

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE NEWS***  
A Frederick, Md. newspaper  
and  
***THE DAILY MAIL***  
A Hagerstown, Md. newspaper  
and  
***THE WASHINGTON TIMES***  
***EVENING STAR***  
and  
***THE WASHINGTON HERALD***  
Three District of Columbia newspapers  
1920

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July 2016

## A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The News*, a Frederick Md. newspaper, *The Daily Mail*, a Hagerstown, Md. newspaper, *The Washington Times*, *Evening Star* and *The Washington Herald*, Washington, D. C. newspapers. The articles were compiled, chronologically in a two-column format, much as they appeared in the newspaper. Articles from the *News* are preceded by *News*, those from *The Daily Mail* are preceded by DM, those from *The Washington Post* are preceded by WP, those from the *Evening Star* are preceded by ES, those from *The Washington Herald* are preceded by WH. A search was made of the Cumberland, Md. newspaper for 1920 looking for stories about the canal, to no avail.

These newspapers were found on-line, excepting *The Daily Mail*, which was found on microfilm by Richard Ebersole at the Washington County Free Library, Hagerstown, Md. Many thanks Dick. 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.

The Report of Hugh L. Bond, Jr., et. al., Trustees for the year 1920, Filed March 26, 1921, is appended.

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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P.S. This report was revised 7/14/2016 to include two articles about the aqueduct collapse at Williamsport, Md. Jill Craig of the Washington County Free Library found the two articles.

## **Canal Trade 1920.**

WP. Wed. 1/14/20, p. 11. **Farmers and Mechanics.** - E. T. Simpson, grain dealer of Georgetown was added to the board of the Farmers and Mechanics National [Bank], old members of the board being reelected as follows: J. McKenney Berry, Charles H. Cragin, J. E. Dyer, Henry W. Fisher, Harry V. Haynes, William King, Joseph H. Lee, G. L. Nicholson, T. J. Stanton and Robert D. Weaver.

WH. Fri. 1/23/20, p. 6. **For Georgetown Business Men.** - The plan to form an association of merchants and manufacturers in Georgetown - a sort of Board of Trade or Chamber of Commerce - has not been abandoned. In a letter from **JAMES KEATING**, he says he has been in touch with **G. L. NICHOLSON**, general manager of the Chesapeake and Ohio Canal Company, who declares he is greatly in favor of an up-to-date commercial organization. Mr. Keating says he also has consulted with several leading business men of the old town and found them in favor of the project. He promises to continue his canvass and later issue a call for a meeting of those interested.

WH. Tue. 2/24/20, p. 3. **C. & O. Canal to Operate Beginning First of April.** - The Chesapeake and Ohio Canal, between Georgetown and Cumberland, Md., will reopen April 1, it has been announced by the Canal Towage Company, which has its headquarters in Cumberland. Minor repairs to the waterway, boats and other property of the company will be made in March. Ten boats a day from the mines of George's Creek and other Potomac region is the season's shipping schedule. One hundred boats, each manned by a captain and four men, will be in use.

WP. Tue. 2/24/20, p. 3. **43 Cars Pitched into Canal.** Hagerstown, Md., Feb. 23.

As a result of a landslide on the Western Maryland Railway at Herbert, near Hancock, 43 cars of a double-header coal train were ditched, some of the cars falling into the Chesapeake and Ohio Canal, almost choking the waterway. Conductor Abraham Ruth and brakeman Thomas Marshall, Hagerstown, were slightly injured as the wreckage was being cleared.

WH. Sat. 2/28/20, p. 8. **Coal Barges Net Profit of \$2,127 to Government.** - Uncle Sam netted \$2,127.69 from the operation of ten barges on the Chesapeake and Ohio Canal from Cumberland to Washington during 1919, according to the annual report of G. A. Tomlinson, director, division of inland waterways, to Director General Walker D. Hines.

The barges were operated by the Railroad Administration under an arrangement with the Canal Towage Company whereby 20 cents a ton was paid the company for coal transported to Williamsport, Md. During the year 12,970 tons were transported to Washington and 4,506½ tons to Williamsport.

WH. Sat. 3/6/20, p. 1. **40-MILE GALE SWEEPS CITY; ONE LIFE LOST.** - **Fear Potomac Flood.** - Bowing to a snow-laden, fifty-mile gale, gathering force as it whirled Eastward, Washington yesterday and last night sustained the brunt of the great storm that descended on the East after playing havoc in the Great Lakes region.

One death is the brief blizzard's toll in this city. The snowfall passed in the darkness, and the wind subsided after attaining a maximum velocity of 48 miles an hour.

### **Potomac May Overflow.**

There is cause for greater concern than was occasioned by the phenomenal winter flare-

back which carried the thoughts of Washingtonians back to the blizzard of 1898. This is the threatening rise of the Potomac, which, already along its upper reaches, has attained flood stage, driving people and livestock to the security of the hills, and is rapidly rising between Aqueduct Bridge and Great Falls.

Flood reports from Hancock, Williamsport, Shepherdstown and other river towns closely followed stories of the storm last night. Surging waters also were reported to be breaking from the banks of streams in the Maryland counties of Baltimore, Carroll and Harford. The Potomac and Shenandoah feed from the same hills and mountains as do these streams and both must respond to the heavy addition of rain and melting snow.

#### **Crest Not Due for 24 Hours.**

At Chain Bridge a stage of ten feet was noted early last evening, rapidly increasing. River men view with apprehension the swelling stream, recalling the flood of 1918. It will be at least twenty-four hours before the crest reaches Washington.

#### **Boatmen Remove Craft.**

Boatmen on the Potomac worked furiously in the afternoon to remove their craft from the channel, whipped into foam by the high winds. It was one of the worst nights on the river in many years, according to Lock Tender Willard, who has been employed at the Chesapeake and Ohio Canal dam feeder, near Chain Bridge, for twenty-eight years.

WH. Sun. 3/7/20, p. 1. **City's Flood Danger Passes As Atlantic Coast Suffers In Wake of Cyclonic Storm.** - The flood danger Washington faced has passed.

Threatened high water and an accompanying ice jam in consequence of breaking ice gorges in the upper river here, have been averted by the present after-

blizzard "cold snap" which will continue today and tomorrow, according to Dr. Ira C. Frankenfield, forecaster of the Weather Bureau. Today the temperature will range from 15 degrees in the morning to 33 degrees in the middle of the day, it is predicted. Monday may be a trifle warmer.

#### **Break Near Hagerstown.**

Two ice gorges in the Upper Potomac near Hagerstown, Maryland, gave way yesterday and huge floes were swept downstream toward Washington on a raging, muddy current. This, it is believed, will be checked by freezing. The gorges which were three and five miles long, respectively, gave way within an hour or two of each other and the roar of the big packs as they swept over the dams could be heard for miles. Warnings were sent to persons living along the river below the dams, and special guard was placed on all small river craft and boats on the Chesapeake and Ohio Canal to save them from being damaged or swept away from their moorings.

WH. Wed. 3/10/20, p. 3. **Potomac Cleared of Ice.** Hagerstown, Md., March 9.

Measurements taken of the high water in the Potomac River, which has receded within its banks, show that the flood reached a height of twenty-four feet above ordinary level. The greatest damage known so far was washing away the banks of the Chesapeake and Ohio Canal in several places.

The upper Potomac is clear of ice with the exception of a gorge in a sharp bend above Hancock. When the ice went off the Conococheague Creek, near Williamsport, it tore out the middle of the large dam at Kemp's flouring mills. Half of the dam at Welty's mill also was washed out.

ES Mon. 3/22/20, p. 14. **WATER TO PASS THROUGH LOCKS OF C. & O. CANAL THIS WEEK.** - The historic

Chesapeake and Ohio canal, which was drained at the close of the boating season last fall, this week again will become a liquid chain connecting the National Capital with the coal fields of Cumberland, Md.

Announcement that water will be turned into the 187-mile ditch late this week was made today by General Manager G. L. Nicolson. Coal boats will start loading at Cumberland April 5, he said.

The canal's fleet of barges brought about 135,000 tons of coal to Washington last season. Effort will be made to better this record during the current year.

#### **Signs of Returning Spring.**

There was evidence of returning spring yesterday along the ten-mile stretch of the canal above Washington, where owners of camps got a good start on their spring house-cleaning. Teachers in search of plants for botany classes and wander-lusters were out in force along the canal towpath. Some of the more ambitious hikers went to Great Falls by rail and negotiated the seven-mile walk from that point down the towpath to the car line at Cabin John.

Bobb Barr of the engineer record office of the District government, who pitched the first game for Washington in a major league contest, made his usual early spring discovery of blooming hepatics. Barr knows the canal like a book. He reported that squirrel corn is up and that early signs indicate a heavy bloom of wild flowers by Easter.

William E. Engel, who has gone into the bee business on the canal not far above Cabin John, decided to smoke out the insects yesterday and recover some honey from the hives. But the wind refused to blow in the right direction and the bees obstinately remained at home, to the disgust of a good-sized crowd of onlookers.

Not far from the site of the Engle industry a bullfrog colony disported itself on the surface of a pool of stagnant water and

indulged in a medley of croaking that suggested a convention was being held. The frogs swam about with lazy strokes and would have been easy targets for a dip net.

#### **Fishermen Make Good Catches.**

In many places the high water in the river almost reached the canal banks. Many fishermen were out in boats, despite the swift current, and good-sized catches of catfish were reported.

There was a noticeably heavy flight of shad flies, which was accepted by old-timers along the canal as a sure sign of a good fishing season.

Probably the busiest man along the canal yesterday was Maj. Lusby, disbursing officer of the District government, who put his shack in first-class order and then did a little landscape gardening.

Above Lusby's abode, at the William Whittaker shack, the first stag party of the season was staged. Bob Johnson of the District government service and others gathered for a big dinner provided by Mr. Whittaker.

Andrew Rawlings of the patent office was out with the early-season hikers on the towpath yesterday.

Up in the Seven Locks neighborhood Jack Speaker and Charles Stewart, tenders at locks 14 and 11, respectively, gave their fishing rigs an overhauling in order to be the first to wet lines in the canal when water is turned in this week.

Speaker has trained his dog, a spaniel, to fish, and expects to work him at this trade continuously during the season. The dog will watch a float for hours, and bark excitedly when it moves. The Speakers were provided with several messes of fish last week through the efforts of their useful pet.

ES, Tue. 3/30/20, p. 12. **WILL BRING COAL BY C. & O. CANAL.** - Despite rumors of a possible cutting off of the

supply it usually carries, water was turned into the Chesapeake and Ohio canal today and plans made to load the first coal boat of the season at Cumberland, Md., next Monday.

On account of strikes, increased cost of operation and depletion of its forces by the military draft, the canal has started the last few seasons with the greatest uncertainty as to its ability to continue in operation, and the present year promises to be no exception to the rule.

This time the trouble is attributed to legislation pending in the Maryland legislature which, if enacted into law, coal operators claim, will put out of commission the small mines that furnish the bulk of coal shipped to Washington from the Cumberland field via the canal.

Miners assert, on the contrary, that the bill is fair, and cannot seriously affect the operatives.

#### **Measure Worries Officials.**

It was admitted by officials of the canal company today that they are seriously concerned as to the effect the measure will have.

Passed by the house of delegates and scheduled for a hearing in the Senate tomorrow, the bill provides certain restrictions upon the conduct of coal mining in Allegany and Garrett counties, Md. Although put through the lower house in considerably amended form, the bill still is opposed by most of the operatives, who claim it will close some mines, diminish shipments and affect the amount of coal transported over the Chesapeake and Ohio canal.

The bill is said to have been amended so that most of its provisions will have no application to mines employing not more than ten miners regularly. This, however, it is stated, will effect only the very small mines, such as are operated mainly to produce a local supply.

One of the principal provisions of the bill concerns the designation of a "check weigh man." This official is to be designated upon the petition of a majority of the miners at any time, and to be paid by them. His duty will consist of keeping check upon the weighing by the company's employee. Other provisions require the maintenance of a washroom for miners and enforce measures for their protection from accidents.

DM, Thu. 4/1/20. **Company Worried By Pending Bills.** – Despite rumors of a possible cutting off of the supply it usually carries, water is being turned into the Chesapeake and Ohio canal and plans made to load the first coal boat of the season at Cumberland next Monday.

On account of strikes, increased cost of operations and depletion of its forces by the military draft, the canal has started the last few seasons with the greatest uncertainty as to its ability to continue in operation and the present year promises to be no exception to the rule.

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FILLING THE CANAL FOR THIS SEASON – The C. & O. Canal is being filled with water and boats will be running the first of next week. Water was turned into the canal at Cumberland last Saturday and will come into the Williamsport division at Dam No. 5 on Thursday. All of the levels will be full by the latter part of the week, and a fleet of light boats will leave for

Cumberland next Monday or Tuesday. Loading will begin on April 5. About eighty-five boats will be operated this season, a fewer number than was expected owing to a scarcity of hands to make up the boat crews.

DM, Tue. 4/6/20. **BREAK IN CANAL DELAYS TRAFFIC** – The reopening of the C. and O. Canal has been delayed by a serious break in the towpath bank in the 14-mile level, near Four Locks. A fleet of boats that left Williamsport, Sharpsburg and other places on Monday for Cumberland are held up by the break which occurred at a culvert. The stone structure, supposed to have been weakened by age and recent rains collapsed early Monday morning. A portion of the bank on either side of the culvert also went out. The break extends below the bottom of the canal. It is expected that it will take a week or ten days to repair the damage.

The first boats were loaded with coal at Cumberland on Monday, but there will be no shipment of coal until the break is closed. Coal men at Williamsport do not expect any cargoes by canal before April 15<sup>th</sup> at the earliest.

DM, Tue. 4/13/20, p. 8. **Gabriel Shipley Rubs Aladdin's Lamp On The Banks Of C. & O. Canal** – From lock tender to millionaire overnight – a veritable story of Aladdin in the present day – is the experience of Gabriel Shipley of near Williamsport. On the job, at Dam No. 4 on the C. & O. Canal, the old man can be found still listening to the song of the canal canaries, but he is a bona-fide plutocrat just the same. A letter has just been received in the Shipley home which relates the story of a \$22,000,000 estate left by an uncle who migrated to California in '49. Of this vast sum Gabriel Shipley and his five children will receive about \$7,000,000, while a sister, Mrs. Cyrus Davis, also of Williamsport, and

another sister who lives in Washington, will be equally fortunate.

Like a story from the pages of Alexander Dumas comes the news of the fortune of the Shipley family. For years Gabriel has been a simple lock tender on the C. and O. Not in his remotest dreams did he imagine of the fortune to come. He has been happy in the simple joys furnished by the Williamsport movie and the Wednesday night prayer meeting. All in an hour his remaining span of life changed. From the dim and distant West comes the news that a forgotten Uncle has been called to his reward and Gabriel blossoms into a millionaire able to sport his limousine with a liveried chauffeur; wealthy enough to have a real porter house steak on his table and not be accused of ostentation.

When the gold rush was made to the California coast the Uncle was among the 49ers, who braved the Indians and the wilderness in a prairie schooner; he was of those, who dug from the earth its treasure and became numbered with the ones who find it as hard to enter the kingdom above as it is for a camel to pass through the eye of a needle. With his wealth, the hardships of the days when he had taken his life in his hands to join the rush across a continent was forgotten. With his wealth, also was forgotten those relatives he had left in "Maryland, My Maryland." Like all others in human form the death angel has reached out and touched the successful Uncle. No kith or kin has he except the brother and one sister in Williamsport and the sister in Washington, with their children.

Until the day he passed into the great beyond, the Uncle had not taken to himself a better half. He died without a will and the vast wealth, consisting in paying gold mines, descends to the folks he left behind. In this manner has Gabriel Shipley passed from the ranks of the common herd. Yet he is still sticking to his place on the C. and O. No

noticeable change is seen in his manner. His remark when the news came was characteristic of the man. He read the letter, told his daughter of the great news, and concluded with "Now Lydia, what the hell can I do with all this money?" Then he filled his pipe and returned to his duties at Dam No. 4.

WT, Wed. 4/14/20, p. 8. **HEIR TO \$7,000,000.** - Hagerstown, Md., April 14. - Gabriel Shipley, lock tender on the C. & O. Canal near here, has received word from a probate court in California that he and his five children are heirs to \$7,000,000 from an estate of \$22,000,000, left by a cousin, who went West in 1849.

A sister, Mrs. Cyrus Davis, of Williamsport, also shares in the bequest.

DM, Fri. 4/16/20. **COAL IS MOVING ON C. & O. CANAL** – The first boats loaded with coal this season reached Williamsport on the C. & O. Canal yesterday while the small fleet of boats passed that point bound for Washington with their cargoes. Shipments of coal in the waterway will grow as the output is increased at the mines. The embargo on railroad feeders from the mines seriously reduced the coal supply owing to a shortage in cars and many of the miners being idle.

Between eighty and a hundred boats will haul coal on the canal this season, the bulk of the shipments going to Indian Head, where the government has a proving ground, and coal is needed. Williamsport and Powell's Bend, a mile below the town, will get a large supply of coal, as usual, both being important shipping points.

WH, Mon. 4/19/20, p. 8. **Potomac Canalman Heir to 7 Millions, Puffs Pipe and Wonders How to Spend it.** Hagerstown, Md., April 18 - A story of the present day which rivals that of the

legendary Aladdin and his magic lamp is that of Gabriel Shipley, lock-tender on the Chesapeake and Ohio Canal who found overnight that he was the possessor of a fortune estimated at more than \$7,000,000. Shipley is the attendant at the lock at dam No. 4, below Williamsport, where he has been on the job for years hearing only the braying of the canal mules and the horn of the boatmen, but he is planning to leave the placid scenes for a mansion, limousines and other modern luxuries.

#### **"Forty-niner" Uncle Dies**

A letter has just been received by Shipley which tells of an uncle named McCoy, formerly of this section, who went to California during the great gold strike of '49. McCoy died at his home in California recently, leaving an estate, consisting principally of gold mines, estimated at \$22,000,000. Of this vast sum Shipley and his five children will receive about \$7,000,000, while two sisters will share equally with Shipley in the estate. Shipley has employed a lawyer in Hagerstown to look after his interests.

The uncle went to California with an emigrant train in the gold rush of '49. The party was over three months in making the trip. They had several encounters with roving bands of hostile Indians, suffering a variety of perils and hardships, but finally reached their goal. He never married.

#### **Wedding Anniversary.**

The news of Shipley's great fortune came to him on the anniversary of his wedding. He received the news like a stoic and his only comment was to his daughter when, after he had concluded telling her of the riches to come, he mused - "Now, Lydia, what the hell am I going to do with all this money?"

Mother Shipley has her plans, however. She said she intends to leave the simple life with the "cows and chickens" which she has led so long on the green

banks of the Potomac. Her greatest ambition, she said, has always been to live at Halfway, which is midway between Hagerstown and Williamsport, Md. In a palatial home of at least eight rooms she intends to experience all the thrills of an occasional trolley car passing her door and to indulge in the gayety of this rural social center.

#### **Lonesome at Dam No. 4.**

Standing on the unpainted steps of the four-room house at Dam No. 4, where her millionaire husband is still the lock tender, she declared her first intention after they had come into the \$7,000,000, said to be their share of the estate, was to "give to the poor." After that and the house at Halfway, the rest of the money will go into the bank. Mrs. Shipley says she is discontented because it is too lonesome at Dam No. 4. "It isn't so bad in summer," she corrected, "when the canal boats are running. But in winter when the canal is closed it's just awful. I mostly go to visit my daughters then."

The glitter of \$7,000,000 has not turned the heads of the Shipley family. In her kitchen and dining room combined, Mother Shipley continues to bake good apple pies, while Gabriel puffs at the cut plug in his old briar pipe and attends to his duties at the lock.

DM, Mon. 4/26/20. **ANOTHER BREAK ON C. & O. CANAL** – The C. & O. Canal is tied up for the second time since the opening of the boating season by a break. A number of loaded boats, bound for Washington and Williamsport, and some light boats enroute to Cumberland, are held at different points on the Williamsport division. The break is in the towpath at Miller's Bend, about five miles above Williamsport. About half of the outside bank went out, the rush of water carrying away several large sycamore trees that were

uprooted. The Potomac river at that point is close to the canal.

A large force of men are repairing the damaged bank, which, it is expected, will be closed late today or tomorrow.

WT. Tue. 4/27/20, p. 3. **BREAK IN C. AND O. CANAL SUSPENDS NAVIGATION.** Hagerstown, Md., April 27

Another bad break in the Chesapeake and Ohio Canal occurred in the towpath at Miller's Bend, five miles above Williamsport, causing suspension of navigation. One-half the outside bank was washed out, the rush of water carrying away large sycamore trees that had been uprooted.

A number of loaded boats bound for Williamsport and Washington and empty boats returning to Cumberland are tied up at the scene of the washout.

A large force is making repairs, which will be finished tomorrow.

DM, Wed. 4/28/20. **AUTOS FATAL PLUNGE INTO C. & O. CANAL** – John P. Bixler, 16 East avenue, was killed, and John D. Trimmer, East Antietam street and Lester Snyder, residing with Bixler, were slightly injured when a car in which they were riding dashed off the bridge at Shepherdstown and fell into the C. and O. Canal, a distance of about 15 feet. The accident happened about 8 o'clock last night, as the men were returning to this city from a tour in the interest of the International Correspondence Schools, by which they were representatives.

Snyder was driving the car at the time of the accident, and was unaccustomed to the road and the turn in the bridge, and was unable to see easily, due to a fog hanging over the river. When the machine struck the water, Trimmer and Snyder were able to extricate themselves from the wreckage and swim to shore, but no signs of Bixler were evident. It was not until half an

hour later that his body was recovered. Drs. G. W. Banks and Harris Banks, Shepherdstown, were summoned, and found that Bixler's death had been the result of a broken neck.

A coroner's jury from Sharpsburg was summoned, which found that death was due to an accident.

Bixler's parents and one brother reside in Westminster, he having been employed here since his discharge from the navy about a year ago.

His parents came here today and removed the remains to his home in Westminster. He was aged 22 years.

The injuries sustained by Snyder and Trimmer were confined to a few slight lacerations.

DM, Thu. 4/29/20. **Aqueduct Collapses on C&O Canal – Boat Swept Through Opening Into The Creek** – Fate placed her massive shoulder against the big stone aqueduct on the Chesapeake and Ohio Canal, spanning the Conococheague creek at Williamsport, heaved, and two spans of the east, or berm side of the structure, collapsed at 5 o'clock this morning.

Canal Towage Company, Boat No. 73, in charge of Captain Frank Myers of Big Pool, which had just entered the aqueduct, was swept through the gaping side and fell 20 feet into the creek below.

Captain Myers, who was steering the boat, escaped with his life by leaping from the stern upon the bank almost at the edge of the broken wall. The mule team was saved by the son of Mr. Myers, who was driving, unhooking the towline, when his father shouted a warning as he jumped.

The damage in dollars and cents will run into thousands, besides the financial loss the C. & O. Canal will sustain as a result of the delay in navigation.

Misfortune seems to be following the C. and O. Canal like a Nemesis this season.

The collapse of the aqueduct is the most serious of a series of three mishaps that have happened on the waterway since it was reopened for navigation on April 1. A large break occurred on one of the upper levels a few days after the water was turned in, causing a delay of about two weeks. The second break occurred early last week at Miller's Bend where a culvert went out.

The canal had just been refilled following the closing of the last break and, it is believed, that the force of the water against the aqueduct had been leaking in numerous freezing weather during the winter, caused the wall to go out. The aqueduct had been leaking in numerous places for years, and was repaired at different times, but was never considered safe.

Captain Myers, who had unloaded his boat at Stenney [Steffey] and Findlay's wharf, was preparing to leave for Cumberland when the accident happened. The mule team had nearly reached the upper end of the aqueduct and the boat was nearly midway of the structure when Meyers [Myers] saw the five-foot wall begin to topple and sway outward. He shouted to his son to release the mules. The boy promptly unhooked the towline and saved the three mules from being pulled into the canal and drowned. With a mighty crash 175 feet of masonry fell into the creek. Myers who was the only person on the boat, made a flying leap to the bank landing within a few feet of the gaping hole and the big boat, caught by the rush of water, shot outward and fell into the creek landing in an [illegible] about 30 feet above the aqueduct. How badly the boat is damaged cannot be ascertained until an examination is made. Many of the dishes and other equipment in the cabins were broken. The bottom of the boat rests in about five feet of water with the stern lying upon the rocks from the broken wall. It is

believed that the boat can be salvaged and be put into use again.

Water rushed through the broken wall into the creek like a cataract for hours afterward and until the level was emptied. News of the accident attracted hundreds of town people and many from the vicinity and this city to the scene.

J. T. Richards, supervisor of the Williamsport division, said a superficial examination of the aqueduct showed that the arches supporting the structure are intact, but it is not known if they are entirely safe. He said the damaged structure will be repaired by trunking it, but the work will require a month or two. During this time navigation on the water-way will be suspended incurring a heavy financial loss upon the canal company, coal shippers, boatmen and all persons concerned. The damaged side of the aqueduct was used as a footway by scores of persons going to and from Byron's tannery and others; and also, was a favorite crossing place on the creek for strollers.

The aqueduct was built nearly a hundred years ago and has withstood the ravages of time and decay. About 1868 or 1870 a span of the upper end of the berm side fell out and it was rebuilt. Since that time the aqueduct has been repaired when deemed necessary.

WH. Fri. 4/30/20, p. 13. **LEAPS FOR HIS LIFE AS AQUEDUCT BREAKS.** -

Hagerstown, Md., April 29. - Two spans of the massive stone aqueduct on the Chesapeake and Ohio canal spanning the Conococheague Creek at Williamsport, collapsed this morning and an unloaded boat in the aqueduct was caught by the rushing water and carried broadside through the gap falling thirty feet into the creek.

Frank Myers, Big Pool, who was steering the boat, saved his life by a leap to the bank. His son released the towline from

the team of mules, saving them from being drowned.

The aqueduct is believed to have been weakened by freezing weather during the winter and the heavy five-foot wall of masonry was forced out by the pressure of the water when the canal was refilled following the closing of the break at Miller's Bend this week. Fears are felt that the arches supporting the aqueduct may be damaged and may give way. Water rushed through the broken wall like a cataract all day. It will take months to repair the damage.

WP. Fri. 4/30/20, p. 9. **OLD CANAL CAVES; BOAT DROPS 20 FT.** -

Hagerstown, Md., April 30. - Two spans of the large stone aqueduct of the Chesapeake and Ohio canal, built over a century ago across Conococheague creek at Williamsport, collapsed yesterday and Canal Towage Company's boat No. 72, Capt. Frank Myers, Big Pool, just entering the aqueduct, was swept through the gaping side and fell twenty feet into the creek below. Captain Myers, steering, saved his life by leaping to the bank.

The three mules pulling the boat were saved by Capt. Myers' son, driver, who promptly unhooked the tow line just as 175 feet of masonry fell into the creek. The boat was badly damaged.

J. T. Richards, supervisor of the Williamsport division of the canal, stated that a month or two will be required to reconstruct the aqueduct, during which navigation will be suspended, causing loss to boatmen, shippers and the canal company.

Captain Myers, who had unloaded his boat at Steffey and Findlay's wharf, was preparing to leave for Cumberland with his empty boat. The mule team had nearly reached the upper end of the aqueduct and the boat was midway of the structure when Myers saw the five-foot wall begin to topple

outward. He shouted to his son to release the mules and made a flying leap from the boat. The bow of the boat rests in five feet of water, with the stern lying upon the debris from the aqueduct.

Water rushed through the broken wall like a cataract for hours until the Williamsport division of the canal was emptied. Supervisor Richards stated the arches supporting the aqueduct seem intact, but it is not known if they are safe. The damaged structure will be repaired by trunking it.

ES, Fri. 4/30/20, p. 20. **WALL BREAKS, HALTING C. & O. CANAL TRAFFIC.** - Shipment of coal to Washington on the Chesapeake and Ohio canal has been halted by the collapse of a wall of an aqueduct over Conococheague creek at Williamsport, Md.

A canal boat which had just entered the aqueduct was swept through the break in the side and dropped twenty feet to the creek.

Frank Myers, captain of the boat, saved himself from serious injury by leaping to the bank of the canal. The captain's son, who was driving the three mules on the footpath, saved the animals by promptly unhooking the tow line as the side of the wall fell out.

The accident occurred Wednesday morning. At first it was thought the accident would block the canal for more than a month, resulting in a serious reduction in the shipment of coal to Washington from Cumberland.

At the Georgetown office of the canal company, however, it was said the break probably would be repaired by next Saturday.

The canal company hopes to be able to land 100,000 tons of coal in Washington before the next winter.

Capt. Myers had unloaded his boat below Williamsport and was preparing to

leave for Cumberland. The mules had nearly passed the aqueduct and the boat was midway of the structure when Myers saw the five-foot wall begin to give way.

The captain called to his son to release the mules and then he jumped ashore. The boat landed with one end in the creek. The water flowed into the creek until that section of the canal was empty.

DM, Fri. 4/30/20, **Will Repair the Aqueduct** – Engineers were sent to Williamsport by General Manager G. L. Nicolson of the C. and O. Canal to inspect the aqueduct, two spans of which collapsed early Thursday morning and canal boat No. 73 was carried into the Conococheague Creek. The engineers made a preliminary investigation for the purpose of making plans to repair the damaged structure, which will be done at once. Supervisor Richards stated that the opening will be closed within two weeks, by building a temporary cribbing across the two spans on which work will start at once. The Canal Company, it is stated, plans to rebuild the aqueduct with concrete.

The canal boat from which Captain Frank Myers escaped by jumping when the boat was swept through the broken wall, was badly damaged, holes being broken in the bottom by it striking the rocks. The boat sank during the day. If the boat is found to be badly damaged, it will be dismantled where it lies.

Hundreds of persons viewed the damaged structure during the day and until late yesterday evening.

WH. Sun. 5/2/20, p. 2. **Repairs on Canal Started.** Hagerstown, Md., May 1.

The Canal Towage Company, operating the Chesapeake and Ohio Canal, will begin work at once repairing the damage to the big stone aqueduct over the Conococheague Creek at Williamsport,

where two spans of the structure collapsed and a canal boat was swept into the creek. The gap of 175 feet in the massive stone wall will be cribbed and closed within ten days or two weeks, it is stated.

DM, Mon. 5/3/20, p. 1. **WORK STARTED ON AQUEDUCT** – Work has been started on the repairs to the C. & O. canal aqueduct at Williamsport and, it is predicted by canal officials that the east side of the structure, damaged by the heavy stone wall collapsing last Thursday morning, will be closed by next Sunday.

The work is being done by a Washington contractor for the Canal Company. Lumber for building the huge trunk to replace the collapsed wall is being hauled from Washington to Williamsport on large motor trucks and a large force of workmen arrived at Williamsport today from the capital city to be employed on the job.

The north end of the wall, which did not go out, has been torn down and the trunk will be built the entire length of the aqueduct, which will be two feet narrower, when completed.

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**THOUSANDS VIEW BROKEN AQUEDUCT** – Williamsport was the Mecca for thousands of visitors on Sunday and the town had the appearance of holiday. The principal attraction was the damaged aqueduct on the C. & O. canal and during the day it is estimated that from 6,000 to 8,000 visitors viewed the structure. Town people said the visitation was the largest since the big flood of 1889. The trolley and automobiles contributed the bulk of the pilgrims, hundreds of machines from all sections passing in and out of the town during the day. The trolley hauled thousands from this city and in the afternoon the traffic became so heavy that two large extra cars were put into service to

Williamsport. A baseball game on the river bottom was a contributing attraction for the visitors.

WP. Mon. 5/10/20, p. 2. **WOED FAILS; ENDS LIFE AND WOMAN'S.**

Hagerstown, Md., May 9. - Mrs. Catherine Rowe, 54, wife of William Rowe, was shot and killed in her home, near Sharpsburg, late last night by James Hetzer, 50, Williamsport, who was infatuated with the woman.

Hetzer then fired a bullet into his head, fracturing the skull, and walked three miles from the Rowe home to Kerfoot's Lock, on the Chesapeake and Ohio canal, where he was found unconscious this morning. He died soon afterward. Hetzer was trailed by splotches of blood.

Mrs. Rowe was in her bedroom about to retire. Hetzer entered the house through a window, which he had forced open. Hetzer's bullets entered her head and breast.

Mrs. Rowe's stepdaughter, asleep upstairs, heard the shots. Hurrying down stairs she found her stepmother's body on the floor. Hetzer, also lying on the floor, arose and ran out of the front door. The girl gave the alarm and posses were organized and searched the neighborhood all night.

Sheriff Duffy and State's Attorney Wolfinger today conducted an investigation. A coroner's jury found that Mrs. Rowe had been killed by Hetzer, who for eight years operated a canal boat for Mrs. Rowe after the death of her first husband. Mrs. Rowe recently married a widower. Her husband was not at home when the tragedy was enacted.

WH. Mon. 5/10/20, p. 10. **Canal Repairs Finished.** Hagerstown, Md., May 9.

Repairs of the Chesapeake and Ohio Canal aqueduct at Williamsport were

completed yesterday, and water is being turned into the canal.

Navigation will be resumed at once. Materials and machinery used were hauled from Washington by motor trucks.

WH. Wed. 5/12/20, p. 3. **MISSING MAN FOUND DROWNED IN CANAL.**

Cumberland, Md., May 11. - The body of Neal Barnhart, 50 years old, farmer, who had been missing since May 3, was found today in the Chesapeake and Ohio canal above Hancock, Md.

He is believed to have committed suicide. He had been told by a doctor he was suffering from Bright's disease and could not live long. He was a son of the late Jacob Barnhart.

WP. Wed. 5/12/20, p. 2. **Barnhart's Body Found in Canal.** Hagerstown, Md., May 11.

The body of Neal Barnhart, aged 49, who mysteriously disappeared from his home at Hancock, May 3, and for whom search had been prosecuted ever since, was found floating in the Chesapeake and Ohio canal at Round Top, near Hancock. It is thought that while crossing a foot bridge he fell into the canal. Surviving are his widow and two children.

*Ibid.* p. 3. **Canal Navigation Resumed.** Hagerstown, Md., May 11.

Navigation on the Chesapeake and Ohio canal, suspended on account of the collapse of the stone aqueduct over Conococheague Creek, at Williamsport recently, was resumed today, repairs to the aqueduct having been completed. The canal company, it is said, plans to build a new aqueduct of concrete.

DM, Wed. 6/9/20. **CANAL MAY RELIEVE RAIL CONGESTION**

Incident to the congested condition of railroad traffic is the possibility that the

old Chesapeake and Ohio canal may be rejuvenated.

Color has been given to this possibility through communications received from L. H. Ley, traffic manager of the Kelly-Springfield Tire Company of Akron, Ohio, which has an immense plant at Cumberland, and the fact that large fleets of automobile trucks were organized recently to get to the seaports the products of several large manufacturing plants in Ohio.

Mr. Ley expects to be in Baltimore in the near future to confer with Commissioner Harper, who is personally investigating the canal question. The Public Utilities Commission law gives the Commission authority over the toll rates on the canal, just as it reviews the railroad schedules. The Chesapeake and Ohio canal is, however, interstate, as it has its eastern terminus at Georgetown.

At present coal is shipped in barges through the canal and it enjoys some local traffic, but the glory of the days when it figured so conspicuously in commerce has departed. It is in the hands of receivers whose tenure of control is extended from time to time by the courts.

However, if it is possible for the truck fleets to get products of the Middle West into Cumberland, it is assumed that the rest of it is easy. Railroads that could not take care of a very long haul would, it is thought, bring the manufactured product to Baltimore, for such service as the present railroads provide could be augmented by the carrying capacity of the Washington, Baltimore and Annapolis Electric Company.

During the railroad strike and prior to it several big manufactures, notably the Goodyear Rubber Company, ran its truck fleets all the way to New York, bringing them eastward as far as Hagerstown, where they separated, some of the trucks going to Philadelphia, others on to Gotham and a few continuing to Baltimore.

Serious complaints were made that these heavy trucks destroyed the State roads, but it is thought that this problem can be worked out if the Ohio manufacturers can find in the old canal a means of getting their products to Baltimore.

WH, Wed. 6/23/20, p. 3. **Houses Sell Cheap in Klondike, Md., Deserted Town.** - Cumberland, Md., June 22. - Dwelling homes are cheap in Klondike, a partly "Deserted Village" formerly a mining settlement opened about twenty years ago by the Consolidation Coal Company. Six and eight-room frame houses "in good condition," are being sold by representatives of the coal company for \$250 each, and they are being bought up quickly.

The abandoned former homes of miners are being moved to Ocean, another small mining town and other places by their new owners, and are made ready for occupancy.

The village of Klondike has been dwindling in population and industrial value on account of most of the mines there having been worked out. Frame houses in thriving mining towns, it is said, cost from \$4,000 to \$7,000.

DM, Thu. 6/24/20. **CAN FORCE CANAL RATES** – William Cabell Bruce, general counsel for the Public Service Commission, in an opinion, decided that it was within the rights of the commission to compel the filing of a schedule of rates by the present management of the Chesapeake and Ohio Canal.

The issue was brought to the attention of the commission by William C. Walsh, City Attorney of Cumberland, who, in a letter written at the direction of the Mayor of that city, asked the commission to reopen the canal because the railroads are unable to handle all the business.

Reopening of the canal for shipment of freight, and especially coal from independent mines, was stated to be a necessity. The Canal Towage Company, which operates the waterway, is asked to be compelled to file with the commission its rates for towage. The State virtually owns the canal, but it is being operated by the bondholders under the name of the Canal Towage Company.

WH. Sat. 6/26/20, p. 3. **Seek to Reopen C. & O. Canal to All Freight.** Hagerstown, Md., June 25. - In an opinion filed by W. Cabell Bruce, general counsel for the State public service commission, he says that it is within the rights of the commission to compel the filing of a schedule of rates by the management of the Chesapeake and Ohio Canal. The matter was brought before the commission by shippers who desire to send freight other than coal over the waterway to reopen the canal because the railroads are unable to handle all business.

The Canal Towage Company, which operates the canal, has been asked to file with the public service commission its rate for towage. The canal is virtually owned by the State and is operated by the bondholders under the name of the Canal Towage Company, with the principal office in Washington. George L. Nicholson is the general manager.

*News*, Tue. 7/20/20, p. 5. **Break in C. & O. Canal.** - A break in the C. & O. Canal, some miles this side of Washington, was reported Friday. The break is not serious and repairs will likely be completed within a few days. Traffic between Cumberland and Williamsport is not suffering from the mishap.

WH. Sun. 8/1/20, p. 19. **Recent Engagements Interest D. C. Society.**

Another engagement of great interest last week was that of Miss Edith Stratton Vance, of Port Washington, L. I. and Llewellyn Dudley Nicholson, son of Mr. and Mrs. George Llewellyn Nicholson, who reside at their old home in Cook's Row in Georgetown, 3013 Q Street. The bride-to-be, I believe, is now visiting Mr. and Mrs. Nicholson. The latter, you know, is Mr. Nicholson's second wife; was formerly Miss Glovie Gordon, daughter of Mr. and Mrs. William A. Gordon, and a sister of Blake and Erskine Gordon, also an old Georgetown family, and also long residents of Cook's Row, named after the original owner of the row, the rich old Washington banker who lived years ago in Cook's mansion at the corner of Thirtieth and Q streets, a fine magnificent place which was converted about ten years ago into an apartment house known as Hammond Courts. Mr. Nicholson, Sr., is one of the officials of the Chesapeake and Ohio Canal.

*News*, Tue. 8/10/20, p. 4. **Drowning Victim Buried.** - The funeral of Harold H. Watkins, 20 years old, son of Mr. and Mrs. Harry L. Watkins, of Cedar Grove, Montgomery county, who was drowned at Great Falls, Friday night, when he and Miss Florence Rottler, of Washington, stepped into the Chesapeake and Ohio Canal in the darkness and were carried through a sluiceway, took place at 11 o'clock Monday from the family residence at Cedar Grove. Rev. L. A. Thomas, pastor of the Baptist church at Cedar Grove, conducted the services.

DM, Sat. 8/14/20, p. 1. **CANAL TRAFFIC GOOD THIS YEAR** - Coal traffic over the Chesapeake and Ohio Canal, from Cumberland to Georgetown is practically at its capacity, eight to ten boats clearing the wharves at the former place daily. The waterway is in excellent condition, which permits an uninterrupted trip. About 75

boats are being kept in constant service. Boating will likely continue until winter, in an effort to provide the eastern markets with fuel which is in great demand.

*News*, Sat. 8/14/20, p. 3. **Dredging Canal At Catoctin.** - The Chesapeake and Ohio Canal Co., has a dredging machine at work scooping the bottom of the canal West of Catoctin.

*News*, Tue. 8/17/20, p. 3. **Traffic Heavy on Canal.** - With 100 boats in operation between Cumberland and Georgetown and with 8 to 10 boats being loaded daily at the wharfs in Cumberland, traffic on the C. & O. Canal is reported to be the heaviest that it has been for a number of years.

WT, Wed. 8/18/20, p. 12. **COAL FAMINE LOOMS IN D. C.** - With the District of Columbia facing a possible coal famine next winter, the Commissioners this morning announced the appointment of a coal committee to investigate local conditions and to prepare a brief to be presented to the Interstate Commerce Commission in an effort to obtain preventive action.

**Committee Is Named.**

The members of the committee, as announced by Commissioner Louis Brownlow, are:

**E. C. Graham, of the National Electrical Supply Company, and a member of the Board of Trade.**

**M. D. Rosenberg, counsel for the Merchants' and manufacturers' Association.**

**Arthur J. May, president of the F. P. May Hardware Company, of the Chamber of Commerce.**

**W. W. Griffith, coal dealer.**

**Samuel J. Prescott, builder.**

**Mr. Graham is chairman of the committee.**

The action of the commission in appointing the coal committee, followed a conference yesterday with Messrs. Griffith and Graham and Hamilton Smith, president of the Coal Merchants' Board of Trade, S. A. Swindells, of the Consolidation Coal Company, and representative of the wholesale shippers of bituminous coal.

The situation in Washington is said to be so serious that few of the merchants have shown willingness to divulge figures of the actual condition for fear of alarming the public.

#### **Peril in Winter Supply.**

"The coal shortage in the Capital," said Mr. Griffith this morning, "is due principally to inadequate transportation facilities. The condition in Washington is very, very bad. Of course, there is no immediate demand by the householder for coal, but it is the future - the winter supply, which is at present alarming."

Mr. Griffith said he has sent letters to Washington coal dealers who have been unable to assure their customers an adequate supply of coal for the winter.

"I have asked them to co-operate with me so I can get data to be placed in the brief to be presented to the Interstate Commerce Commission." said Mr. Griffith.

The Interstate Commerce Commission's recent order virtually placing an embargo on export coal until needs of the Northwest and New England States have been met, also has helped to bring about the coal shortage in the Capital.

The brief of the coal committee, to be filed with the Interstate Commerce Commission, will explain in detail the threatened coal famine in the Capital, and will make recommendations for relief.

**"The committee," said Mr. Brownlow, "will go over the ground carefully and will appeal to the Interstate Commerce Commission, to see that the**

#### **residents of Washington will have an adequate supply of coal this winter."**

Mr. Brownlow pointed out that the committee will not be able to make regulations for the supply of coal, but simply to prepare the brief explaining the coal situation in Washington and asking the commission to divert some of the coal to this city.

During the war period John L. Weaver was fuel administrator in the District, having power to regulate the sale and supply of coal here. The new committee will not have such authority.

DM, Tue. 8/24/20, p. 1. **SLIDE BLOCKS C. & O. CANAL** – Traffic on the Chesapeake and Ohio Canal was suspended for a day as the result of a landslide on the mountain side of the upper end of the tunnel between Hancock and Cumberland, at about 30 miles from the latter place. The slide nearly blocked the channel of the waterway and stopped boats all day.

A force of men and the steam shovel were sent to the scene and removed the mass of earth and stone. A string of loaded and light scows were held up at the slide but they were released as soon as a sufficient depth of water was restored.

*News*, Tue. 8/24/20, p. 6. The Chesapeake and Ohio Canal dredge commenced work at Lander.

*News*, Thu. 8/26/20, p. 6. **Slide Blocks C. & O. Canal.** - Traffic on the Chesapeake and Ohio Canal was suspended for a day as the result of a landslide on the mountain side at the upper end of the tunnel between Hancock and Cumberland, at about 30 miles from the latter place. The slide nearly blocked the channel of the waterway and stopped boats for one day.

WH. Wed. 9/1/20, p. 2. **COUPLE CELEBRATE GOLDEN WEDDING.** Cumberland, Md., Aug. 31. - Mr. and Mrs. Jacob Bender yesterday celebrated the fiftieth anniversary of their marriage. Mrs. Bender was Miss Disnelda Reinhard and their marriage was the first to be celebrated in Sts. Peter and Paul Church.

Mr. Bender came to Cumberland from Germany in 1867 and for forty-five years was a boat builder employed at the docks of the Chesapeake and Ohio Canal here.

DM, Thu. 9/2/20, p. 1. **BOATMAN KICKED INTO THE CANAL** – Frank Gray, the youngest captain of a boat on the C. & O. Canal had an unusual experience yesterday, at Williamsport while he was mooring his boat to Cushwa's wharf to be unloaded, by a mule kicking him astern, knocking him into the water. Gray, being a good swimmer, although handicapped by an injured leg as the result of the mule's kick, reached the shore. He got off the boat to adjust the towline, the tow boy being unable to manage it, and as he stepped behind the rear mule, it hauled off with a vicious kick and landed on Gray's hip, which was badly bruised. Gray, who is from Baltimore, is only 17 years old, and has only been on the canal a few weeks.

SM, Sat. 9/4/20, p. 1. **BOATMEN ASK FOR A 15-CENT RATE RAISE** – Boatmen on the C. and O. Canal, who have been agitating an increase in rates for hauling coal, commenced loading at Cumberland yesterday and intend to leave there with the understanding, it is stated, that they will tie up at their home ports until they are granted a rate of 80 cents a ton. They are now getting 70 cents a ton to Washington and 24-1/2 cents to Williamsport.

The boatmen ask for a 15-cent increase for through traffic claiming that the I. C. C. 40-percent freight rate allowed all carries will justify the canal company in paying the additional rate. The company has offered the boatmen a 5-cent increase. The proposition was considered by 20 boatmen at Cumberland who decided to stand out for the 15-cent increase.

WH. Sat. 9/4/20, p. 2. **Swims to Safety After 10 Foot Kick By Hoof of Mule.** Hagerstown, Md., Sept. 3. - Frank Gray, whose home is in Baltimore, the youngest captain of a boat on the Chesapeake and Ohio Canal, had an unusual experience at Williamsport yesterday when one of the mules of his team kicked him, lifting him bodily about ten feet.

Gray fell into the canal about six feet from the bank, but though having an injured hip, he swam to the bank and crawled out, aided by the tow-boy. Gray has been on the canal about three weeks. He is only 17 years old.

ES, Tue. 9/7/20, p. 1. **CANAL BOAT COAL; 150,000 TONS FOR CAPITAL'S SUPPLY.** - Washington will receive approximately 150,000 tons of bituminous coal via the Chesapeake and Ohio canal during the eight months of capacity operation this fall, winter and spring, according to estimates by Supt. Nicholson of the local office, made public today.'

The canal fleet now comprise sixty-six boats, each with a capacity of 115 tons. Each boat, on a liberal time schedule, will make two trips per month to this city with coal, a round trip generally consuming fifteen days.

In many instances the return trip of the boats is made with gravel, sand or supplies in ballast, thereby rendering the operation of the waterway profitable.

"We are ready to take care of all the coal we can handle from the Cumberland valley," declared Supt. Nicholson. "Our machinery is in smooth running order and we should be able to supply the city's soft coal bins with a good supply of fuel."

The coal brought down by the canal furnishes a source of power for several of the city's large manufacturing establishments. During the summer the canal brought quantities of various supplies to the city, including produce from the fertile Cumberland region.

*News*, Wed. 9/8/20, p. 5. **Canal Strike Called Off.** - The loading of boats was resumed on the Chesapeake and Ohio Canal at Cumberland following the granting of 5 cents a ton increase to the boatmen for hauling coal from Cumberland to Georgetown.

*DM*, Mon. 9/20/20, p. 1. **BLAST BLOCKS THE C. & O. CANAL** - Traffic on the C. and O. Canal was blocked from Saturday evening until late Sunday evening by a mass of stone thrown into the ditch at Pinesburg, where a heavy blast was set off late Saturday afternoon. The blast loosened some of the rock about midway of the cliff and it fell into the canal preventing the passage of loaded boats.

The water was drawn from the level and a large gang of men worked day and night to remove the obstruction. A number of boats, loaded and light, were held at that point. The level was refilled last night and boating has been resumed.

*WH*, Mon. 10/4/20, p. 1. **TO RUSH COAL INTO DISTRICT BY C. & O. CANAL.**

Determined to block possibility of a coal famine, plans have been completed by the Chesapeake and Ohio Canal Company to deliver 150,000 tons to the District, immediately, G. L. Nicholson, company

manager, announced last night. This is in addition to the railroad deliveries, which are being speeded up as fast as cars are procurable for transit.

Belief was expressed last night by the Merchants and Manufacturers' Association that the railroads of the country were making every possible effort to handle the coal situation for the District of Columbia with as much dispatch as possible. The association will take no steps to speed up shipments, according to Secretary Charles J. Columbus, unless the situation becomes acute.

*ES*, Thu. 10/7/20, p. 22. **UNFILLED ORDERS SWAMP COAL MEN.** - Washington today is in a critical situation regarding coal.

Today not more than 3,500 tons of hard coal are in the Baltimore and Ohio terminal yards, where dealers supplying the home trade have their dumps. Orders for more than 10,000 tons of hard coal, at a conservative estimate, are unfilled in the hands of the dealers.

The ordinary situation should find the city with a reserve of approximately 25,000 tons all told, dealer say. There is virtually no reserve. Orders are being filled as fast as cars arrive. The coal is passing from railroad car to cellar bin in less than two days. Not more than eight cars of coal have arrived here during the past three days, where the normal arrivals, according to dealers, are from four to five cars a day per dealer.

#### **Outlook "Fairly Bright."**

The outlook was described by one dealer as "ticklish" but "fairly bright." The month of October is regarded as the month for recuperation of reaction. If the railroads continue to function as they are now, it was declared, if the weather is favorable, barring coal spells for a month, and if the mines continue operation at a near-normal rate,

Washingtonians may be able to think of coal and at the same time breathe freely on November 1.

Why is this situation confronting the city? One of the largest coal merchants of the city, who has almost one-fifth of the coal in the yards at the present time, declared he had made a careful investigation into the causes of the abnormal lack of supply.

#### **Explains Present Situation.**

Here's his opinion:

Railway workers, sulky at the long delay of the railway labor board, were not putting forth their best efforts before the awards of August. Insurgent strikes tied up freight channels. The men did not work, with their hearts in their tasks. Freight clogged the transportation arteries of the country. The coal supply off. The market became unsteady. Dealers hesitated about ordering larger supplies than they could confidently handle. The prospective supply diminished.

Following the August award of increases to the railroad workers came the miners' trouble. Miners took a "vacation." Mines supplying Washington with coal suspended operations, to a great extent, for the best part of a month. The supply diminished further. The demand increased.

Today the mines are working at a fair rate of production. The railroads are doing their best, it is stated. Four more cars of coal are expected within the next few days. Enough is arriving to fill the desperately needed orders of regular customers, it is said. If this situation continues for a month, and above all, if the demand does not swamp the dealers, Washingtonians need not fear an absolute coal famine. In fact, the winter may be weathered in fair comfort, with a bit of additional assistance from the railroads and the continued production of the mines. "We are praying for fair weather until November 15," the dealer continued.

#### **Supply on Hand Here**

As to exact details on the local coal market, a careful survey of the typical coal yards showed the following results:

Pea coal is the most plentiful of any grade of anthracite. One dealer has 400 tons of this, while another has more than 100. White ash and red ash grades are scarce, the former being rarely in the bins. Furnace coal is on hand in small quantities.

There is one firm which has a yard at 27th and G streets for soft coal. Last year this firm handled coal for hotels, the product being bought as it arrived, and the dealer acting virtually as commission man, superintending only its arrival and its distribution. At this time a year ago, there were 3,000 tons reserve at the 27th and G streets yard. Today there are 100 tons.

The Chesapeake and Ohio canal is bringing approximately 150,000 tons of coal to the city this year. Most of it, it was said, will be used by a street railway company here and by the furnaces of Indian Head.

In a few weeks the soft coal market is expected to feel the brunt of the apartment house trade. The situation in bituminous is less difficult, it was said, than in hard coal. Even though this is the case, dealers expect that the demand in this direction will exceed the supply.

WH, Fri. 10/8/20, p. 4. **Adding to Railroad Efficiency** – The utilization of the Chesapeake and Ohio Canal to rush coal to the Capital in the face of the menaced shortage will be an event of more than temporary importance. The country had come to depend too completely upon its railroads for all classes of transportation. True this dependence was fostered by the railroad corporations themselves, that fought every effort to develop canal, or to utilize existing waterways. Alongside of several of our trunk lines will be seen the weed grown hollow of an abandoned canal, with here and

there a dismantled lock. These tell the story of the purchase and destruction of some canal which long served the needs of industry well, but which the railroad, in the moment of its power destroyed, lest it should come to be a competitor.

It was shown some years ago that Long Island Sound and its tributary waterways that should have been lanes of traffic for all New England, had become practically the sole property of the New Haven Railroad. The government still lighted the channels, and dredged them out when dredging was needed, but the railroad, by securing a monopoly of wharfage facilities, and discriminating in charges in behalf of its own vessels, had destroyed all free navigation on this great landlocked sea more effectually than Von Tirpitz was able to do in the war zone.

The time is at hand when all methods of transportation will have to be employed in harmonious co-operation to meet the needs of the nation. Canals, rivers, natural waterways and highways on which motor trucks may operate will all be needed – are in fact needed today. The railroads must abandon their stupid policy of obstruction. These other routes will be less competitors than feeders, and as such should be developed, and brought into correlation with the roads by the hearty co-operation of railroad managers. The more progressive of such managers recognize this fact.

WH. Tue. 10/12/20, p. 4. **Historical Landmark of Georgetown.** - At the side of the Chesapeake and Ohio Canal on the west side of Wisconsin avenue (between K and M streets), there is a monument, the front of which contains the following inscription:

Chesapeake and Ohio Canal  
1850  
President  
James M. Coale  
Directors

William A. Bradley  
Henry Daingerfield  
William Cost Johnson  
John Picknell  
George Schley  
Samuel P. Smith  
Clerk  
Walter S. Ringgold  
Treasurer  
Lawrence J. Brannol

Other inscriptions on the monument are as follows:

C. and O. Canal  
Commenced at Georgetown  
July 4th, 1828  
Chief Engineer  
Benjamin Wright  
Maryland State Agents

Samuel Spriggs                      Allen B. Davis  
William T. Goldsborough  
Tench Tilghman                      John Van Lear

From information furnished by Mr. G. L. Nicholson, general manager, C. and O. Canal Company (October 2, 1920), the following abstract is taken:

"This monument was found in the cellar of the 'Hill' Flour Mills (which formerly stood on the site of one of the 'new' additions to the District of Columbia Paper Manufacturing Company, 3255 K street).

"During the year 1900, 'officials of the canal company had it erected at its present location.

"As to the date and place where it was carved, there is no record."

JAMES KEATING,  
Washington, D. C.

DM, Wed. 10/13/20, p. 1. **GIRL SWEEP THROUGH LOCK, RESCUED BY YOUNG BOATMAN** – The grand daughter of Robert Brown, lock tender on the C. & O. Canal at the Guard Lock at the head of the Williamsport level, was rescued from drowning yesterday afternoon by Ruby E. Castle of Williamsport and her

grandfather. The girl, aged about 14 years, fell into the lock while reaching to turn a paddle. There was about five feet of water in the lock and the current swept her thru the opening in the lower part of the gate in which the paddle turns. In passing through the opening her dress caught, but although under water, she succeeded in releasing herself.

When she appeared at the surface below the lock, Castle, who was driving the mule team of his father's boat, which had just passed through the lock, ran about 200 yards back to the lock, when apprised of the girl's danger by his father, Charles Castle. He threw a pole to the girl and she succeeded in grasping it and holding on. Castle drew her up to the wall and Mr. Brown, who had arrived, helped pull her out. The girl was in the water nearly ten minutes, but was not unconscious.

*News*, Sat. 10/30/20, p. 4. The Chesapeake and Ohio canal was reported to be doing a rushing business. Large shipments of coal were said to have been hauled in barges through the canal.

WH, Thu., 11/4/20, p. 12. **Near Death From Drowning.** - Ella Fillmore, colored, 2919 Dumbarton avenue northwest, was rescued from drowning in the Chesapeake and Ohio canal yesterday by Thomas Trammel, 1059 Jefferson street northwest, and Nathan Farrow, lock keeper, 3025 Canal street. She was taken to the Emergency Hospital where her condition is said to be serious.

*News*, Fri. 11/12/20, p. 3. Edward Dean took charge of the Chesapeake and Ohio Canal lock at Brunswick, in place of Denton Twigg.

*News*, Sat. 11/13/20, p. 4. The Chesapeake and Ohio Canal was reported to be handling thousands of tons of coal.

DM, Fri. 11/19/20, p. 1. **C. & O. CANAL IS STILL OPEN** – After a temporary stoppage in traffic on the C. & O. Canal, caused by the severe weather and storm this week, boatmen have resumed operations and boating will continue as long as the weather is favorable, it is stated. It is expected that orders concerning the closing of the waterway will come about December 1. Preparations are being made to close the canal about that time, or earlier, if freezing weather comes. The canal has had a fine season, more coal being hauled over it this year than in any recent season.

*News*, Fri. 11/19/20, p. 5. **CANAL HAS BIG YEAR - May Use Motorized Boats Next Season For Transportation.**

The season on the C. & O. Canal is drawing to a close, with a number of the boats already tied up for the winter and others on their last trip between Cumberland and Washington. The middle of November usually marks the close of the season, the boats tying up before the arrival of ice on the canal.

This year has been a successful one for the C. & O. Canal, it is stated, notwithstanding the fact that on numerous occasions traffic has been tied up by bad breaks in the waterway.

The increased rates charged by railroads have been a big factor in increasing the business of the canal company, Washington manufacturers and smaller consumers finding it cheaper to get coal from the regions near Cumberland by canal than by rail.

It is likely, it is learned, that motorized boats may make their appearance next season, in order to make the trip quicker, but it is not likely that the mule-

driven boats will disappear for some time to come. The motorized boats will likely be placed on the canal as an experiment and should they prove a success, they will gradually take the place of the ones now being used.

The water will be turned out of the canal sometime during the last of this month, when it is planned to make a round-up of the fish that have found their way into the canal from the river. The game fish will be turned back into the river, while carp and other members of the finny tribe will be killed.

DM, Fri. 12/3/20, p. 1. **C. & O. CANAL IS READY TO CLOSE** – Arrangements are being made to close the Chesapeake and Ohio Canal for the season. Loading of boats at Cumberland stopped on Tuesday and all of the boats now out on the waterway are expected to reach their respective ports by tomorrow or the first of the week. The last boats will reach Williamsport on Monday or Tuesday. The water will then be drawn from the levels. During the winter, it is understood, some improvements will be made to the banks and property along the canal.

This season has been one of the busiest the canal has had in many years and the total tonnage of coal hauled over it will, it is said, show a large increase over former years.

WH, Tue. 12/7/20, p. 4. **One-armed Lock Tender Killed by Motorcycle.** - Harpers Ferry, W. Va., Dec. 6. - George Beard, 50 years old, a one-armed lock tender on the C. and O. Canal opposite Harpers Ferry, was struck at Sandy Hook, Md., Sunday by a motorcycle driven by Walter Rice, of Brunswick, Md. This resulted in his death.

Beard was rushed to Frederick Hospital and died shortly after arriving there. His right leg had to be amputated.

His head was mashed badly. Rice claims there was a freight train passing at the time which drowned his warnings, and just as he turned to avoid hitting him, Beard became confused and stepped in front of him. Rice claims he was running about twenty-five miles an hour. He accompanied Beard to the hospital and remained until he died. Beard had his right arm cut off by a locomotive at Island Park at a Sunday school picnic when 12 years of age. He is survived by two sisters and one brother.

WT. Thu. 12/9/20, p. 27. **BUILD FIVE NEW BARGES.** Cumberland, Md., Dec. 9.

Five new boats are being built at the Chesapeake and Ohio docks here by the Canal Towing Company. When completed they will increase the fleet to about 150 boats. Loading has suspended for the season.

ES, Thu. 12/9/20, p. 17. **WATER TO BE DRAINED FROM C. & O. CANAL.** - Water will be turned out of the Chesapeake and Ohio canal before the end of the week, officials of the company announced today, thereby closing the 1920 boating season for this inland waterway which has transported 133,413 tons of coal from Cumberland, Md., since early spring. Of the total shipment approximately 90,000 tons have come to Washington, the remainder having been diverted to Williamsport and way points.

The tonnage handled is slightly below that of 1919, but is considered a good showing, in view of the fact that the canal was out of operation for nearly a month in the spring on account of breaks and only sixty-five barges were operated, as compared with seventy-eight last year. It is the intention to allow water to remain in the Georgetown level during the winter, but with this exception the canal will be drained for its entire length of 178 miles and reduced to the proportions of a ditch. Repairs will be

made during the winter and the canal opened as soon as weather conditions permit next spring, it is announced.

DM, Sat. 12/11/20, p. 1. **To Make Repairs At Dam No. 4** – Water has been drawn from all sections of the C. & O. Canal except the Williamsport division, which has been kept open until a boat loaded with lumber comes through to Dam No. 4, where the canal company plans to make some repairs, the boat is expected to reach the dam today or tomorrow. The division Supt. Richards, stated, will be emptied immediately.

Besides the repairs to be made to the dam, work will be done on the canal banks and at some of the locks on the waterway.

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**Bass Taken From The C. & O. Canal; Placed in River** – Seines were working yesterday at several points on the C. & O. Canal catching the bass and placing them in the Potomac. When the water is turned out of the canal the larger fish seek the deeper waters but the smaller ones remain in the canal and perish. The Washington County Fish and Game Association, which is working 365 days in the year to preserve the fish and game of this section, realizing the need of taking these smaller fish to the river have encouraged the seining parties and yesterday it is estimated from seven to eight thousand bass were placed in the river.

Parties from Hagerstown made trips to the various seining crews during the day and either took a hand in the work or watched it. A large bunch of fishermen were at Antietam Furnace; others were working at Williamsport and places between had several crews. Other fish, the majority of them being cats and carp, were of course taken in the seines but the bass were the only ones place in the Potomac.

DM, Wed. 12/15/20, p. 1. **CANAL BOAT IS ON LAST JOURNEY DOWN**

**POTOMAC** – The canal boat that went through the C. & O. Canal aqueduct, when the east wall of that structure collapsed last June at Williamsport, and has been lying in the Conococheague creek, cut loose from its moorings this morning and started on a crewless journey down the Potomac river. The boat was held by two strong cables fastened to trees on the creek bank. Rains yesterday caused the creek to rise suddenly and under the pressure of the water and a high wind the boat tore loose and floated away. It was to have been salvaged by the canal company.

DM, Thu. 12/16/20, p. 1. **C. & O. Canal To Help Farmers** – Talk of resurrecting the historic Chesapeake and Ohio Canal to a new usefulness through the efforts of the Public Service Commission is again discussed. It is said that big enterprises can no longer find railroad facilities equal to the farmers of the state brought under the control of the Public Service Commission for the fixing of prices of mail and farm products and the establishment of conditions governing the farm products.

D. G. Harry, president of the State Dairyman's Association and also of the Maryland State Agricultural Association, said yesterday, in connection with the proposition of using tractors on the waterway and doing away with mule teams: "I believe that such a plan is altogether feasible, and that someday, perhaps not immediately, it will be realized. We dairy farmers should welcome the commission's inquiry into our costs. Farmers are public utilities, as a matter of fact, and there is no reason why they should not be treated as other public utilities.

WH, Fri. 12/17/20, p. 5. **Long Train Is Derailed.** Hagerstown, Md., Dec. 16.

A freight train of 100 cars, seventy-seven of them loaded, was derailed on the

Western Maryland Railroad at the entrance to Stickpile tunnel, near Jerome. Three of the cars were derailed on a small bridge, and a car loaded with steel rolled into the Chesapeake and Ohio Canal.

DM, Mon. 12/20/20, p. 1. **BEGIN WORK ON THE C. & O. CANAL** – With all the levels of the Chesapeake and Ohio Canal emptied, the Williamsport division being emptied Saturday and Sunday, work will begin at once on repairs to locks and other property along the waterway. One wall of the lock at Slackwater, below Williamsport, will be rebuilt of concrete. The stone wall which was erected when the canal was built, has been in bad shape for some time.

A new waste weir is being put in on the level below Dam No. 4, by Supt. George Burgan. Leaks in the canal channel and banks are being repaired at different points along the line. One lock, on the lower part of the canal, will probably be rebuilt of concrete. All work is dependent upon weather conditions, which are now favorable.

ES, Sun. 12/26/20, p. 12. **BIG TIRE FIRM MAY BOOM C. & O. CANAL.** - Plans for establishing a base for its raw materials at Baltimore and utilizing the Chesapeake and Ohio canal for transporting both raw and finished products to and from its big manufacturing plant at Cumberland, Me., are being actively considered by the Kelly-Springfield Tire Company, according to advices received from Cumberland, Md.

L. H. Ley, traffic manager for the company, in a long-distance telephone message to The Star, yesterday stated that details of the project are being carefully investigated and a decision probably will be reached within two or three weeks.

#### **Scheme Termed Practical.**

It is learned that the company already has gone into the matter with

officials of the Canal Towage Company, and been assured that the scheme is practical as far as operation over the canal is concerned.

The chief merit of the plan, it is stated, is an expected saving in freight rates.

That the building of the Kelly-Springfield plant at Cumberland eventually would be followed by a revival of transportation activity over the historic canal connecting Cumberland with Washington was suggested in The Star at the time the federal government took over the canal during the war. The government returned the waterway to its private management shortly after the war, but still owns ten barges which are operated over the canal in its coal-carrying trade.

It is understood that the company has under consideration the utilization of tractors on the canal, but no decision has been reached as to the character or extent of equipment that will be used.

#### **Will Use Mules for Time.**

It is thought most likely that mule-drawn barges will be used in the beginning until the demands of the service can be tested.

According to officials of the Canal Towage Company, the waterway is in fair condition and can be put to the new uses proposed with the opening of traffic in the early spring. In fact, it is believed that motor-drawn barges would make possible keeping the canal open throughout the year.

IN THE CIRCUIT COURT FOR WASHINGTON COUNTY

.....  
: George S. Brown, et al., :  
: Trustees, : Nos. 4191 and 4198.  
: v. : Consolidated  
: The Chesapeake & Ohio Canal Company, et al. : Causes.  
: .....

Report of Hugh L. Bond, Jr., George A. Colston and  
Herbert R. Preston, Trustees.

To the Honorable, the Judges of the Circuit Court for Washington  
County:

In accordance with decree of this Court entered on the  
twenty-seventh day of December, 1905, the undersigned Trustees  
respectfully report to the Court their receipts and disbursements  
for the year ended December thirty-first, nineteen hundred and  
twenty, as such Trustees, and file herewith and make part hereof  
the following statements and accounts:

1. Statement of receipts and disbursements for the  
year ended December 31, 1920.
2. Statement of profit and loss account, December  
31, 1920.
3. Balance Sheet, December 31, 1920.

Respectfully submitted,

*Hugh L. Bond, Jr.*  
*Herbert R. Preston*  
*George A. Colston*  
Trustees.

TRUSTEES - THE CHESAPEAKE AND OHIO CANAL COMPANY.  
RECEIPTS AND DISBURSEMENTS FOR YEAR ENDED DECEMBER 31, 1920.

Balance, January 1, 1920, \$ 6,564.84

Receipts:

Earnings, \$ 81,935.97  
Received from  
Chesapeake & Ohio  
Transportation  
Company to cover  
deficit in  
operation, 92,810.05

174,746.02

Gross receipts, \$ 181,310.86

Disbursements:

Operating expenses,

174,746.02

\$ 6,564.84

TRUSTEES - THE CHESAPEAKE AND OHIO CANAL COMPANY.  
PROFIT AND LOSS ACCOUNT, DECEMBER 31, 1920.

Balance, January 1, 1920,		\$ 6,564.84
Earnings:		
Tolls,	\$ 62,102.38	
Rents, water	12,270.00	
Rents, houses and lands,	7,008.59	
Miscellaneous earnings,	<u>555.00</u>	
Total earnings,		\$ 81,935.97
Expenses:		
Operating expenses	<u>174,746.02</u>	
Loss from operation for year,	92,810.05	
From Chesapeake & Ohio Transportation Company to cover deficit in operation,	<u>92,810.05</u>	
		\$ 6,564.84

TRUSTEES - THE CHESAPEAKE AND OHIO CANAL COMPANY.  
BALANCE SHEET FOR THE YEAR ENDED DECEMBER 31, 1920.

BONDS OF 1878.

Assets.

Bonds of 1878 acquired,	\$ 132,500.00	
Farmers' & Merchants' National Bank, Baltimore, to meet outstanding coupons and interest as per court's orders,	858.78	
Interest accrued from August 30, 1912, to December 31, 1920,	<u>66,277.57</u>	\$ 199,636.35

Liabilities.

Purchase money unpaid, bonds of 1878,	\$ 132,500.00	
Outstanding coupons, bonds of 1878,	750.00	
Interest on outstanding coupons, bonds of 1878,	108.78	
Interest accrued on unpaid purchase money, August 30, 1912, to December 31, 1920,	<u>66,277.57</u>	\$ 199,636.35