circumstances. But all are amiable; all become acquainted quickly. Tell them your first name and straightway you are part of the family circle. You will eat with the father and his sons from a clean plate, while mother, daughter and baby wait. You will sleep alone in the hay house. At other times, you will be left to your own devices – which will be a simple matter, for you will have no devices and need none.

Like one who, after months of reduced diet, would delight in sitting before a feast and throwing all restraint to the winds, so the writer feasted on laziness. Through hour after hour of mild October sunshine he lay stretched on the deck, at the bow, taking his temperamental cue from the complacent water. As the hand of a watch lingers meditatively over each minute, this lazy boat lingers over each bend, scarcely

seeming to move, yet gradually changing the minutiae of each scene. Lazy mules calmly contemplate each foot of towpath as they pass over it. White clouds are proverbially lazy; one or two drift above, enjoying their birthright. Tree-tops wave lazily, stirred by a lazy breeze. A leaf falls lazily to the surface of the water. A crow flaps lazily across the sky. This is the exaltation of laziness. Can Washington and New York and Chicago and Pittsburgh exist in this same world?

Nearly all of the country along the canal is either wild or simply rural. Close to Washington are many summer camps and cottages, also at occasional other places convenient to towns or railroads, but there are great stretches of country where, if man ever comes, he leaves no indication of it. Here the luxuriant growths of trees, bushes and vines almost form jungles.

But at casual open places in the woods or at locks, something nestling at the foot of a mountain, are simple villages, little clusters of ten or twelve houses whose bright whitewash gleams in the sun in shape contrast to the green pastures and trees. They are made of rails or logs or stones, plastered between, with shingle roofs and sometimes a few pieces of weatherboarding at the top. In such a locality, speculate again whether, somewhere, street cars are still clanging, crowds hurrying, policemen whistling, typewriters rattling. In the dust of these roads are no automobile tracks, for it is far from the travel routes, but there are tracks of small feet, turned toward a school house some distance away. Shocks of corn, with heavy ears, stand in small fields on each side of the canal; great pumpkins scattered about make one feel as though he had stepped into a colonial Thanksgiving story. In a bit of woods nearby a cow bell tinkles idly. Two women wearing long blue dresses and sun-bonnets are working around

a large kettle in one of the yards. A girl of fifteen or sixteen stands near.

Are these people as free from frills as is the landscape? What concern is there here for the buzz of the commercial world, the great voice of the statesman, the great footsteps of the military man? What meaning would attach here to the expressions: "Keep to the right," "Move up front, please," "Six reels of thrills," "A room and bath," "Number, please," and "A dollar and ninety-right"?

At certain points the canal makes contact with the outer world. For a few miles it runs parallel with the Maryland state road, and here the passenger on the canal boat, having grown harmonious with his surroundings, perhaps dreamed as the writer was, in blue shirt, old trousers and flourishing whiskers, will be part of the rustic scenery for the mildly curious gaze of passing tourists.

Perhaps you will stop on Saturday night at a small town, such as Williamsport, Md. By many this would be called a typical country town, but it is the borderland between the canal and the city. Here you and the captain of the boat will be welcome, despite a slightly unkempt appearance, to step into the ice cream parlor for refreshment; although two or three youths, with brightly striped shirts and collars, each eating a quart of ice cream, will wink at each other when you pass by and murmur, "Hicks!"

But the town soon vanishes behind a bend in the canal, leaving again the long outdoor hours.

He whose art has always been served to him daintily but formally upon the canvas will find here the original substance from which it was made, and with a flavor which cannot be transplanted. He will see a cold morning, white with mist, and the sun rising out of the canal behind, the same hot, round

ingot it was when it set the night before, and a moment later will see it turn its rays, like a great yellow searchlight, upon the mist. The elongated reflection of the sun turns the canal to gold from one bank to the other, and, as though the golden water were quietly boiling, it gives off a golden vapor – drops of gold so tiny and light that they float in the air!

Then there is the growing sunlight of the forenoon, the intense sunlight of noon, the filtered sunlight of the late afternoon, and the scattering sunlight to clouds and mountain rims. Then there is the silent evening, dark trees and their dark reflection in the water, faint sky, ripples at the side of the boat. And as each star comes out it seems to complete a picture that had seemed complete without it.

About thirty-five miles below Cumberland is probably the most deserted part of the canal. Here the river makes five turns between two mountains of unusual size. Other hills are at each end of the mountains, so when one is in the center of this area he seems to be in the bottom of a gigantic bowl. In every direction, there is a barrier between him and the world so solid that he wonders how he came there. One lock, with the small whitewashed house of the old man who tends it, is alone in this spot.

From ridge to ridge the bowl is about seven miles in diameter, but by leaving the canal at a bend near one side one can climb to the top of the mountain in a few hours. There is a clearing about half way up the side, appearing from below like a light patch upon the dark mountain, where an apple orchard had been started and then neglected, and an indistinct path runs from the lock this far. Beyond it the underbrush is thick and the climbing difficult, but the goal is worth it. There one can stand for hours looking at the great loneliness on every side of him.

Now he can see out over the bowl to the dim blue ridges far beyond. He may realize that the world is much larger than he had supposed. The lock tender's white house looks like a paper model and the canal like a silver strap. About five miles away there is a railroad bridge, and, perhaps while he watches, a tiny train creeps over it without a sound, disappearing in a moment. A minute drop out of the heart of Chicago it is, holding its small share of white-coated waiters, silver knives and forks and business men with great cigars; passing through this wilderness to the heart of New York.

The canal trip is not complete without a turn at driving the mules. To the writer this is the finishing touch, for one does not completely leave his own sphere unless he actively enters into another. At night ten-year-old youngsters are afraid to be alone on the towpath and the offer to drive will be appreciated. No skill is needed. Mules pull according to their mental state and the presence of any one behind them has a psychological effect.

And do there are miles of silent walking. There is a lantern on the bow of the boat; it casts a glow before it which seems to suggest, rather than illuminate, an occasional tree or cliff; most of its rays scatter and are lost in the darkness. And always we are coming out of darkness and proceeding into darkness. The trees along the towpath are black, and where there is an open space the blackness is deeper still. Over each dark bank is more darkness, and beyond each black cliff is more blackness. The writer looks along the towpath and wonders how far away – not in miles, whereby we measure ground, but in units whereby we might measure darkness and silence – is Washington with its busy government. Here there are only ripples in the water, creaking of the harness and the crack of the whip, which intensifies the

quietness and the distance from the everyday world.

ES, Tue. 12/2/19, p. 2. **D. C. TO BE**

21,000 TONS SHORT ON COAL

DELIVERY – Washington will be 21,000 tons of coal short of the amount which the Chesapeake and Ohio Canal Company had expected to deliver to the city upon its barges when the canal way is closed for the winter next week. The schedule for the amount of coal which the mule-drawn barges were expected to bring to the capital during the summer months was 125,000 tons. Strike disorders at the mines near Cumberland, Md., where the canal terminates, caused a break in traffic and will allow but 104,000 tons of the fuel to be delivered to Washington before the canal is drained.

There are five barges making the trip from Cumberland to Washington yet plying the canal. When they reach their destination here the barge stream will be drained. The canal will reopen in the spring. It is along this canal that the major portion of Washington's coal supply is brought.

WH, Wed. 12/3/19, p. 1. **Incoming Coal**

Cut 21,000 Tons – The Chesapeake and Ohio Canal Company announces its barges will be short 21,000 tons of coal of the 125,000 tons expected to be delivered here before the canal is drained. Strike disorders at the Cumberland mines, where the canal terminates, caused the shortages.

WT, Fri. 12/5/19, p. 15. The last shipment of bituminous coal over the Chesapeake and Ohio canal is expected to arrive today or tomorrow. Three boat loads will arrive in this shipment, which was loaded in the bituminous regions before the strike.