

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE DAILY MAIL***  
A Hagerstown, Md. newspaper  
and  
***THE NEWS***  
A Frederick, Md. newspaper  
and  
***BALTIMORE AMERICAN***  
A Baltimore, Md., newspaper  
and  
***THE WASHINGTON TIMES***  
***THE WASHINGTON POST***  
***THE EVENING STAR***  
***THE WASHINGTON HEARLD***  
Four District of Columbia newspapers  
1921

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## Canal Trade 1921

### A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The Daily Mail*, a Hagerstown, Md. newspaper, *The News*, a Frederick, Md. newspaper, *Baltimore American*, a Baltimore, Md., newspaper, *The Washington Times*, *The Washington Post*, *The Evening Star*, and *The Washington Herald* four District of Columbia 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 News* are preceded by News; those from the *Baltimore American* are preceded by BA; those from *The Washington Times* are preceded by WT; those from *The Washington Post* are preceded by WP; those from *The Evening Star* are preceded by ES; and those from *The Washington Herald* are preceded by WH.

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 is a lot of 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.

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 1921.**

BA, Mon. 1/3/21, p. 8. **MAY HAVE BASE IN BALTIMORE** – Cumberland, Md., Jan 2. - The Kelly-Springfield Company, now completing a massive tire manufacturing plant here, is investigating the possibility of establishing a base for its raw material at Baltimore and utilizing the Chesapeake and Ohio Canal for transporting both raw and finished products to and from its big plant here. 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.

WH, Mon. 1/3/21, p. 3. **Snake Frozen Stiff Crossing Canal on Ice.** – HAGERSTOWN, Md., Jan. 2 – Spring weather in this section in midwinter is bringing out snakes. Reptiles have been enticed from their hibernation, according to reports from Sharpsburg, where Roy Rowe saw a large black snake crawling along the road. The snake disappeared among dead leaves. George Thomas saw a large water snake wriggling on the ice covering the bottom of the Chesapeake and Ohio Canal, but the snake froze stiff before it got across.

WP, Sun. 1/16/21, p. 1. **Little Known Facts About the Capital.** – Do you know – That Goose Creek, later Tiber creek, flowed southward at the foot of Capitol Hill and now flows through a 24 by 30 foot sewer (in which are electric lights) on Second Street? That the first railroad station in Washington was the Baltimore and Ohio in 1835, located on the northwest corner of Pennsylvania avenue and Second street northwest? That a bridge carried Pennsylvania avenue over Tiber creek at Second street?

That prior to railroads in Washington the Chesapeake and Ohio canal ran east on B street to the Botanic Gardens?

WH, Fri. 1/21/21, p. 2. **Engineer Unscathed When Train Jumps Track** – Hagerstown, Md., Jan. 20. – Trapped in the cab of his engine when it left the B. & O. tracks and slid down an embankment into the Chesapeake and Ohio Canal at Brunswick, Amos Haller, the engineer, climbed through the window without a scratch or a bruise. The fireman jumped from the engine when it careened.

The train left this city in the evening, and after arriving at Brunswick, one of the coaches was backed on a siding. The engine struck a frog, causing the derailment.

WP, Sun. 1/23/21, p. 1. **Bridges and the Old C. & O. Canal** – The K street bridge was constructed in 1906, replacing iron arch bridge constructed in 1867.

Meigs bridge (Pennsylvania avenue), was constructed in 1904-1906, replacing the iron pipe bridge constructed about 1860.

M street bridge was constructed in 1872, replacing a bridge of which the engineer's office, Municipal building, has no record.

P street bridge was constructed in 1871, replacing a bridge known as the "Paper Mill Bridge," the construction of which is not recorded in the engineer's office.

Dumbarton bridge (Q street) was constructed in 1913-1915.

The Chesapeake and Ohio canal was chartered in 1824. In this charter was provided that the C. and O. Canal Company could acquire the charter, rights and property of the Potomac Navigation Company, which was chartered around 1780. Active construction work was going on from 1784-5 building around Great Falls. The length of the canal from Washington to

Cumberland, Md. is 184½ miles. There are 75 (*sic.* 74) lift locks and 2 guard locks where the canal enters the slack waters with additional locks into the Potomac river, not considered a portion of the main line.

ES, Mon. 1/24/21, p. 1. **Revival of C. & O. Canal Trade May Make Georgetown Port**

The port of Georgetown, once famous in the maritime world, is promised a revival of its former shipping activities in plans which are to be passed upon tomorrow for extending the use of the C. & O. canal between Washington and Cumberland, Md.

Now used exclusively for coal shipment, the canal shortly may have a fleet which will ply between Cumberland and Baltimore, carrying raw material to the tire company at Cumberland, and bringing out cargoes of finished products.

Officials of the company, who have been at work on the plan for some time, will meet in Cumberland tomorrow to take final action. It has been indicated that they consider the plan a practical one and that the service may be inaugurated this year.

A representative of the company stated today that he had found the canal to be in good condition and believed it could be made to rival the New York state barge canal as a commerce carrier.

Asked as to how a fleet of barges could be obtained for immediate service, he stated this was a problem which was treated in the report to be acted upon at tomorrow's meeting.

Baltimore, as well as Washington, is interested in the proposition, as, in the event it is decided to use the canal, it is believed the company will increase its storage facilities in Baltimore and direct that many of its ships arriving with raw materials from South America put in at that port instead of New York.

Representative Zihlman of Maryland, who was largely responsible for

the government operating the canal during the war, expressed gratification today over the prospect of this historic waterway entering upon a new commercial life.

"There is no reason why the canal should not be made one of the most important carriers of its kind in this country." said Mr. Zihlman. "The present plan contemplated for increased shipments over it is practical, and it should contribute much to the commercial development of Washington, Baltimore and Cumberland."

Officials of the Canal Towage Company, which operates the coal barges that ply over the canal, stated today that the waterway is in good condition and can be used for much greater shipments than have been made over it during the past few years.

DM, Tue. 1/25/21. **SEE NEW LEASE OF LIFE AHEAD FOR THE OLD C. & O. CANAL**

Information was received here that officials of the Kelly-Springfield Tire Company, which has built an \$8,000,000 plant in Cumberland, will consider at a meeting, using the Chesapeake and Ohio Canal for transporting raw material to its works, and shipping out the finished product. The meeting is to be held in Cumberland.

If it should be decided to use the canal, it is quite possible that the famous old waterway will enter upon a new lease of life, and again become an important artery of commerce. Incidentally, Baltimore probably would share in the new prosperity of the canal, for the tire company would be quite likely to bring its raw material from South America into Baltimore, instead of New York. Baltimore is only about 40 miles from Georgetown, the southern terminus of the canal.

Officials of the company, it is said, have had use of the canal under consideration for some time, and have examined carefully the feasibility of the

plan. It is understood that examination of the possibilities of the canal by Government officials during the war, when plants were being located with thought as to easy transportation, started the tire company officials thinking about the matter. They also have been impressed with the use made of the New York State canal.

For many years the Chesapeake and Ohio teemed with life. The number of craft of all sort has been placed as high as 1,000 [*sic*, 1875 was one of the busiest years on the canal, at that time there were 529 coal carrying boats, 30 grain carrying boats, 5 carrying cement, 2 carrying hay and 4 carrying wood for a total or 570 boats actually operating on the canal], among them being a few packets. And in those days the canal from Georgetown to Cumberland was the scene of hardy men and often of much roistering.

The growth of the railroads, however, gradually cut down the traffic on the canal. Partisans of the old waterway have contended that its decline was not due entirely or principally to the natural play of transportation methods, but to oppressive and restrictive competition from the more powerful railroads.

Latterly, there has been some improvement, but even so, the canal had been better known as a place of many and varied scenic beauties than as a transportation agency. Practically all of the business done on it is the movement of coal from the Cumberland district to Georgetown, where it is shipped away.

ES, Tue. 1/25/21, p. 6. **C. & O. Canal Development** – Plans are being discussed today at Cumberland for the development of the Chesapeake and Ohio canal with a view to its wider use. There is every reason locally to hope that they will mature and be successfully executed. During the war, the old waterway was used much more

extensively than it had been in past years, and it was of great value to the government in the emergency. It would not require much work to make the canal a first-class carrier. What is chiefly needed is barges of a better type. Unless the locks are lengthened the barges cannot be made much longer, but they can be made more effective and perhaps with an increased carrying capacity.

The Chesapeake and Ohio canal is an old type of barge canal and its locks are rather ancient. To put it in first-class modern shape would cost heavily, and it is a question just how far it would pay to go in rehabilitation. If the trade is to be had, a large expenditure might perhaps be justifiable. Canal transport is much cheaper than rail, and in this case the haul from Cumberland to tidewater is as short as the rail haul. For transshipment to deep water bottoms, Georgetown is a convenient and suitable point.

One of the troubles about the Chesapeake and Ohio canal in the past has been the lack of return cargoes. The boats have come down laden with coal, but have gone back light. Thus, the hauling of a barge load of coal from Cumberland to Georgetown, in effect, costs the expense of the barge from Cumberland to Georgetown and back. If return cargoes could be insured, this cost would cut down materially, perhaps by half. Perhaps the plans that are to be discussed at the meeting today will bear upon this question with a full use of the canal instead of the half use that is now the rule. In any case, there is ample reason to hope for the fruition of these plans, which will make for Washington's advantage besides greatly aiding the country between here and the head of the route.

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*Ibid*, p. 13. **Sun-Kissed Skies of January Open up Flower Buds.** – January's sun-kissed skies have started wild

flowers blooming in the vicinity of Washington.

Bob Barr, hiker extraordinary of the District building, has discovered hepatica in bloom in the hills beyond Cabin John. Annually, Barr finds the first hepatica, but his discovery broke all records for early appearance of the flower. It blooms usually about the middle of February.

“It looks like an early spring and a hot summer.” said Barr, who traveled several miles along the Chesapeake and Ohio canal, between Cabin John and Great Falls Sunday. “All of the residents of this section with whom I talked are making preliminary arrangements for gardening, and some went fishing yesterday. Hens have gone to setting earlier than usual, and unless a freeze comes along, farmers will have spring activities well advanced before winter officially ends.”

ES, Wed. 1/26/21, p. 1. **FUTURE OF CANAL BOUND UP IN NEW GREAT FALLS PLAN** – Proposing a stupendous development exceeding that suggested in the Langfitt and other reports, the Tyler plan for harnessing Great Falls, now in the hands of Gen. Beach, chief of engineers of the Army, for transmission to the federal power commission, contemplates flooding a long stretch of the Chesapeake and Ohio canal and will, if adopted, it is understood, vitally affect the future of that historic waterway.

The report is to be considered by the commission at a hearing next Tuesday. While it has not been made public, its recommendations, as submitted to Gen. Beach, will furnish a surprise with respect to their scope and magnitude, it is learned upon reliable authority.

The plan is understood to propose construction of two dams – one at Little Falls and the other at Great Falls – and the construction of large storage basins in feeder territory to solve the problem of low water

flow. These basins would be filled during periods of water plentifulness.

#### **Plan Regarded as Feasible**

Such a large area would be flooded by the dams, it is stated, that boats operating over the canal would be forced to “slack” into the river at two points. However, this plan of operation is said to be feasible.

Under the Tyler plan, it is understood, the canal barges would be compelled to enter the river below the point of its junction with the Monocacy river. They would proceed by river to the Great Falls dam, where they would re-enter the canal only to leave it again for the river stretch between the Great Falls and Little Falls dam. At the latter point they would divert to the canal.

So involved is the canal in the proposed Great Falls water and power development scheme that it promises to come in for much discussion at the hearing before the power commission.

In view of the fact that the government directed the operating of the canal during the war and now owns ten barges which are operated in its coal-carrying trade, suggestion has been made that the government might decide to acquire the waterway, which was started by George Washington, and operate it in connection with the Great Falls enterprise.

#### **Canal Holds Big Possibilities**

However, the canal may be affected by the Great Falls project, this connecting water link between Washington and Cumberland, Md., is attracting attention for other reasons, of which the principal one is the reported intention of the Kelly-Springfield Tire Company, at Cumberland, to ship its raw materials and finished products over the canal.

The traffic department of the tire company has been investigating the matter, and is understood to be prepared to recommend to the general officers of the

company that the canal be utilized for transporting raw materials from Baltimore to Cumberland and shipping out finished products. A meeting to decide on the recommendation was to have been held in Cumberland yesterday, but was postponed on account of the inability of New York officials of the company to attend. It will be held probably next week.

Local business men have expressed much interest in the plan suggested for reviving trade over the canal. President Bradley of the Board of Trade today said he had been long impressed by the fact that the canal held important economic potentialities and he saw no reason why the plan of the tire company at Cumberland should not be a success. The Merchants and Manufacturers' Association, which has inaugurated a campaign for trade development between Washington and Maryland and Virginia points, also is much interested in the matter.

DM, Thu. 1/27/21. **EXTENSIVE WORK ON C. & O. CANAL** – The Chesapeake and Ohio Canal, from Cumberland to Georgetown, is being rejuvenated for the coming season. Extensive improvements are being made along the waterway, principally at Dam No. 4, below Williamsport, at the Two Locks and Williamsport while the property and banks in other places are being overhauled and put in prime condition.

Extensive concrete work is being done at Dam No. 4 to strengthen the masonry while the entire dam is being sheeted with heavy timber. New concrete walls are being built at the Two Locks to replace the old stone walls.

Victor Cushwa & Sons are building one hundred feet of new wharf on the canal at Williamsport, the construction being of stone and concrete.

ES, Sat. 1/29/21, p. 1. **\$53,944,000 POWER PROJECT URGED FOR GREAT FALLS; 14 RESERVOIRS SOUGHT – Geological Survey Asks Storage for Water** – Simultaneously with announcement by the federal power commission of the findings and recommendations of Maj. Tyler in his report on the harnessing of Great Falls for water power development, the United States geological survey today made public a report on the water supply of the Potomac river at Great Falls. The report, compiled as a result of investigations made during 1920 by John C. Hoyt and Guy C. Stevens, engineers attached to the survey, will be considered jointly with the report of Maj. Tyler.

The geological survey report suggests that fourteen reservoir sites be constructed along the Potomac river from Petersburg, W. Va., to Great Falls, thus providing a greater water flow through the proposed development at the ultimate point of power development at Great Falls. The fourteen dams would store a total of more than 3,400,000 acre feet of water (148-million cubic feet) or more than 40 percent of the average annual run-off from the basin from which the water is drained. This means that by construction of these dams, 40 percent of the average annual amount of water lost by run-off would be saved for its ultimate use at Great Falls.

#### **Location for Dams**

The dams would be located as follows: At the South branch of the Potomac river, at Petersburg, W. Va.; at the South branch of the Potomac about 2,000 feet above its mouth; at Town creek, in Allegany county, Md.; at Edes Fort, in Morgan county, W. Va.; at Swim Hollow, in Morgan county, W. Va.; at Hedgesville, Berkeley county, W. Va.; at Brook's Gap, Broadway, Va.; at Mount Crawford, Va.; at Elkton, Va.; at a site near Charlestown, W. Va.; at Goose

Neck, in Loudoun county, Va.; and the Potomac river reservoir, above Great Falls, where the ultimate development of power by the use of water thus stored is proposed.

The report estimates that by the use of four reservoirs having a total capacity of 61,000 million cubic feet, a monthly flow at Great Falls of not less than 6,000 second feet, or 6,000 cubic feet a second, more than three times the minimum flow considered available in previous reports, without storage, could have been maintained during the last twenty-five years.

This increase of about 4,000 cubic feet in the minimum flow, if used in a modern hydroelectric plant operated with a head of 160 feet at 75 percent efficiency, would yield as much energy as 356,000 tons of coal per annum burned in an efficient steam power plant consuming only two pounds of coal per kilowatt hour of generated power, the report says.

#### **Average Flow, 11,900 Feet**

The report states that the Potomac river at Great Falls has had an average flow over a twenty-three-year period of 11,900 cubic feet a second, a maximum flow of 248,000 cubic feet and a minimum flow of 653 cubic feet, and that the flow was less than 3,000 cubic feet during 20 percent of the time under consideration. During 1914, it averaged only 1,780 second feet during 120 consecutive days, thereby warranting its conclusion that a steady flow of 6,000 cubic feet could be maintained by the use of four reservoirs only.

The report indicates that storage sites are sufficiently promising to justify a thorough investigation of their feasibility before final plans for the development of power at Great Falls are adopted.

The natural flow of the Potomac, the report says, comes from a basin comprising 11,457 square miles, of which 10 percent is below Point of Rocks, Md.

In making its computations, the report says, engineers of the survey have made no deductions for water diverted past Great Falls at the aqueduct dam for the water supply of the District of Columbia or for the Chesapeake and Ohio canal. The capacity of the present water supply conduit is about 135 second feet, and water used by the canal has been estimated at about 170 second feet. The engineers concluded that if additional water is diverted at Great Falls for the supply of Washington without construction of storage dams north of the falls the water available for power will be further reduced.

#### **80 Per Cent Available**

Eighty percent of the water flowing in the Potomac between Point of Rocks and tidewater, a distance of forty-four miles, involving a fall of 200 feet, would be available at Great Falls under the proposal of the geological survey for dam construction. Of the fall of water, the survey states, fifty feet occurs in the twenty-nine miles between Point of Rocks and Great Falls and 150 feet in the fifteen miles between Great Falls and tidewater. Engineers conclude that because of the relatively small fall between Point of Rocks and Great Falls the facilities for water storage would be greatly increased and the engineering problems made lighter.

The survey engineers do not make any computations as to the probable cost of construction of the fourteen dams suggested, but urge that construction of such dams would so increase the water available for power at Great Falls that the two projects might be considered as one and the same.

#### **May Be Studied Jointly**

It was considered probable today that the two proposals would be considered jointly at the public hearing on Maj. Tyler's report to be held by the Federal Power Commission Tuesday. The geological survey report was made direct to Secretary



Payne of the Interior Department, and by him transmitted to the Federal Power Commission without recommendations.

The geological survey also made public today a report on power production in the United States by fuel and water. The report shows that 187,550 thousands of kilowatt hours were developed in the District of Columbia by fuel during the first nine months of 1920 from a total coal consumption of 188,718 short tons. No power was developed from the use of water of fuel oil in the District during 1920.

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**Report by Tyler Proposes Dam at Chain Bridge** – Proposing a total expenditure of \$53,944,000 the Tyler report for the development of Great Falls, submitted through Gen. Beach, chief of engineers of the Army, to the federal power commission, was made public today.

Bearing out an exclusive forecast in *The Star*, that the plan would far exceed that proposed in the Langfitt and other studies made by engineers for harnessing Great Falls, the report proposes:

Construction of two dams, one at Chain bridge and the other at Great Falls.

Three supply reservoirs.

A new filtration plant.

A new conduit from Great Falls.

Maj. Tyler recommends that the water supply phase of the proposed development be taken up first. He estimates the cost of this at \$9,523,000.

The cost of proposed power development is given at \$44,421,000.

**Market Must Be Provided**

The Army engineer recommends that the water supply and power development features be handled separately and states that Great Falls can be harnessed economically for power purposes, provided only the entire amount of power generated is marketed. To undertake this development with the view of selling power only to the federal and District

governments would not be economically feasible, he concludes.

The report, in short, contemplates the federal government going into the power business in Washington to such an extent that there would be no market for private concerns furnishing power, if the Great Falls scheme is to be handled economically.

The report takes up the power development problem in two sections. It is proposed to build first a dam at Chain bridge. At the same time, it would be necessary to construct three supply reservoirs. It is estimated that the Chain bridge development alone would produce 264,000,000 kilowatt hours, and that this power could be delivered to the main substation in Washington at a cost of 6.09 mills, which is about 2 mills under the present cost to the Potomac Electric Power Company of developing power for distribution.

However, the Tyler report does not take up the cost of distribution, which would materially increase the total cost of the project.

**Could Be Raised to 675,000,000**

The present total electrical output of the District is 308,000,000 kilowatt hours annually. It is pointed out, therefore, that the Chain bridge dam alone would provide enough current to meet present needs.

The report goes on to show that by constructing a second dam at Great Falls the output of kilowatt hours could be increased to 675,000,000. The power generated from the completed development, comprising both the Chain bridge and Great Falls dam, could be delivered to the main substation in Washington at a cost of 6.75 mills, it is stated.

The cost of the Chain bridge development is estimated at \$25,000,000, and to provide the Great Falls dam would increase the total to \$44,421,000.

The Langfitt plan for harnessing Great Falls, submitted in 1915, called for a total expenditure of only \$15,000,000 for both the power development and water supply projects.

If the Tyler scheme is carried out in its entirety, it will necessitate removing a large section of the Cabin John car line and will put the Chesapeake and Ohio canal out of business almost to the Monocacy river. However, it is stated that the canal will be able to operate by “slacking” into the river.

The report submitted today is by far the most exhaustive study ever presented in connection with the long-talked-of project of utilizing the latent power possibilities of Great Falls.

#### **Recommendations Up Tuesday**

Its recommendations will be considered Tuesday at a hearing before the Federal Power Commission in the Interior Department building, at which Secretary of War Baker will preside.

The District Commissioners and District civic organizations, which have been urging that steps be taken immediately to increase the capital's water supply, will be cheered by the recommendation of Maj. Tyler that there is no economy to be derived from combining this feature with the development of power. In this connection the report says:

“Additional facilities for supplying water to the District of Columbia are an imperative necessity as insurance against interruption of service. The quantity of water now carried by the existing supply system is so large that proper maintenance work on conduits and tunnels cannot be done until a new supply line is put in operation. If new construction is deferred it should be with full knowledge of the risks involved.”

#### **Conduit Big Item**

In explaining the plan for increasing the city's water supply, the report says that a

new conduit from Great Falls to Dalecarlia reservoir, and a new filtration plant on the Dalecarlia reservation with proper connections to the first, second and third high areas of the distribution system can be much more speedily completed than any other satisfactory project.

“It requires the purchase of no additional land.” says the report. “It is by far the cheapest and first cost. It will furnish water more economically for many years to come than can any other project. For these reasons, it is recommended for adoption and prompt completion.”

Of the \$9,325,000 estimated cost of water supply development, the principal items are: \$2,370,000 for construction of the conduit; \$1,821,000 for construction of a new filtration plant; and \$1,300,000 for distribution piping and tunnel connecting city mains and District distribution reservoir.

ES, Sun. 1/30/21, p. 1. **MEASURE TO MAKE U. S. PAY FOR WATER HERE INTRODUCED** – Representative Zihlman of Maryland, introduced in the House late yesterday a joint resolution to require the federal government to pay for the water it uses in the District. His action, exclusively forecast in Friday's *Star*, is designed to prevent millions of gallons of water wastage daily by federal departments. He proposes the United States bureau of standards shall determine the rate to be paid by the government. The Zihlman measure is certain to receive the enthusiastic indorsement of the Commissioners if they are asked to report on it, it was indicated at the District building.

Yesterday, it is believed, marks an epoch in the fight that has been made by officials and private citizens to obtain an adequate water supply for Washington.

#### **Produce Optimism**

Maj. Tyler's Great Falls report, urging that immediate steps be taken to

guard the city against a water famine, and that this project be separated from the Great Falls power development scheme, followed by Mr. Zihlman's resolution seeking to conserve water while an additional supply is provided, gave rise to general optimism last night that Congress would act favorably on both propositions.

The Army engineer's observations regarding the water supply situation emphasize its seriousness as no other official statement or report has. He says:

"Additional facilities for supplying water to the District are an imperative necessity as insurance against interruption of service. If new construction is deferred it should be with full knowledge of the risks involved."

It was considered likely last night that when the federal power commission convenes a public hearing in the Interior Department building Tuesday, to take up the Tyler report, effort will be made by many of the interests represented to have the water supply project considered in advance of the power development plan. This would be in line with Maj. Tyler's recommendations in the report.

#### **View of Commissioners**

Engineer Commissioner Kutz, and probably other members of the board of District Commissioners, will attend the hearing, which will be presided over by Secretary of War Baker. It is known that the Commissioners incline strongly to the Tyler view, that the obtaining of an increased water supply for the District is of greater importance than the development of power, and should be taken up as a separate matter with the least delay possible.

Representative Zihlman and other members of Congress, members of the Washington Suburban Sanitary Commission, the Public Utilities Commission of Maryland and Virginia, local public utility corporations, business and

civic organizations of the District and private citizens are planning to attend the hearing, at which a drive is expected to be launched to get the District's pressing water needs presented to Congress as an emergency proposition.

The Tyler plan for increased water supply contemplates the building of a conduit from Great Falls to Dalecarlia reservoir reservation and the construction of an additional filtration plant on this reservation, the total cost to be \$9,523,000.

#### **Declared a Necessity**

In commenting upon the urgency of the situation, his report states: "The time has passed when an expansion of the system would be simply a wise provision to care for a growing population. It is now more than that. It is a necessity as insurance against interruption of service altogether. If the project for expansion which can be most speedily completed be authorized, additional water cannot be delivered inside of two and one-half years. Other projects will take five years or more. This means that if new work is begun this coming spring the existing system must continue several years without proper repairs to supply the District of Columbia with water. The longer the new work is postponed the greater will be the risk.

"It should be clearly understood, therefore, that new works are recommended in this report not only to provide an adequate water supply for the increasing population of the District of Columbia, but because such works are an urgent necessity for the protection of the District against an interruption of its water service."

The Tyler report, covering both the proposed water supply and power development projects, contains 110 typewritten pages, besides numerous charts and is by far the most exhaustive study that has yet been made of the possibilities of harnessing Great Falls.

### **Conclusions as to Power**

With respect to power, its conclusions are that by means of two dams in the river at Chain bridge and Great Falls, and three storage reservoirs on certain of the Potomac's larger tributaries, power may be developed economically at a cost per kilowatt-hour approximately 50 percent less than for power generated by steam, provided the entire output of the hydroelectric plants can be marketed.

If marketing the entire output is essential to making the project economically feasible, it was suggested last night by Washington engineers, the government would have to assume the entire burden of furnishing electric service in the District, which would put the Potomac Electric Power Company out of business.

The estimate of \$44,421,000 for building the dams and reservoirs and other facilities for delivering power to a main substation in Washington does not cover the cost of distributing power, the report points out.

### **Coat of Distribution**

"To provide a distribution system to supply all the government building with hydraulically generated power," it says, "would require substations and cable and conduit systems paralleling the existing systems of the public utility. The cost of the public utility's distribution system, based on reproduction cost, estimated as of July 1914, and additions made since that date, is approximately \$8,400,000. Present cost, of course, would greatly exceed this figure."

Concerning the effect of the proposed power development on the Chesapeake and Ohio canal, the report says that construction of the dam above Chain Bridge will submerge canal locks 5 to 13, inclusive, eliminating eight miles of canal navigation. Construction of the Great Falls dam, it states, will submerge locks 21 to 26 inclusive. Boats will use the lake from the

locks at the dam to a point one mile below the mouth of Monocacy river, where the estimates provide for a new entrance to the canal, controlled by a new lock. This development will eliminate twenty-six miles of canal navigation above Great Falls.

G. L. Nicholson, general manager of the Canal Towage Company, is the author of a plan of development of power at Great Falls, which is described in the Tyler report. Mr. Nicholson last night said the Tyler project would not interfere with traffic on the canal, as the boats could "slack" into the lakes that would be created by the Great Falls and Chain Bridge dams and re-enter the canal at points below the dams.

ES, Mon. 1/31/21, p. 11. **PLAN FOR REVIVAL OF CANAL TRADE** – Plans for a trade revival between Washington and Cumberland, Md., over the Chesapeake and Ohio canal, and for the development of manufacturing along the historic inland waterway outside the limits of the city are being considered today by the Merchants and Manufacturers' Association.

President Philip King and Secretary Charles J. Columbus announced they would seek a conference this week with G. L. Nicolson, general manager of the canal towage company, to determine what can be done immediately to increase the canal's usefulness beyond its present utilization as a coal carrier.

The barges that come down from Cumberland return empty. It is believed that co-operation between the Merchants and Manufacturers' Association, the canal company and business interests in Cumberland would produce a business development that would insure return cargoes.

Representative Zihlman, whose home is in Cumberland, has expressed much interest in the proposal to develop trade between Washington and that city.

It was indicated today that the Merchants and Manufacturers' Association, which is interested in the development of manufacturing as well as retail trade, might formulate a program to advertise the advantageous factory sites to be found along the canal above Washington.

While opposed to the establishment of factories in Washington along any lines other than those harmonizing with plans for the city's esthetic development, the association sees in the canal country a territory admirably adapted to the purpose of a manufacturing section. Factories located along the canal beyond the city limits, it is pointed out, would be too far removed to be a nuisance, whereas they would be advantageously situated with respect to rail and water transportation facilities.

WT, Tue. 2/1/21, p. 13. **ASSAILS FALLS POWER PLANS** – The dam proposed in the Tyler report urging a power and water project at Great Falls, does not possess the maximum amount of strength, according to James H. Levering, a California engineer who this morning appeared before the power commission. The hearing was held in the office of the Secretary of the Interior, and was attended by delegations from the trade and civic bodies of the city and officers of the utility companies.

#### **\$29,000,000 Saving**

Levering presented a plan which he said would provide both adequate water and power facilities for an approximate cost of \$25,000,000. The project recommended by Major Tyler, an Army engineer, is estimated to cost \$53,944,000.

Not only would his plan be cheaper but it would be more secure, Levering told the committee. The water for Washington, if obtained by Levering's project, would be of greater purity, and power could be sold to consumers in Washington at a price slightly in excess of three mills per kilowatt hour.

Under the plan proposed by Levering, the Chesapeake and Ohio canal probably would be closed. This would not work a hardship, he said, because the canal is closed all winter just at the time when it is needed to bring coal to Washington. He recommended that in place of the canal, a railroad could be built that would take care of any business that flowed in that direction.

Mr. Levering promised to file a technical report showing the commission the weakness of the dams proposed in the Tyler report.

Matthew E. O'Brien appeared before the commission as a resident of the District and a taxpayer, and said that the fundamental idea in the minds of Washingtonians is for speedy action on both water and power projects.

#### **Business Urges Project**

A. Seymour, secretary of the Chamber of Commerce, voiced the views of the business men of the city, he said, in asking that the water project especially be gone ahead with at once instead of waiting until a breakdown in the water system of the city forced action.

Francis R. Weller, representing the Board of Trade, was the first speaker before the commission and read a brief statement in which he praised the plans of Major Tyler, but said that, as the District of Columbia would not be the only community to benefit by the proposed power and water project, some assurance should be given the residents of the Capital that they would not have to bear the usual 40 or 60 percent of the cost of building the plant. In this argument he was backed up by Congressman Moore, of Virginia, who said that Washington should not be asked to bear any part of the expense, as the nearby Maryland towns would be also benefitted.

Secretary of War Baker, chairman of the commission, assured them that there was no intention of saddling a big debt on the

District to carry through the project. He said that the war had shown the need of greater power facilities in this section of the country, especially from Philadelphia to Raleigh, N. C., and that it was his personal opinion that water power should be developed not only in this section, but in others as well, so that coal could be preserved as an economic measure.

**DM, Wed. 2/9/21. Ice Plant Destroyed By Incendiary Fire Early This Morning –**

The large plant of the Williamsport Ice Company, owned by J. W. Miller and leased to the Cottrill Ice Company, who have been operating it, was destroyed by fire in Williamsport about 4 o'clock this morning, the loss being between \$16,000 and \$17,000. The origin is not known, but owing to the fact that the plant was not in operation, the supposition is that the fire was of incendiary origin. There was no insurance on the building, the loss to the owner being total.

The fire was discovered by B. Russell, collector at the bridge across the Potomac river. The building, a two stories and frame, was situated between Cushwa's warehouse and the canal aqueduct. The fire broke out in the north side of the building next to the creek and spread rapidly.

There was no general harm and very few persons in the town knew of the fire until this morning. A small crowd gathered at the scene and attempted to fight the flames, but their efforts were futile. The building was formerly a planning mill and was converted into an ice factory two years ago by the owner.

The plant was leased and operated last summer by the Cottrill Ice Co. Their loss is about \$500, partly covered by insurance.

There were 40 tons of ice in the storage house adjoining the building, which was equipped with modern machinery,

which is a total loss. So far as is known no persons were seen about the building.

**DM, Thu. 2/10/21. CANOES BURNED IN ICE FACTORY –** A number of canoes, owned by young men of Hagerstown and Williamsport, were burned in the fire that destroyed the ice plant at Williamsport early yesterday morning. It is known that half a dozen or more boats were stored in the building and that their total value is several hundred dollars.

**ES, Fri. 2/11/21, p. 2. DAM WOULD RUIN D. C.'S PLAYGROUND –**

Washington's playground for campers and hikers along the Maryland and Virginia sides of the Potomac river and the Chesapeake and Ohio canal in the vicinity of Chain bridge will be obliterated if Congress approves the Tyler plan for harnessing Great Falls. Realizing this, owners of camps and shacks in the territory are planning for an active season. While there will be a few years of grace, even though the Tyler recommendation should be adopted immediately, the opinion is general that this popular section for outdoor sports is doomed.

The canal, from locks 5 to 13, inclusive, will be submerged, if a 115-foot dam is built at Chain bridge, as proposed by Maj. Tyler. Such a dam would form a lake that would approach to within thirty-five feet of the Great Falls conduit, through which Washington obtains its water supply. Not a shack would be left in the five-mile stretch between the two locks.

**Same Condition in Virginia**

A similar condition would obtain on the Virginia side of the river. It is estimated there are more than 100 lodges in the combined sections, many of which are used as summer homes.

Popularity of the canal section above Chain Bridge for camping purposes has

grown by leaps and bounds in the last few years. Many of the lodges are equipped with electric lights and all the conveniences of a city home. Bathing beaches have been established along the canal and the river and week-end fishing and swimming parties have been much in vogue.

#### **What Ground Would Remain**

Should the Tyler plan go through there will be left for camping purposes a five-mile stretch of territory between lock 14 and Great Falls. This country is more rugged and picturesque than that between Chain bridge and lock 14. The Tyler plan also contemplates the construction of a dam at Great Falls which would submerge the canal to a point about a mile this side of the Monocacy river and destroy Pennifield's lock and other favorite haunts of fishermen. Former President Cleveland was a frequent visitor at Pennifield's and enjoyed the fishing to be had in the river at this point.

DM, Tue. 2/22/21. **WILLIAMSPORT TO HAVE NEW ICE PLANT** – A movement has been started at Williamsport looking to the organization of a company to rebuild and operate the ice plant, which was destroyed by fire about two weeks ago. The plan is to secure a large number of stockholders in order to insure their interest and support. It is proposed to sell stock at \$10 a share among the residents of the town.

The project is being promoted by W. H. Miller and J. G. Steffey, who are securing subscriptions for stock in the concern. It is proposed to capitalize the company at about \$25,000. The plant recently burned was owned by J. M. Miller and had been operated by the Cottrill Ice Company.

BA, Wed. 2/23/21, p. 2. **WAKING UP ON C. & O.** – Announcement was made today of the early opening this year of the Chesapeake and Ohio Canal, and it is expected to have boats moving by March 31.

With a large increase in business from Cumberland expected and a pickup in traffic from Washington, the company is making extensive improvements. Many of the locks are being concreted and strengthened.

There is a possibility that a passenger line may be inaugurated.

WP, Sun. 2/27/21, p. 1. **Little Known Facts About [the] Capital** – Do you know:

That years ago, the Chesapeake and Ohio canal crossed the Potomac river at Georgetown on the Aqueduct bridge? That the aqueduct was on top of the stone piers and encased in the iron structure between the stone work and the floor, boats crossed in this duct under the floor of the bridge, the space thus occupied is plainly seen by viewing the under part of the bridge, but now obstructed by braces to strengthen the bridge. The canal extended on the Virginia side of the river to Alexandria.

BA, Thu. 3/17/21, p. 2. **C. & O, CANAL TO OPEN** – Water will be turned into the Chesapeake and Ohio Canal next Sunday, it was announced today. Many repairs have been made along the waterway and the banks have been strengthened in preparation for the opening of the season.

It is planned to put the boats into operation before the first of April.

*Sun*, Sat. 3/19/21, p. 17. **BIDS for Sale or Lease of Vessels** – Office, Chief of Inland and Coastwise Waterways Service, Munitions Building, Washington, D.C. Sealed bids will be received here until 10 A.M., April 7, 1921, and then opened for the purchase or lease of the following vessels of the New York Canal Section, Inland and Coastwise Waterways Service: 15 self-propelled barges, 38 steel cargo barges, 16 concrete cargo barges, 3 wooden cargo barges, 2 small tugs, 10 wood and coal

barges of Chesapeake and Ohio Canal type, 1 fuel oil barge. Further information on application. [Transcriber's Note: The ad ran through Mar. 29, 1921, at least.]

DM, Tue. 3/22/21. **WATER TURNED ON CANAL ON SUNDAY** – It was announced yesterday that the water will be turned into the C. & O. Canal this Sunday. It is known that the company contemplates an early opening.

All of the repairs in the vicinity of Four Locks, and other sections of the canal have practically been completed and ready for the opening. It will require about a week to fill the waterway to its capacity. Boats then will immediately be pressed into service.

ES, Tue. 3/22/21, p. 1. **MARKET DELAYS CANAL OPENING** – Unsettled conditions in the coal market today caused the Chesapeake and Ohio Canal Towing Company to suspend indefinitely plans for opening the canal for the 1921 season.

First coal boats of the year bound for Washington were to have been cleared from Cumberland, Md., Monday. Local orders for deliveries did not develop to the extent expected. The company met yesterday afternoon and decided it would be better to delay the inauguration of traffic over the canal than to bring cargoes to Washington on an uncertain market.

Manager G. L. Nicholson of the towing company kept the wires to Cumberland busy today with orders cancelling arrangements for opening the canal. Farmers with mule teams were headed from many directions for the Maryland terminus of the waterway, where Monday they would have become full-fledged boat captains. Runners were sent out this morning to turn them back, with instructions to wait for further orders.

Company officials would make no predictions as to when traffic would start, saying the situation would be governed entirely by business developments. The largest local buyers of coal, in common with coal buyers generally, are said to be delaying placing of contracts for annual deliveries because slackened business has reduced their fuel needs, and present spot market prices are more attractive than contract prices.

#### **Coal Could Be Sold**

While much coal that might be transported over the canal now undoubtedly could be readily disposed of, the company, it was stated, felt it would work a hardship upon the boatmen and their crews to subject them to the possibility of losing time on the trips. A boatman's pay is at the rate of 70 cents a ton, and, when no unusual delays are experienced, it is possible for him to make better than an average of two round trips a month.

It is the intention, when the canal finally opens, to place in operation only a sufficient number of boats to meet tonnages actually contracted for, so that crews may get the advantage of full-time operation.

The action of the canal towing company brought to light today elements in the general coal situation which are giving much concern to the government, operators and business men generally.

Apparently, no one has his hand on the situation sufficiently to forecast with any degree of certainty what the next few weeks or months may bring forth in the coal market. A round-up of the opinion of government officials, and dealers indicates the following as being the outstanding facts in the situation.

#### **Facts in Situation**

First – The normal consumption of coal has fallen from 10,000,000 to 7,000,000 tons a week.



Second – General business depression is responsible for this reduction.

Third – Buyers are holding off on placing contracts because they look for further price reductions.

Fourth – Small operators are doing the principal business, which is a spot business.

The government is handicapped at present, it was pointed out, in ascertaining what it costs to load coal on the cars at the mines.

Several months ago, the Federal Trade Commission sent out a questionnaire to operators seeking information on this point. Some mines responded, but others challenged the commission's right to require such information, and from the District Supreme Court obtained a temporary restraining order, which put an end to the inquiry. This case has not been finally disposed of by the court.

#### **Fair Prices Only Guesswork**

Inasmuch as the bureau of mines and the geological survey collect and disseminate information applying only to the production and transporting of coal, the question of costs is now practically neglected. For this reason, government officials are able to make only guesses as to whether prices now charged represent a fair or unreasonable profit on the actual cost of mining coal.

Before the war the average price obtained for bituminous coal at the mines was said to be \$1.15 per short ton. During 1918 the average price, according to government compilations, was \$2.58 a short ton. The average price now is thought to be about \$3.

Word reaching the local coal trade is to the effect that production in the Logan field in West Virginia is now but 30 percent of normal and that a group of mines on the Chesapeake and Ohio railroad, capable of producing two and one-half million tons

annually, have not operated at all since December 15. The railroads of the country, on account of reduced shipments of general commodities, are said to be burning only about 60 percent of the coal they require in normal business times.

DM, Wed. 3/23/21. **DELAY IN STARTING BOATS ON THE C. & O.** – The Chesapeake and Ohio is filled, but boats will not move Saturday, as was expressed, according to a report from Williamsport today. A change in the plans of the officials, it is said, was decided upon yesterday regarding starting boats up the canal owing to some delay in the work on the upper levels. Boats are expected to move the first of next week.

DM, Thu. 3/24/21. **CANAL WILL NOT OPEN YET, DUE TO COAL SITUATION** - Unsettled conditions in the coal market has caused a temporary halt in the plans of the Chesapeake & Ohio Canal, which last week turned the water into the canal, and started preparations for an early opening of traffic. The canal men who were all ready to move have been notified of a suspension in the opening plans.

The first boats were to leave Cumberland on last Monday for Washington, but orders for coal deliveries did not develop sufficiently, causing unnecessary risk to the transportation company, due to the uncertain market.

Canal boatmen in Sharpsburg and Williamsport are much put out over the suspension of work, and many may have to go into other lines of work.

DM, Sat. 3/26/21. **LEVELS OF CANAL BEING RELIEVED** – In order to lessen the strain on the banks of the Chesapeake and Ohio Canal during the present period of inactivity, some of the water has been drawn from the levels. No further information has

been given out as to when the canal will be reopened. General Manager G. L. Nicolson is endeavoring to secure additional contracts for hauling coal which, when received, will enable the Canal Towage Company to start operations. Some of these contracts are expected from the government.

DM, Fri. 4/1/21. **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.

This time the trouble is attributed to legislation pending in the Maryland legislature which, if enacted into law, coal companies 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.

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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, Wed. 4/6/21. **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.

BA, Wed. 4/6/21, p. 2. **MARYLAND BRIEFS** – Cumberland – All of the workmen used by the C. & O. Canal Towage Company in the upkeep of that waterway beginning immediately will be placed on a half-time basis, it was announced on Saturday. The men will be used about three days a week until business on the canal is resumed.

BA, Thu. 4/17/21, p. 2. **C. & O. CANAL WAITS UPON U. S. CONTRACTS** – All of the men employed by the Canal Towage Company on the Chesapeake and Ohio Canal have been placed on half-time salaries, or a half-time working basis as a result of the stagnation of business on the waterway, owing to the inability so far of the company to secure sufficient contracts for hauling coal to open the canal. The action of the company is in line with its

policy to economize until conditions improve.

It is expected, according to late reports, that the Canal Towage Company will receive contracts from the Government to furnish coal at the Proving Ground at Indian Head on the Potomac river, below Washington. The Government has been using from 50,000 to 60,000 tons of coal annually at the grounds, all of it being hauled on the canal from Cumberland. Owing to investigations by Congress into the Indian Head supplies, including coal, the contracts for this year have been held up, thereby delaying the reopening of the canal.

Boatmen are under orders to be ready to start with their boats as soon as the negotiations between the Canal Towage Company and the Government for coal contracts have been adjusted.

DM, Sun. 4/10/21, p. 5. **BOATS TO PASS BREAK MONDAY** – Work is progressing on the big break in the tow path of the C. & O. Canal, near Four Locks, where a culvert and part of the bank went out last Monday morning, checking navigation. It is expected to have the opening closed on Monday and boats will probably be moving by Monday night or Tuesday. A large number of boats, some of them loaded with coal, bound out of Cumberland, are held up by the break.

ES, Sun. 4/10/21, p. 5. **C. & O. Canal May Be Abandoned Unless Navy Uses It for Coal** – Prospective abandonment by the Navy Department of a several years custom of obtaining coal for the naval testing plant at Indian Head by way of the Chesapeake and Ohio canal was considered in well informed circles last night to seriously menace the future of the canal.

George's Creek coal has been going to Indian Head in canal barges for more than twenty years. Because the contract was not

placed at the usual time this year, the opening of the canal, arranged for March 28, was indefinitely postponed.

It has developed that the Navy Department is testing coal from another field, which is offered at a slightly lower cost than the price asked for the George's Creek fuel.

If the decision terminates the canal shipments to Indian Head, which were expected to total about 50,000 tons this year, fully 40 percent of the barges and other equipment on the canal will be thrown out of commission, it is stated.

### **Reconsideration Urged**

Representative Frederick N. Zihlman of Cumberland, Md., who induced the government to keep the historical waterway in operation during the war, believes that loss of the Navy business will be virtually a death blow to the canal.

Because a large number of canal boatmen, locktenders and other employees will be thrown out of work if the Indian Head contract is lost. Mr. Zihlman has asked the Navy Department to consider all elements involved in the situation.

He has pointed out to the federal authorities that the government itself owns ten barges on the canal, which were built for war purposes and are now operated by the Canal Towage Company in the coal-carrying trade. These boats, together with barges built by the company last winter, will be laid up during the present year, at least, if the Indian Head shipments are cut out.

The government is understood to have spent something like \$40,000 in keeping the canal going during the war, besides what it invested in barges.

### **Boatmen Are Impatient.**

Mr. Zihlman has suggested to the Navy Department that the government is too heavily invested in the canal to justify its taking a step that would jeopardize the future of the waterway, especially if rising

coal prices in the future would make a return to the canal business desirable.

It is understood the Navy Department will reach a decision in the matter in a few days. Until the decision has been communicated to the towage company no steps will be taken for opening the canal for the 1921 boating season. Reports from Cumberland are to the effect that boatmen are becoming impatient and that a serious hardship is being worked in many instances, because of the enforced idleness of the men. If the Indian Head shipments are eliminated, the towage company this year, it is stated, will operate just enough boats for filling Washington orders, of which the largest is that of the Capital Traction Company.

BA, Wed. 4/13/21, p. 2. **FUNERAL SERVICES FOR DANIEL ANNAN –**

The funeral of Daniel Annan, president of the Second National Bank, was held this afternoon at Emmanuel Episcopal Church, in which he was a warden. Rev. Ambrose H. Beavin, rector, officiated. Burial was in Rose Hill Cemetery. The pallbearers were: Honorary, Dr. Richard Gerstell, Keyser, W. Va.; Chief Judge A. Hunter Boyd, Judge Robert R. Henderson, former Judge Ferdinand Williams, Hugh A. McMullen, Thomas B. Lashley, George D. Landwehr, B. Lashley, Henry Shriver, George D. Landwehr, David F. Kuykendall and Charles E. Metz. Active, W. Bladen Lowndes, Baltimore; G. Marshall Gillette, Frostburg; Allan B. Spier, Tasker G. Lowndes, George Henderson, John Keating, John G. Lynn and William W. Brown.

**Of Revolutionary Stock**

Mr. Annan came of Revolutionary stock. His mother was a great granddaughter of Col. Thomas Price, who marched to Boston in 1775 with Cresap's two rifle companies from Western Maryland. He was a direct descendant of Gen. Daniel Roberdeau of Pennsylvania, a

Revolutionary general and member of the Continental Congress. He received his early education at the Allegany County Academy of which he was a trustee for 35 years and president of the board most of the time. When a boy, Mr. Annan was a clerk at Lynn's wharf on the Chesapeake and Ohio canal. Then he went with the Cumberland City Bank, which went out of existence in 1865 when his connection with the Second National Bank began and continued uninterrupted.

**Hel Many Important Posts**

Mr. Annan was also a director of the First National Bank, Frostburg, and one of the founders of the First National Bank, Midland; a member of the executive committee of the National Bankers' Association, a member of the Cumberland Development Company, which brought the Kelly-Springfield tire plant here; president of the Allegany County Board of Election Supervisors; city treasurer; director of the Chesapeake and Ohio Canal; director in Western Maryland Hospital; vice-president of the Cumberland Fair Association; president of the Allegany County Home Gardens Association; president of the Maryland Bankers' Association; president of the Allegany county section of the Maryland Council of Defense. He was a Mason and an Odd Fellow.

ES, Thu. 4/14/21, p. 1. **MAKE CANAL PLEA TO NAVY SECRETARY –**

Members of the Maryland delegation in Congress, headed by Representative Frederick N. Zihlman, expect to call upon Secretary of the Navy Denby today and solicit his support for the Chesapeake and Ohio canal, which faces disaster, it is stated, through prospective cancellation of Navy coal shipments.

For more than twenty years coal mined in the Cumberland, Md., district has been going to the naval proving grounds at

Indian Head by way of the canal. This is the bulk of the business done over the canal. But the Navy is now considering buying coal for Indian Head from another field, which is said to have been offered at a cheaper price.

**Supported During War.**

When the canal, which was started by George Washington and is the most historic inland water in the country, considered closing down during the war because of high operating costs, the Maryland congressional delegation rallied to its support. The result was that the government ordered the company to continue operating the waterway in order to relieve railroad congestion. It agreed to guarantee the company against operating losses. It is understood these losses amounted to approximately \$40,000. In addition, the government built ten barges and placed them in service on the canal, this equipment, it is understood, representing an investment of about \$50,000.

In view of the fact that the United States government has an original investment in the canal of about one million dollars and during the war increased this amount by approximately one hundred thousand dollars, it is the contention of the Maryland congressmen that this investment should be protected.

**Would Continue Buying.**

“Even though the Navy Department might effect a small saving this year by buying coal for Indian Head from other sources, it would be economically unwise,” said Representative Zihlman today, “for the department to take a step which would jeopardize the future of the canal and the investment the government now has in this waterway. The canal has been of great service to the Navy in the past and it is inconceivable that it will not be of service in the future. In times of rail congestion, it is of the greatest value. But if it is once forced

out of business, it will be a difficult matter to reopen it.”

Mr. Zihlman believes that the withdrawal of the Navy business will sound the death knell of the canal. Several hundred persons who depend on the canal for a livelihood have been waiting since March 28 for the commencement of the boating season. However, plans for starting traffic over the canal were still held in abeyance today, depending upon the action taken by the Navy Department.

*Sun*, Fri. 4/15/21, p. 2. **WILL REQUEST DANBY TO HELP C. & O. CANAL** – Washington, April 14. – Members of the Maryland delegation in Congress expect to call upon Secretary of the Navy Denby tomorrow morning to urge immediate support for the Chesapeake and Ohio Canal extending from Cumberland, Md., to Washington. This historic waterway, it is explained, faces disaster through possible cancellation of the navy’s coal shipments.

Representative Zihlman, who is most directly interested in the fate of the canal, stated this afternoon that before conferring with Secretary Denby he wanted to go over the matter with Senator Weller, who already had dealt with the canal problem. It is likely that Mr. Weller will accompany other Marylanders to the Navy Department tomorrow.

**Bulk Of Canal’s Business.**

For many years the coal mined in the Cumberland region has been delivered to the Navy Proving Ground at Indian Head, Md., by way of the canal and the Potomac river. These navy shipments compose the bulk of the business of the canal. Now, it appears, the navy has in mind the purchase of its coal in another field and will have it delivered to Indian Head by rail.

This is not the first time recently that the canal has been hard pressed. Early in the war it seemed likely that it would be

abandoned entirely as a means of transportation because of the sudden increase in operating costs. At that time Marylanders in Congress went to its rescue.

**Return Was Guaranteed,**

As a result, the Government directed the canal company to continue the canal in full operation as a means of relieving the railroads to some extent, and \$40,000 return was guaranteed to cover any losses that might be incurred. It is understood that the losses approximated the full guarantee fund.

In addition to this guarantee, the Government constructed 10 modern barges and placed them in service on the canal, thereby greatly rehabilitating its equipment. These barges cost about \$50,000 and are still in service.

In view of the fact that the Government has an original investment of approximately \$1,000,000 in the Chesapeake and Ohio Canal, an investment which was increased by nearly \$100,000 during the war, it is contended by Marylanders that this interest should be protected and that the Navy Department should not withdraw its business except for imperative reasons.

ES, Fri. 4/15/21, p. 1. **CIVIC BODIES URGE SUPPORT OF CANAL –**

Washington business organizations today rallied to the support of the Chesapeake and Ohio canal, which is said to face disaster in prospective withdrawal of Navy coal shipments, constituting the principal business done over the waterway.

The Merchants and Manufacturers' Association addressed a letter to Secretary Denby of the Navy, stressing the importance of keeping all waterway open in order to relieve rail congestion.

President Bradley of the Board of Trade and Secretary Seymour of the Chamber of Commerce issued statements expressing hope no action would be taken

by the Navy that might jeopardize the future of the canal.

**May Get Coal From Another Field.**

Secretary Denby is giving the matter his personal attention. Canal coal shipments have been going to the naval station at Indian Head for more than twenty years, but the department is now considering buying coal from another field, which is understood to have been offered at a cheaper price.

Representative Zihlman and other Maryland congressmen have suggested to the Secretary that inasmuch as the government has a large investment in the canal, it should be protected and the canal kept open in order that it may serve the Navy and the country generally when railway congestion is acute.

Should the Indian Head business be withdrawn, half of the boat and other equipment on the canal would be put out of business for the present year, at least, it is stated, with the prospect of the canal not opening at all next year. The canal was to have opened March 28, but is still idle in view of the uncertainty as to how much business will be developed.

The Merchants and Manufacturers' Association is interested in keeping the canal open, not only to meet present needs, but because it anticipates that with the development of Potomac river electric power, manufacturing enterprises would be developed along the canal.

**Secretary Columbus' Letter.**

After a conference with President King of the association in regard to the canal situation, Secretary Columbus today sent the following letter to the Secretary of the Navy:

"The Merchants and Manufacturers' Association has been advised that the authorities of Indian Head contemplate securing coal from a field other than the one at Cumberland, which, it is claimed, may result in the shutting down of the Chesapeake and Ohio canal.

“Perhaps never before in the history of the National Capital has the coal situation been as bad as it has existed in the past year and, to judge by rumor, it will be even worse in the coming twelve months.

“If, as stated, the failure of the government to take this supply of coal coming down the canal might result in a shutdown of that waterway, a circumstance will result in still further loss to the government directly and indirectly.

“One of the high hopes and expectations of the business interests of Washington for cheaper transportation lies in the development of waterways such as the Chesapeake and Ohio canal, and if, as stated, the failure of the Navy Department to take this coal from Cumberland might result in the shutting down of the canal, certainly the circumstance will operate to the financial disadvantage of the government in general, and certainly imperil the welfare of the citizenship of the National Capital and the country in general, now greatly harassed by a fuel situation that doesn’t seem to offer a prospect of early improvement.

“The situation should be thoroughly investigated, since the hazards of transportation are great, and in the closing up of the arteries of water transportation the result would be in the nature of a calamity.”

*Sun, Sat. 4/16/21, p. 1. Protests*

**Withdrawal Of Navy Coal Shipments –**

Representative Fred. N. Zihlman, of Maryland, called at the office of Secretary Denby today to protest against the proposed discontinuance of the use of the Chesapeake and Ohio Canal in the shipment of navy coal from the Cumberland mining district to the Naval Proving Grounds at Indian Head. Zihlman found the Secretary of the Navy absent from his office, because of the Cabinet meeting, but he left a written memorandum for him and later Zihlman and

other members of the Maryland delegation will see him personally.

That the Navy Department is now investigating the entire question and he has assurances from the Secretary that no further action will be taken until there is a complete inquiry was said today by Representative Zihlman

Senator Weller, the Maryland Representative said, will also file a brief with the Navy Department, asking it to continue the use of the canal for coal shipments. The canal business, it is claimed, faces disaster if the navy shipments are withdrawn.

ES, Sun. 4/17/21, p. 43. **APPEAL TO NAVY HEAD TO SAVE C. & O.**

**CANAL** – Following a preliminary presentation of the case made to the Navy Department by Representative Zihlman, the entire Maryland delegation in Congress, will call upon Secretary Denby tomorrow morning to urge consideration for the Chesapeake and Ohio canal, which is said to depend upon the Navy’s support for its existence.

Failure to obtain a contract to deliver coal to the naval proving grounds at Indian Head, which has constituted the bulk of its business for more than twenty years, resulted in the cancelling of arrangements for opening the canal March 28.

The Maryland congressmen regard the canal as a Maryland institution which should be protected. They claim it has been of great service to the government and the country in the past, and that it should be kept open in common with other inland waterways as a means of relieving rail congestion.

Washington business organizations also have interested themselves in the fate of the canal and are co-operating with the Maryland members of Congress in an effort to bring all the facts in the situation to the

attention of Secretary Denby. It is believed the Secretary will reach a decision at an early day.

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*Ibid*, p. 44. **The C. & O. Canal.** – If the Navy Department buys its coal for Indian Head from another source than the Cumberland field, the Chesapeake and Ohio canal will be deprived of its chief traffic and cannot be maintained. This is the net of a situation that is being called to the attention of the department in the hope of a change in the plan. During the war the government, recognizing the value of this waterway, made certain of its continued maintenance by guaranteeing operating expenses, and it spent about \$40,000 on this account besides building \$50,000 worth of barges. The government has a longstanding investment of a million dollars in the canal. Is this artery of commerce to be closed and the government's expenditure scrapped?

During recent years the Chesapeake and Ohio canal has had a hard time competing with the railroads. There was a plan, indeed, some years ago for its acquisition by the Wabash system and the use of the canal itself as a right of way into Washington. That plan fell through. It can undoubtedly put coal into Washington from the Cumberland fields at a cheaper hauling rate than the railroad. But it cannot always get the coal at the upper end and is thus handicapped as a competitor with the rails.

The Navy Department is, of course, justified in seeking the cheapest market for its coal, for local or any other use. But there is an inquiry in this case that is worthy of consideration, even when the cry is for economy in all lines. Is it not the best economy, after all, to preserve a potentially valuable transportation system, even though in present conditions it cannot be profitably maintained?

If there is no future for the canal, if it does not pay as an investment in future

potentiality to maintain it now at a loss, it should be definitely closed. But that has not been demonstrated. Virtually the maintenance of the canal depends upon the government patronage for the present. Cannot this condition be cured by the development of commercial patronage? The application of the Maryland delegation to the Secretary of the Navy to continue the use of canal-borne coal at Indian Head should lead to an inquiry into the possibilities of canal use and development. Assuredly it is of no advantage for the canal to be maintained on sufferance from year to year with the constant menace of failure and closure impending over all the operatives.

DM, Mon. 4/18/21, p. 1. **C. & O. Canal Will Operate This Season; Contracts Sure** – The Chesapeake and Ohio Canal will be operated this season, according to authentic information received by the *Daily Mail* today. The information comes indirectly from Washington, where, during the week end, a conference was held between government and canal officials and representatives of coal companies, at which the canal officials were given assurance, it is stated, that the coal contracts for the government at Indian Head, which had been held up, would be continued.

On the strength of this assurance arrangements are being made to start boats out on the waterway this week for Cumberland to load with coal. About seventy or more boats, it is stated, will be operated on the canal this season. Coal shipments, at first, it is expected, will be confined principally to local ports, including Williamsport, Powell's Bend and other places until the government contracts are arranged.

Some trepidation was felt over the fate of the waterway, owing to the government contracts being held up, as they



compose a large portion of the canal's business.

It is stated from Williamsport, Sharpsburg and other places that boats are being outfitted and will be made ready for the resumption of business.

ES, Mon. 4/18/21, p. 2. **PLANNING TO KEEP CANAL IN OPERATION –**

Threatened abandonment of navy coal shipments over the Chesapeake & Ohio canal to Indian Head caused Senator France and Representatives Zihlman, Hill and Blakeney of Maryland, to appeal to Secretary Denby of the Navy today to continue the Navy's support of the historic waterway connecting Washington with Cumberland, Md.

Senator France had expected to accompany his colleagues on the visit to the Secretary, but was out of the city. The appeal submitted for the canal is said to have the unanimous backing of the Maryland delegation in Congress.

**Careful Consideration of the Case.**

Members of the Maryland congressional delegation who saw Mr. Denby this morning came away with the decided impression that no hasty action detrimental to the canal is contemplated. They found that Mr. Denby was familiar with the situation and is considering carefully all the factors involved.

As against a prospective saving on coal bought from another field, the Secretary of the Navy is said to be weighing these considerations favorable to the canal. That the waterway has a military value, which was proved in the recent war; that it has a peace-time value in its potentialities for relieving rail congestion; that the federal government has an investment in the canal, amounting to more than a million dollars, which should not be ignored; that closing of the waterway would deprive several hundred persons of a livelihood.

**Two Cities to Co-Operate.**

Simultaneously with their visit to the cabinet member announcement was made by the Merchants and Manufacturers' Association that Washington and Cumberland business men will join hands this week in an effort to bring about assured operation of the canal in the future. A joint committee of organizations of the two cities will seek a conference with Secretary Denby tomorrow or Wednesday.

Negotiations which were underway today to bring about a conference of representatives of the Merchants and Manufacturers' Association and the Cumberland Chamber of Commerce were said to contemplate the working out of a broad plan of co-operative endeavor for development of the canal's commercial potentialities.

**Cargoes for Returning Boats.**

It not only is planned to appeal for continuation of Navy coal shipments over the canal, withdrawal of which, it is said, would sound the death knell of the canal, but to consider means of developing return cargoes for coal boats that now go back to Cumberland empty and otherwise increasing trade between the terminals of this water carrier.

DM, Tue. 4/19/21, p. 1. **SEC. DENBY FAVORS THE USE OF C. & O. CANAL**

– At the conference between members of the Maryland delegation in Congress with Secretary Denby of the Navy relative to the government's business relations with the Chesapeake and Ohio Canal which it is advisedly stated, as announced yesterday, will be reopened for the season, it seemed quite likely that the Navy Department would modify its plans and continue to use the waterway, even is coal shipped from Cumberland cost a fraction more than the products from other fields.

As against a prospective saving on coal bought from another field, the Secretary of the Navy is said to be weighing these considerations favorable to the canal. That the waterway has a military value, which was proved in the recent war; that it has a peacetime value in its potentialities for relieving rail congestion; that the Federal government has an investment in the canal amounting to more than a million dollars, which should not be ignored; that closing of the waterway would deprive several hundred persons of a livelihood.

Simultaneously with the conference, announcement was made by the Merchants and Manufacturers' Association of Washington was arranging with the Cumberland association to cooperate for the welfare of the canal and arrange for developing return cargoes for coal boats that now go back empty and thereby increase the trade between the terminals.

*Sun*, Tue. 4/19/21, p. 1. **Use Of Canal For Coal To Be Continued By Navy.** – Senator O. E. Weller and several members of the Maryland delegation in the House today had a satisfactory conference with Secretary Denby regarding the continued use of the Chesapeake and Ohio Canal by the Navy Department for its shipment of coal from the Cumberland fields to the proving grounds at Indian Head, Md.

After this conference it seemed quite likely that the Navy Department would modify its plans and continue to utilize the canal, even if coal from the Cumberland regions costs a fraction more than the products of other fields. It was represented today to Secretary Denby that if the navy ceases to use the canal it means its virtual closing down after many years of operation and public service.

Secretary Denby admitted there was a historic and sentimental reason for encouraging the continued operation of this

inland waterway. He also acknowledged that it would be of wartime value in the event of freight congestion in the eastern section of the country, as it had been in the recent war. Then the Secretary said it seemed to him that the navy might afford to pay the small difference in price and help to sustain the canal.

ES, Tue. 4/19/21, p. 13. **URGE FURTHER USE OF CANAL BY NAVY**

Vigorous protests were registered by the Georgetown Citizens' Association against the Navy Department discontinuing the use of the Chesapeake and Ohio canal for coal shipments from the Cumberland valley. Following the adoption of a resolution presented by Frank P. Leetch, chairman of the legislative committee, the secretary of the association, which met last night at the Potomac Bank building, Wisconsin avenue and M street, was directed to send a letter to Secretary Denby suggesting that it was a matter of paramount importance to rescind the prospective order of the Navy Department regarding the future shipment of coal.

Attention to the matter was brought before the association by its president, J. A. Oliver, who read an article in a recent issue of *The Star* citing the unfavorable effects of such an order. Mr. Oliver stated that if the shipment by the Navy Department of coal was discontinued, fully half of the trade of the canal would be stopped, which would probably result in the closing of the waterway.

WH, Tue. 4/19/21, p. 5. **Missing Youth Found in Canal After 3 Days.** - The body of Hugh J. O'Donnell, 20 years old, who was reported missing April 16, was found at 2:45 o'clock yesterday afternoon floating in the Chesapeake and Ohio Canal.

The discovery was made by Nathaniel M. Farrow, lock tender, residing

at 1055 Jefferson street northwest. The body was taken to the District morgue and Coroner Nevitt issued a certificate of accidental drowning.

O'Donnell left his home, 1818 M street northwest, Monday, April 11, claiming he intended going fishing along Rock Creek and the canal. He was reported missing to the police of the Third precinct Saturday.

O'Donnell was attired in a khaki shirt and blue trousers.

It is the belief of the police that while fishing along the bank he slipped on a wet rock and fell into the water, hitting his head against a stone.

ES, Wed. 4/20/21, p. 13. **JOIN FIGHT TO SAVE CHESAPEAKE CANAL** – Aroused by the prospect of the closing of the Chesapeake and Ohio Canal, Washington's three big business organizations, the Board of Trade, Chamber of Commerce and Merchants and Manufacturers' Association, today considered plans for a co-operative endeavor to save the waterway.

At the same time the situation was being canvassed by the Chamber of Commerce of Cumberland, Md., which is the western terminus of the canal.

The outgrowth of these deliberations, it was expected, would be the appointment of a Washington-Cumberland committee to make a canvass of the commercial potentialities of the canal.

William C. Johnson, chairman, will bring the canal crisis to the attention of the industrial relations committee of the Board of Trade, which meets tonight. Mr. Johnson expressed the hope that the Navy Department will continue to ship coal over the canal to Indian Head until an opportunity has been given to demonstrate whether or not other business can be developed which would keep the canal operating in the future independently of the Navy's support.

It is the opinion of the Board of Trade official that the canal has commercial potentialities which can be so developed that cargoes will be assured for the coal boats, which now return to Cumberland empty.

### **Question Up Tonight**

B. A. Bowles, chairman of the Great Falls development committee of the Chamber of Commerce, will bring the canal problem before that committee, which also meets tonight. He said that while the subject is somewhat outside the scope of the committee's jurisdiction it is of such importance to Washington he felt he would be justified in bringing it up as an emergency matter.

Secretary Charles J. Columbus of the Merchants and Manufacturers' Association said the canal situation will be canvassed thoroughly at the next meeting of the directors of that organization, which will be held in a few days. The association already has written to Secretary of the Navy Denby suggesting that the canal should be kept open as a means of relieving rail congestion.

Representative Zihlman of Maryland received a telephone message from Cumberland today to the effect that the chamber of commerce of that city is desirous of co-operating with Washington business in an effort to save the canal and build up business over it.

"If the Navy does not withdraw its support of the canal this year by cancelling Indian Head coal shipments," said Mr. Zihlman, "I believe the waterway can be made to enter upon a new development next year which will insure its future operation. This carrier can and should be used for general commerce shipments. It should be kept open for military reasons and to relieve rail congestion. The government should protect its investment in the canal, which amounts to more than a million dollars. Washington and Cumberland business will render a patriotic service if they study the

commercial potentialities of the canal and do all in their power to develop them.”

*Sun*, Thu. 4/21/21, p. 2. **Business Men Join Plea To Save The C. & O. Canal.** – The three trade organizations of Washington today joined members of the Maryland delegation in their efforts to save the Chesapeake and Ohio Canal from the virtual abandonment because of the threatened program of the Navy Department not to use the canal for its shipments of coal to the Indian Head proving grounds.

The Washington Board of Trade, Chamber of Commerce and Merchants and Manufacturers’ Association today considered co-operative plans for saving the canal, and at the next meeting of these organizations it is planned to name a joint committee to act in concert with the Maryland members of Congress.

Secretary Denby has tentatively promised Senator Weller, Representative Zihlman and other Marylanders to reconsider the navy’s coal shipment order and indicated that it would be modified to authorize the further use of the canal on shipments from the Cumberland fields. It is said here that the Chamber of Commerce of Cumberland is now canvassing the entire situation and will co-operate with trade bodies at this end of the waterway.

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**CANAL TRADE PLAN IS TOLD MR. DANBY.** – In a letter sent this afternoon to Secretary of the Navy Denby the Merchants and Manufacturers’ Association formally announced its intention to commence immediately a survey of the commercial potentialities of the Chesapeake and Ohio canal.

The association will send a boosters committee over the canal to Cumberland. Plans for the trip will be completed next week at a meeting of the board of governors.

The letter to Secretary Danby follows:

**Text of Letter**

“Investigating further the Chesapeake and Ohio Canal matter, as we wrote you on April 15, I am directed to advise that steps are under way to develop business for the canal.

“The survey that will be undertaken by a committee of the Merchants and Manufacturers’ Association will determine for all time the practicability of the canal for the transportation of raw materials and finished products in both directions.

“Naturally such an undertaking will require some little time, and it will be a matter of months before possibilities are realized.

“The predicament which the canal faces, due to the possible loss of business with the government, came to our attention but recently, and we therefore pray that business heretofore enjoyed by the canal with the government be continued for the present.

We realize full well that government officials have definite responsibilities with respect to government purchases, since any economics that are realized for the government are for the benefit of business as well as the public at large.

**Public Benefit Impressed.**

“But business experience teaches, too, that spot purchases do not always work a permanent advantage, save in the event that the source previously drawn on has failed to perform in the matter of quality, service and price.

“It would seem, however, that in the matter of a common carrier, such as a canal, the public interest is best served by the giving of such aid as is consistent with public benefits.

“From the earliest period in the country’s history, inland waterways have proven a boon to America. It would seem to

be a great mistake, therefore, if in this age a condition were brought about that might hazard the welfare of the rich territory served by the Chesapeake and Ohio canal, especially since it bears the fruits of the soil and workshop to the government in the very capital of the nation.”

WH, Sat. 4/23/21, p. 2. **Bid for Construction Of Wharf Accepted** – A proposal of the Dorsey Miller Company, of Baltimore, to construct a wharf between M and N streets southwest for \$13,000 was accepted yesterday by the Commissioners.

The new wharf will take the place of the old Alexandria ferry wharf which has not been in use for some time.

The Commissioners accepted the proposal of the W. F. Brenizer Company to build a section of wall along the Chesapeake and Ohio Canal, from the Aqueduct Bridge to Foundry Branch for \$40,000. Work on both projects will be started in a few days.

WT, Sun. 4/24/21, p. 10. **Life of C. and O. Canal Is Dependent on U. S. Navy's Coal Patronage** – Older than the United States, a cradle of the great steam transportation systems of this country, but never itself exceptionally profitable financially, is the historic Chesapeake and Ohio Canal to emerge from the silent tomb of millions of dollars of invested funds of three great commonwealths and the transportation dream of some of this country's greatest men to become an important factor in this nation's commercial and military warfare?

It will if the plans of the its present operators, backed by representative commercial interests of Maryland and the District of Columbia and with the active support of the entire Maryland delegation to Congress, are realized. And the realization of this dream, which first came to George Washington, who surveyed its course from what is now the capital of this nation to

Cumberland, Md., in 1784, depends largely on whether a contract with the government of which he was the first head, that has been the life-blood of the canal for more than twenty years, shall be continued.

#### **NAVY CONTRACT VITAL**

The contract in question is for the transportation of coal from the Cumberland fields to the Navy proving grounds, at Indian Head, Md. About 100,000 tons of coal are transported by barge and mule each year to Washington – two-thirds of the annual coal movement in the canal – and of this 100,000 tons, more than half is delivered to the Navy. Thus, it is clearly seen how important is the continuance of this contract as an aid to the present ambitious plans for the commercial development of this waterway, if not its actual continuance in operation.

In the past there has been no vigorous attempt made by the railroad lines, for whom the canal pointed the way, to take this course of revenue from it. But this year there is. One railroad, the Pennsylvania, has offered a bid which is a few cents cheaper a ton than the rate for which the operators of the canal estimate they can transport coal. In fact, the Navy Department experts figure they can handle the coal they need by rail at a saving of between \$15,000 and \$17,000 annually. It is this argument of dollars and cents which the friends of the canal must overcome if its main support through many troublous years be not taken from it and their efforts for its rejuvenation nipped in the bud.

#### **THINK DANBY FAVORABLE**

Arguments presenting the powerful historic and sentimental appeal for the canal was well as its commercial and military importance were presented by Congressman Frederick N. Zihlman, of Cumberland, Md., and other members of the Maryland delegation, in an interview with Secretary of the Navy Denby early last week. They came away from the interview feeling that the

Navy Department, quite likely, would modify its plans and continue to utilize the canal even if its coal from the Cumberland regions should cost a comparative trifle more as a result.

Secretary Denby, they said, promised an early decision in the matter and admitted that there was a strong historical and sentimental reason for encouraging the continued operation of the canal. He also acknowledged that this inland waterway would be of war-time value in the event of foreign congestion in the Eastern section of the country, as it had been in the recent war.

#### **TAPS "NECK OF BOTTLE"**

The canal taps what was known as "The Neck of the Bottle" during the great freight congestion on the Eastern seaboard in the early days following America's entry in the great war. Not only did it offer a welcome and sorely needed auxiliary to the heavily burdened steam transportation lines, but it was of exceptional value in the transportation of coal because it could use for its short intrastate hauls coal tipples which were unfitted for interstate traffic.

So well was the canal's military importance realized by the Railroad Administration during these days of stress, that the Government detailed its most expert engineers to devise plans for its improvement and development. These tentative plans included the use of tractors instead of mules as motive power and the possibility of thus modernizing the facilities has not been discarded by its present operators. With swifter, more certain service, they see a virtually limitless prospect for trade development.

#### **INDUSTRY GROWTH TO AID**

Of course, the coal fields of the Cumberland region probably would continue the main reliance for freight, but the growth of manufacturing and the outlook for its future enlargement give promise of good cargoes of raw materials if not finished

products in the near future provided the facilities are obtained to handle them. That the canal can be effectively modernized to handle this trade there is no doubt, friends of the canal say, and they also point to the increase of industries in the vicinity of Washington as assurance that the day is not distant when the main problem of every transportation line – return hauls – will be decisively solved.

But, back again to the pressing trouble of the moment. The present contracts for the hauling of Navy coal expire next June. The failure of the Navy Department to renew them caused the postponement of the opening of the canal this season which had been scheduled for last March 28. Will the canal take on new vigor and become a live, pulsating commercial artery and a potential military asset, or will it sink into moribund slumber? The answer right now, would seem to be up to Secretary Denby.

#### **EARLY CANAL HISTORY**

The early history of the Chesapeake and Ohio Canal Company is that of the Potomac Company, one of the first, if not the first, organization formed after the Revolutionary War to transport products of the then interior to the Atlantic Coast.

In an article written by Briscoe Goodhart, of Loudoun County, Va., the story of the Potomac Company is well told. The following are extracts from this article:

"The Potomac Company had its inception in the fertile brain of George Washington. The father of his country had the vision of a prophet. In the development of the country and the building of commerce he was fully twenty years in advance of his fellow citizens.

#### **SURVEYED ROUTE IN 1784**

"The General left his home at Mount Vernon, September 1, 1784, on horseback, following the course of the river and its tributaries, making a personal examination

of the depths and the rapids as well as the settlements, who the inhabitants were and their ability to clear the forest and till the soil. The General returned from that preliminary survey October 4, being absent thirty-four days. He traveled 640 miles, an average of twenty miles a day. Upon his return he immediately began the organization of a company to develop the waterway.

“The legislatures of Maryland and Virginia granted charters during May 1785 to the Potomac Company and George Washington was elected its first president. He was also a large shareholder.

“The following citizens of Loudoun county were also stockholders and directors: Joseph Janney, Benjamin Shreve, George Mason, John Hough, William Brown, John Harper, Benjamin Dulaney, William Elizzey and Levin Powell.”

ES, Sun. 4/24/21, p. 26. **CANAL BOATMEN CLAMOR FOR WORK** – Troubles of the Chesapeake and Ohio canal are still piling up, the latest development being the restlessness of boatmen who have been awaiting since March 28 to inaugurate the coal-hauling season. Many of them are threatening to desert the canal.

Opening of the waterway, scheduled for March 28, was postponed when the Navy Department indicated it was considering abandoning coal shipments by this route to Indian Head. Boatmen, who had found other employment during the closed winter season on the canal, had given up their jobs in March and were ready for the boating season, when they were given an eleventh-hour notice of the hitch in the arrangements. They have been waiting ever since for word as to when the canal will open.

#### **Matter Up to Navy Board**

The future of the canal is believed to rest with the general board of the Navy. Secretary Danby is understood to have

referred to the board the question of the desirability of continuing canal coal shipments to Indian Head. No intimation has been given as to when this body will consider the matter.

The board, it is understood, will consider the value of the canal from a military standpoint. Its recommendation will be submitted to the Secretary of the Navy, who then will decide what the attitude of the Navy is to be toward the historic waterway.

The Navy Department has a mine price on coal in West Virginia which is said to be cheaper than the price asked for the Cumberland fuel. The canal freight rate to Indian Head, however, is said to be about 64 cents a ton cheaper than the rail rate from the West Virginia field. Despite the freight differential, the Navy, it is said, can effect a saving of several thousand dollars by buying the West Virginia product.

The question said to be confronting the Navy is whether it shall realize this saving this year and cripple or possibly destroy the canal, which is offering a cheaper freight rate to Indian Head, or continue its support of the canal on the theory that it may not be able to buy coal elsewhere cheaper after this year and that a potential saving in the canal freight rates should be protected for the future.

The Navy is understood to be considering also the fact that the federal government now has an investment in the canal of more than a million dollars, which, it is claimed, should be protected. During the war the government spent about \$40,000 to keep the canal in operation for military reasons and also built and placed in service on the waterway about \$50,000 worth of barges, which still are owned by the government. If the Navy's decision is unfavorable to the canal, there will be no business for these boats, it is stated, and they will be put out of commission.

ES, Mon. 4/25/21, p. 13. **PLAN NEW MOVES TO AID C. & O. CANAL** –

Business men of Cumberland, Md., the western terminus of the Chesapeake and Ohio canal, are anxious to co-operate with Washingtonians in an effort to save the historic waterway, it was stated today by Representative Frederick N. Zihlman upon his return from a visit of several days in Cumberland.

If the Navy Department decides to continue coal shipments over the canal to Indian Head, thereby insuring the operation of the waterway this year, Cumberland interests undoubtedly will make an effort to develop general business over the canal in order that it may not depend for its existence in the future on the Navy's support, Mr. Zihlman said. The executive committee of the Cumberland Chamber of Commerce, he said, already has the matter under consideration.

**Boosters' Trip Planned.**

Secretary Charles J. Columbus of the Washington Merchants and Manufacturers' Association stated today plans for a boosters' trip to Cumberland will be made as soon as there is any assurance of the canal being operated.

Mr. Columbus sees no reason why cargoes should not be developed for the coal boats that now return to Cumberland empty. He mentioned some of the towns along the canal with which he thought business relations could be established. The boosters' trip, if made, will include brief stops at Seneca, Point of Rocks, Brunswick, Harpers Ferry, Shepherdstown, Sharpsburg, Williamsport, Hancock, Orleans and Old Town.

The proposed boosters' trip, Mr. Columbus said, would afford an opportunity for the association to inspect the suitability of sites along the canal, outside the city limits, for the establishment of

Washington's future manufacturing industries. This is the logical direction for the capital's manufacturing growth, he thinks.

**Tire Firm May Help Canal**

Reference also was made by Mr. Columbus to the fact that the Kelly-Springfield Tire Company of Cumberland is considering importing its raw materials by way of the canal. He said that development of the canal's potentialities might include the establishment in Washington of receiving depots for big manufacturing enterprises in Cumberland which might find it more economical to get their raw materials by water rather than by rail.

The Navy Department is expected to reach a decision in the canal matter this week. Should the verdict favor the waterway, coal boats which are being held in readiness at Cumberland will be loaded without delay, it is stated. If the decision is unfavorable, the canal may go out of business for all time.

DM, Tue. 4/26/21, p. 1. **BOOSTER TRIP IS PLANNED ON THE CANAL** – As a feature of the plan to develop trade on the Chesapeake and Ohio Canal, expected to be reopened shortly, the Washington Merchants and Manufacturers' Association plan a booster trip on the waterway with a view of seeing if trade cannot be developed to load boats that now travel empty from Washington to Cumberland, after unloading their cargoes of coal.

The booster trip will include all of the principal points on the canal, Williamsport, Hancock, Sharpsburg, Shepherdstown, Harper's Ferry, Point of Rocks, Brunswick, Seneca, Orleans and other places. Business men of Cumberland are interested in the development of return trade on the canal and will cooperate with the Washington body to this end.



If the Navy Department, as is expected, gives its coal trade to the canal, Washington, Cumberland and intermediate places will endeavor to develop enough business for the canal to free it of dependence upon the Navy's business for existence in the future.

Boats have been outfitted and are ready to start at a minute's notice as soon as the order is issued for a resumption of navigation.

ES, Wed. 4/27/21, p. 12. **BIG CITY QUESTIONS WILL BE DISCUSSED** – Water supply, traction merger and C. & O. canal trade development – triumvirate of questions in which Washington business has centered its interest for the present – are to be considered at two important meetings tomorrow afternoon.

The board of governors of the Merchants and Manufacturers' Association will meet at 2:15 o'clock to take up all three propositions.

The water supply committee of the Board of Trade will meet at 4:15 o'clock to consider the city's need of additional water supply.

**Both to Hear Mr. Zihlman.**

Both meetings will be addressed by Representative Frederick N. Zihlman of Maryland.

Active in the effort to obtain an appropriation for the new conduit and to develop trade relations between Washington and Cumberland over the C. & O. canal, Mr. Zihlman, who is slated for the chairmanship of the subcommittee on merger of the House District committee, bears an unusual relation to the propositions in which Washington's commercial organizations are manifesting the greatest interest.

It is expected the Board of Trade water supply committee will address a communication to Secretary of War Weeks, urging him to formally acquaint Congress

with his views on the water situation. In a statement given yesterday to *The Star*, the Secretary developed the fact that the omission of the conduit item from the Army bill, recently reported to the House, was not due to any recommendation from him. On the contrary, Mr. Weeks said, he regarded the need of a new conduit as so urgent that he would not oppose its being provided for in the Army bill, although he felt the District deficiency bill was the proper measure for authorizing the desired legislation.

Members of the Board of Trade committee, of which Francis R. Weller is chairman, believe that if the Secretary's views, transmitted unofficially to *The Star*, are communicated to Congress it practically will insure enactment of water legislation at this session.

**M. and M. Proceedings.**

To what extent the board of governors of the Merchants and Manufacturers' Association will take up the merger question at tomorrow's meeting was not indicated today, although it was stated the Chesapeake and Ohio canal question will be gone into thoroughly.

Secretary Charles J. Columbus said it was likely a committee will be named to canvass the commercial potentialities of the canal, and especially the opportunities it offers for a development of the jobbing trade between Washington and Cumberland. The committee, he stated, would take up the question of arranging for a booster's trip to Washington over the waterway.

The Navy Department still had under consideration today the question whether it will continue coal shipments over the canal to Indian Head. This decision is expected to sound the death knell of the canal or inaugurate a trade boom that will give new life to the waterway.

The Merchants and Manufacturers' Association received formal notice today that its plans for developing general

commerce shipments over the canal will be supported in every way by the canal company trustees, the Canal Towage Company, and the Consolidation Coal Company, which is the principal shipper over the canal.

**Points to Need of Business.**

W. L. Andrews, president of the Canal Towage Company, communicated this information: "For some time past," said Mr. Andrews, "it has been impossible for the Canal Towage Company to secure enough business, or at least it has so seemed, to justify entering the transportation business as a common carrier and undertaking to provide for any business that might offer in any quantity.

"For this reason, we confirmed our particular floating equipment to the business of the Consolidation Coal Company, but there is room on the Chesapeake and Ohio canal for at least ten times the number of barges that we are operating, and we should be glad to see as many as possible in the business. In fact, on several occasions I have endeavored to secure enough outside business to justify additional boats. With the present railroad rates, and under conditions that may exist from now on, I can see no reason why the canal should not develop, and we certainly want to see it done if it is possible."

WH, Thu. 4/28/21, p.3. **Trade Body to Hear District Problems.** – Water supply, merger of traction and light companies and the use of the Chesapeake and Ohio Canal will be discussed tomorrow afternoon in the rooms of the Board of Trade and the Merchants and Manufacturers' Association. The water supply committee of which Francis R. Weller is chairman, will meet at 4:15 o'clock to discuss the Tyler water plan for use of Great Falls for increased water supply and lighting purposes. Representative Fred N. Zihlman, of the

House District Committee, will address the board of governors of the Merchants and Manufacturers' Association at 2:15 o'clock on the traction merger and the Chesapeake and Ohio Canal.

The question of the Chesapeake and Ohio Canal will also be brought up Monday at 4 o'clock by the committee on transportation and freight rates of the Washington Chamber of Commerce, of which Joseph A. Berberich is chairman. The monthly meeting of the board of directors of the Chamber of Commerce will be held Tuesday evening.

WT, Fri. 4/29/21, p. 13. **MERCHANTS TO AID FIGHT FOR CANAL** – The desirability of the perpetuation of the Chesapeake and Ohio canal as a coal, produce and general merchandize carrier was urged by Congressman Fred N. Zihlman of Maryland at a meeting of the board of governors of the Merchants and Manufacturers' Association yesterday.

Recalling the history of the waterway from General Washington, its first president, to the present time, Congressman Zihlman deplored the report that the canal's existence is jeopardized by the fact that Government business, which it has hitherto enjoyed, is menaced.

The membership of the board of governors took a keen interest in the matter. On motion of Gen. Anton Stephen, second vice president, a resolution was adopted ordering the appointment of a special committee to call upon Secretary Denby, of the Navy Department, in the interest of the canal, and to make an inspection of the possibilities of its further development.

ES, Fri. 4/29/21, p. 17. **SUPPORT OF CANAL BY THE NAVY URGED** –

President King of the Merchants and Manufacturers' Association today will name a committee from that body to present to

Secretary of the Navy Denby resolutions urging the Navy's support for the Chesapeake and Ohio canal. The resolutions were adopted unanimously by the board of governors of the association at a meeting yesterday afternoon, which was addressed by Representative Frederick N. Zihlman of Maryland.

The committee is authorized to make an exhaustive survey of the commercial potentialities of the canal with the view of extending Washington's jobbing trade westward over the waterway. It will arrange for a booster's trip to Cumberland, where a conference will be held with members of the chamber of commerce of that city for the purpose of bringing Washington and Cumberland into closer commercial relations.

Secretary Danby, who is out of the city, is not expected to reach a decision as to whether the Navy will continue coal shipments over the canal to Indian Head, until the latter part of next week. The Merchants and Manufacturers' Association today requested that no action be taken by the Secretary until it has had an opportunity to present Washington's interest in the matter.

Representative Zihlman told the board of governors yesterday that the canal represents an original investment of something like \$11,000,000. Of this amount, \$1,000,000 was subscribed by the federal government, \$1,000,000 each by the states of Maryland and Virginia, \$500,000 by the city of Washington and \$250,000 each by the cities of Georgetown and Alexandria. He also referred to the fact that during the war the government recognized the military value of the canal and spent something like \$40,000 to keep it in operation, in addition to investing about \$50,000 in new barges.

#### **Would Protect Investment.**

Mr. Zihlman said he thought this investment should be protected and that the canal should be kept open and developed as a carrier, not only to serve peace needs, but for military reasons as well. He said if the waterway should be closed, the Navy would lose the benefit of competitive bidding as between rail and water carriers for future Indian Head contracts.

It was stated also by the Maryland representative that the canal interests had offered to deliver coal at Indian Head as cheap as the government could get it from any other source and that the Navy would save nothing by buying elsewhere.

Gen. Anton Stephan, a member of the board, said he observed the value of inland waterways in Europe during the war and that he agreed with Representative Zihlman that the C. & O. canal has served the government in the past, and should be preserved as a means of relieving rail congestion, if for no other purpose.

Secretary Columbus stated that the logical direction for Washington's manufacturing growth is along the canal. He expressed the opinion that the committee to be named has an opportunity to bring about a trade revival over the canal that will necessitate the use of ten times the number of boats that now are employed.

#### **DM, Wed. 5/4/21, p. 1. Heirs Of California Man Receive Cheering News**

It has been practically established, according to information received by the heirs of James McCoy, formerly of this county, who "struck it rich" in California during the gold rush in that State in 1849, that he left an immense fortune, estimated at from fourteen to twenty-two million dollars. Among the heirs in this section are Gabriel Shipley, the well-known C. and O. Canal locktender, living below Williamsport, and Fonrose Shipley of Shepherdstown, with numerous minor heirs.

Nothing has been heard of the fortune since the first news concerning it was published about a year ago. Since then efforts have been made to ascertain the facts with the result, it is stated, that E. H. Shipley, of Arkansas, a lawyer of that state and a distant relative of the Shipley's of this section, who went to California and has learned that the fortune is there.

L. A. Ambrose, of Shepherdstown, one of the heirs, was in Hagerstown today looking over the files of the *Herald-Mail* of 1906 to establish the date of death of McCoy, who was the uncle of his father-in-law, Fonrose Shipley. Mrs. Sallie B. Crone, of Washington, one of the heirs, and a sister of Gabriel Shipley, claims to have read in a Hagerstown paper some time in 1906 an account of the death of James McCoy, leaving behind him a large estate in California and bequeathing it to his Washington County heirs.

It is believed that, as no heirs appeared to claim their estate – none of them having been informed of the matter – the county in California in which McCoy is said to have died, received the benefit of the estate. That is what Mr. Ambrose, of Shepherdstown, is now trying to locate in the county in which his distant relative is said to have died.

DM, Mon. 5/9/21, p. 1. **HEAR BOATS MAY START THIS WEEK** – According to unofficial information, boating will be resumed on the Chesapeake and Ohio Canal this week. This information was received at Williamsport late Saturday, but canal and coal men could not verify it. They are expecting, however, that official information will be received very soon ordering boats to move to Cumberland to be loaded for the initial trip of the season. The government contracts, it is expected, will be made this week and if this is accomplished, boating will begin at once.

WT, Thu. 5/12/21, p. 14. **C. & O. CANAL TO BE OPENED THIS WEEK** – CUMBERLAND, Md., - It is unofficially stated that boating on the Chesapeake and Ohio canal, extending from this city to Georgetown, D. C., will begin the latter part of this week. Officials of the waterway here were unable to confirm the statement, however, but stated that the canal is in readiness for use.

It is expected Government contracts will be finished within a day or two, and, if so, shipments will begin. Boats from Williamsport, Hancock and other points will be moved to the wharf of the Cumberland and Pennsylvania Railroad here for loading. The Canal Towing Company usually operates about 100 boats to and from Georgetown during the heavy movement season. Two vessels were constructed by the company this winter here.

DM, Fri. 5/13/21, p. 1. **C. & O. CANAL REOPENS TOMORROW; BOATS ARE ORDERED TO MOVE** – Orders were received at Williamsport today for boats to move on the Chesapeake and Ohio Canal tomorrow for Cumberland to be loaded with coal. This news was very gratifying to the boatmen and coal dealers and marks the reopening of the waterway for the season following a delay of a month owing to shipments of coal for the government to Indian Head. It is assumed that the order for the reopening of navigation means that the government contracts have been secured.

Boatmen at Williamsport, Sharpsburg and other places today began getting their mule teams together and tomorrow Nos. 71, 30, 31, 59, 25, 44, 12, 45, 2 and 69 will leave Williamsport for Cumberland and eight will leave that port on Sunday, Nos. 74, 40, 8, 27, 47, 97, 92 and 67. By the first of the week there will be a general movement of boats up the canal.

About 75 boats will be operated on the waterway this season. Coal dealers claim there is an increasing demand for coal and that business on the canal should be active throughout the season.

ES, Fri. 5/13/21, p.10. **C. & O. CANAL FATE UP TO NAVY TODAY** – Secretary of the Navy Denby is expected to reach a decision today that may determine the fate of the historic Chesapeake and Ohio canal, which was started by George Washington. For several weeks the Secretary has had before him the problem of whether to send Navy coal to Indian Head by rail or water. The canal has handled this business for many years, but this spring a cheaper price was obtained on West Virginia fuel which would require rail shipment.

In view of claims that withdrawal of the business from the canal practically would put the waterway out of commission, Secretary Danby referred the matter to the general Navy board. The board was asked to consider the military value of the canal; the fact that the government has an original investment in it of more than a million dollars and now owns ten barges which are operated over the waterway. The board, it is understood, has made its report to Mr. Denby, who is expected to announce his decision after the cabinet meeting today.

#### **Business Men Petition**

Practically the entire Maryland delegation in Congress, the Merchants and Manufacturers' Association of Washington, and the Chamber of Commerce of Cumberland, Md., have petitioned Mr. Denby to continue the Navy's support of the canal, which, it is claimed, demonstrated its military value during the war.

Secretary Columbus of the Merchants and Manufacturers' Association said today if Mr. Denby's decision is favorable, his organization immediately will institute an inquiry into the commercial

potentialities of the canal with a view of developing jobbing trade between Washington and Cumberland.

The canal was to have opened March 28, but failure to obtain the Navy contract resulted in a cancellation of the opening plans. Should the canal go out of business, it would throw several hundred persons out of work and seriously affect, it is stated, the business of Georgetown merchants who have built up a considerable trade with the boatmen.

DM, Sat. 5/14/21, p. 1. **CANAL BOATS START SPRING MOVEMENT** – Eight boats left Williamsport this morning over the C.& O. Canal for Cumberland to be filled with coal, according to the announcement yesterday that the first movement on the canal would begin today. The first boats left about 5 o'clock this morning. Other will leave tomorrow.

Boats are moving all along the waterway, quite a few of the Sharpsburg boats leaving earlier this morning. A large number of boats wintered at Williamsport this year, and it is expected by tomorrow all will have left.

BA, Sat. 5/14/21, p. 1. **C. & O. CANAL IS OPEN** – Orders issued by G. L. Nicolson, general manager of the Chesapeake and Ohio Canal, were received at Williamsport and other places along the waterway today instructing boatmen to prepare to leave with their boats tomorrow for Cumberland to be loaded with coal.

The order marks the reopening of the waterway which has been delayed for a month pending the settlement of Government contracts for hauling coal on the canal to Indian Head. Ten boats will leave Williamsport tomorrow and another fleet on Sunday. By the first of the week, all 75 boats on the canal will be in operation.

WT, Sun. 5/15/21, p. 28. **DENBY EXPECTED TO 'SAVE' C. & O.**

**CANAL** – Plans for the continued use of the Chesapeake and Ohio Canal by the Navy Department, which will result in re-opening the canal soon, probably will be announced soon by Secretary of the Navy Denby.

For several weeks the Secretary has had before him the problem of sending navy coal to Indian Head by rail or water. The canal has handled it for several years and has drawn from it a large percentage of its revenues, but it is understood that this spring a cheaper price was obtained on West Virginia fuel which would require rail shipment.

Indications are, however, that the Secretary's decision will be such that the canal will continue to operate and obtain a fair share of transportation from the Navy Department. As a result of the claims that the withdrawal of the navy's business from the canal would practically put the waterway out of commission. Secretary Denby referred the matter to the general navy board.

In making its recommendations, the board took up the military value of the canal, and the fact that the Government had an original investment in it of more than a million dollars, and at the present time owns ten barges which are operated over the waterway. The board has completed its report, which it has submitted to Secretary Denby.

The canal was to have opened on March 28, but failure to obtain the Navy contract resulted in a cancellation of the plans.

The Merchants and Manufacturers' Association of Washington, the Chamber of Commerce of Cumberland and practically the entire Maryland delegation in Congress have petitioned Secretary Denby to continue the Navy's support of the canal, without

which, it is claimed, it would have to shut down.

WP, Mon. 5/16/21, p. 15. **C. & O. Canal Is Reopened** – The Chesapeake and Ohio canal was reopened for navigation today with the loading of two boats for Georgetown.

ES, Mon. 5/16/21, p. 12. **AWARD VITAL TO ROUTE** – Secretary of the Navy Denby today rejected all bids for the delivery of coal to the naval proving grounds at Indian Head, thereby giving the C. & O. canal, which was not low bidder for the contract, a new chance for its life.

The canal, which depends on this business for its existence, found stiff opposition this year in West Virginia coal, which would have to be shipped to Indian Head by rail. Loss of the business, Maryland members of Congress told the Secretary of the Navy, practically would sound the death knell of the canal.

The matter has been before the Secretary for several weeks. This morning Representative Zihlman of Maryland conferred with Mr. Denby and was told of the decision reached to call for new bids.

#### **Would Lose Government Support**

If the canal should fail to land the business on the next bid, the government's support of the waterway, it is believed, will be withdrawn, although the government has an investment in it of more than a million dollars.

The general Navy board has had the canal question before it. While no announcement has been made as to the reason for calling for new bids, it is assumed the Secretary took into consideration the fact that the canal has a military value and proved effective in relieving rail congestion during the war, that the government has a heavy investment in it and, finally, that new

bids might bring the Navy cheaper coal than that offered originally.

The Washington Merchants and Manufacturers' Association joined Representative Zihlman and other Maryland members of Congress in the appeal to Mr. Denby to continue the Navy's support of the canal. Several hundred persons in Maryland depend upon the waterway for a livelihood, Georgetown merchants have built up a considerable trade with the boatmen.

Should the canal eventually land the Navy business, it is the purpose of the Washington Merchants and Manufacturers' Association to investigate the possibilities of developing commerce over the waterway and particularly jobbing trade between Washington and Cumberland.

#### **Boats Ready to Move.**

Because of the lateness of the season, plans having been made to open the canal March 28, it has been decided to begin coal shipments over the canal for Washington delivery. Boats will start loading at Cumberland today and the first to clear will be due here Friday or Saturday. The Capital Traction Company and the District government have ordered coal by way of the canal, these being the principal Washington consumers of fuel brought in over the waterway. If the Indian Head contract is obtained, which amounts to about half of the business done annually over the canal, additional boats will be placed in service so that deliveries can be completed by late fall.

#### **DM, Tue. 5/17/21, p. 1. Canal To Be Given Another Chance To Bid On Coal –**

Secretary of the Navy Denby yesterday rejected all bids for the delivery of coal to the proving grounds at Indian Head thereby giving the Chesapeake and Ohio Canal, which was not low bidder for the contract, another chance for its existence. Without this business, it is said, the canal

could not be maintained and the loss of it would probably mean the abandonment of the famous old waterway.

In making his decision giving the canal bidders another chance it was assumed today that Secretary Denby, after consultation with the Naval Board, which had the canal matter before it, considered the fact of its military value during time of war and the Government investment in the inland waterway.

On the first bids, West Virginia coal came into stiff competition with the Maryland coal, and the Navy Department was about to accept coal from the former fields delivered by rail to Indian Head.

If the canal should fail to land the business on the next bid, the Government's support of the waterway, it is believed, will be withdrawn, although the Government has an investment in it of more than a million dollars.

The General Naval Board has had the canal question before it. While no announcement has been made as to the reason for calling for new bids, it is assumed the Secretary took into consideration the fact that the canal has a military value and proved effective in relieving rail congestion during the war; that the Government has a heavy investment in it, and, finally, that new bids might bring the navy cheaper coal than that offered originally.

The Washington Merchants and Manufacturers' Association joined in the appeal to Mr. Denby to continue the navy's support of the canal. Several hundred persons in Maryland depend upon the waterway for a livelihood. Georgetown merchants have built up a considerable trade with the boatmen.

The Capital Traction Company and the District government have ordered coal by way of the canal, these being the principal Washington consumers of fuel brought in over the waterway. If the Indian

Head contract is obtained, which amounts to about half of the business done annually over the canal, additional boats will be placed in service so that the deliveries can be completed by late fall.

Two boats, one loaded with coal, Monday at Cumberland for Washington, [illegible] boats are at Cumberland to be loaded.

WT, Tue. 5/17/21, p. 17. **FIRST COAL LOADED FOR C. & O. CANAL –**

Georgetown merchants and Washington coal dealers today expressed gratification at the reopening of the Chesapeake and Ohio Canal yesterday with the loading of coal at Cumberland for Washington.

The opening of the canal this year was delayed two months due to the lack of a market for coal and to the fact that the Navy Department received low bids for delivery of navy coal for Indian Head by rail, which would have practically put the canal out of existence if the Navy Department had accepted them.

As a result of this, Secretary of the Navy Denby yesterday decided to give the Chesapeake and Ohio Canal another chance to bid on the delivery of coal shipments from the Cumberland coal fields to the Naval Proving Grounds at Indian Head. On the first bids West Virginia coal came into stiff competition with the Maryland coal, and the Navy Department was about to accept coal from the former fields delivered by rail to Indian Head.

The entire Maryland delegation in Congress, headed by Congressman Zihlman, the Chamber of Commerce of Washington, and similar civic organizations of Cumberland petitioned Secretary Denby to have the navy continue the use of the Chesapeake and Ohio Canal, as it relied to a large extent on the Government's business for its existence.

Congressman Zihlman was informed by Secretary Denby yesterday that the Navy Department had decided to reject all previous bids and call for further bids on coal shipments. This will give the canal a chance for its life and it is the belief of Congressman Zihlman and others of the Maryland delegation that the canal will be able to make cheaper deliveries than by rail.

HM, Wed. 5/18/21, p. 1. **COAL IS MOVING ON C. & O. CANAL –**

Three canal boats of the Chesapeake and Ohio Canal were loaded with coal at the wharf at Cumberland yesterday and two cleared Monday afternoon for Georgetown and Indian Head, formally opening that waterway for the summer shipping season of fuel to the United States Government. It is expected that five or six boats will clear the wharf daily. Boats are coming in daily from all wintering places.

HM, Thu. 5/19/21, p. 1. **Big Break In C. & O. Canal Towpath Ties Up Traffic. –**

Navigation on the Chesapeake and Ohio Canal, which was resumed this week for the season after a delay of about six weeks owing to coal contracts being held up, has been interrupted by a serious break on the Williamsport division, between 100 and 150 feet of the tow-path bank going out late last night, or early this morning, in Miller's bend, about five miles above Williamsport.

The break is reported to be one of the worst that has happened on the canal in recent years and extends below the bottom of the canal. It is estimated that it will require a week or ten days to close the opening.

Immediately after the break was reported Supervisor J. T. Richards put a large force of men at work to repair the damaged bank and work will be continued day and night until the opening is closed.



Loaded and light boats are held up above and below the break.

The first loaded boat, which passed the point where the break occurred, reached Williamsport last night and is lying across the canal. The break will cause a serious delay in coal transportation. The canal suffered a serious drawback last spring, when it was reopened, by nearly the entire east wall of the aqueduct at Williamsport going out.

WP, Fri. 5/20/21, p. 3. **Washout Ties Up C. & O. Canal** – Navigation on the Chesapeake and Ohio canal was suspended today by the washing out of 150 feet of the towpath bank at Miller's Bend, 5 miles west of Williamsport. The washout extended below the bottom of the canal, and ten days will be required to close the opening.

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*Ibid*, p. 42. **C. & O. Canal Soon to Reopen** – Water was turned into the Chesapeake and Ohio canal last night, one day earlier than scheduled, and boatmen were notified to be ready to resume general navigation April 1. A few boats, carrying corn to the Canal Towage Company from Sharpsburg and Shepherdstown to Four Locks and other ports will move Wednesday. Later in the week boats will leave for Cumberland for coal loading.

ES, Sun. 5/22/21, p. 5. **MAN AND WIFE DROWN** – Falling from a canoe, Corp. Edward Gorney, attached to Walter Reed Hospital, and his wife, whose home is in Shenandoah, Pa., were drowned in the Chesapeake and Ohio canal, between Cabin John and Glen Echo early yesterday.

The body of the wife was taken from the canal by C. W. Howell and D. L. Alexander of 1111 14<sup>th</sup> street, while that of the soldier was found by Lawrence Brown, lock tender. A card in the soldier's pocket

led to his identity. He had been on leave of absence from the hospital for two days.

DM, Mon. 5/23/21, p. 1. **Man Dies Suddenly On a Canal Boat** – William Poor, aged about 45 years, one of the crew on Canal Towage Company's boat on the C. & O. Canal, died suddenly on the boat at Mercerville, near Sharpsburg, on Friday afternoon from acute indigestion. Poor was from Washington and was employed by Owen Stickel, captain of the boat. His body was taken in charge by Albert Leaf, undertaker, of Williamsport, and was shipped to Washington, where he has several sisters, for interment.

DM, Tue. 5/24/21, p. 1. **FIFTY BOATS TO BE RELEASED** – Forty boats loaded with coal, 20 of them bound for Georgetown and fifteen for Williamsport, will be released this evening or tomorrow morning when, it is expected, the break in the towpath bank of the Chesapeake and Ohio Canal at Miller's Bend will be closed. Canal officials expect to complete the work of repairs this evening.

About a dozen light boats are held on this side of the break will proceed to Cumberland as soon as the levels are refilled with water. The loaded boats will move from the break about Wednesday. The break was about 60 feet in length.

WP, Sun. 5/29/21, p. 44. **Our Lime Supply**

Up to about 20 years ago the lime supply of Washington was produced in the city. The limestone was brought down the Chesapeake and Ohio canal in canal boats to Rock creek, near Twenty-seventh and L streets northwest, where Mr. Godey had his lime kilns. At nightfall the limestones were put in the top of the chimney-like kilns, under which big fires were lit. These were kept up all night and in the morning the hot lime was raked out below. If some of the

stones were not burned through, they were cast aside as not fit for good lime, as they would not slake. Washington had varied uses for lime at that time, as there were so many more high board fences, stables and wooden outhouses to be whitewashed. More rooms in dwellings and stores were whitewashed, too, instead of being painted or papered. When Mr. Godey died, the business was carried on by his sons, then by his widow, and later by non-relatives.

Now the lime used in this city is brought in barrels on the railroads.

WT, Fri. 6/3/21, p. 13. **C. F. BARNETT INJURED BY BROKEN WINDSHIELD**

Cut about the throat by shattered glass from the windshield of his automobile, C. F. Barnett, sixty-five years old, 2313 Pennsylvania avenue northwest, is said to be in critical condition in Emergency Hospital.

Barnett was operating his machine on Jefferson street, near the Chesapeake and Ohio canal, yesterday when the windshield of his car was caught by a barge mooring line stretched across the street. The glass was broken and part of it struck him across the throat, inflicting a deep gash. Capt. Edward Lipton, of Cumberland, Md., was in command of the barge, the police say.

BA, Mon. 6/6/21, p. 2. **Maryland Happenings** – WILLIAMSPORT – There has been no corroboration of the report that the contract for hauling Government coal on the Chesapeake and Ohio canal this season has been awarded in order that the coal will be shipped on the waterway to Washington and Indian Head. The fact that 10 boats owned by the Government that were built during the war and used on the canal to transport coal to Washington have been put into service again probably gave rise to the rumor. It is expected, however, that Government coal will be hauled on the canal again this season. Boats are being operated

again following the completion of work on the second break in the towpath bank of the canal, which was closed last Thursday evening.

DM, Tue. 6/7/21, p. 1. **BOY FALLS FROM CANAL AQUEDUCT** – Emmert Sailer, son of William Sailer, a canal boatman, formerly of Sharpsburg, while swimming in the aqueduct of the Chesapeake and Ohio Canal at Williamsport yesterday afternoon, fell backward over the wall and dropped about 20 feet upon the mudbank of the Conococheague Creek, sustaining only slight injuries. He was stunned and had a cut and bruised elbow.

Sailer was backing to make a run to dive into the canal when he went over the edge of the wall. He fell within two feet of a pile of rocks. William Shipley helped him up the steep bank to the canal.

DM, Fri. 6/10/21, p. 1. **Navy To Use C. & O. Canal By Order Of Sec. Denby** – The Chesapeake and Ohio Canal is to continue in operation, and the navy will continue to utilize the inland waterway for the transportation of coal from the Cumberland fields to the proving grounds at Indian Head, according to a dispatch from Washington:

The Navy Department announced that it had placed an order for a large shipment of coal via the canal. Canal interests submitted the lowest delivery bids after the Navy Department had reopened the entire matter and called for new bids from the railways and the canal.

When withdrawal of navy support was threatened, members of the Maryland delegation and civic organizations of Washington and Cumberland appealed to Secretary Denby not to force the closing of the canal by authorizing the delivery of coal at Indian Head by railroad instead of water.

The news will be received with pleasure by boatmen and coal shippers, who

were in a state of anxiety concerning the fate of the waterway, it being feared that this loss of the Government contract might mean the closing of the canal. Recently the ten government coal boats were ordered into service on the canal.

*Sun, Tue. 6/21/21, p. 6. CANAL CLOSED AGAIN* – Navigation again has been suspended on the Chesapeake and Ohio canal, the third time since the opening of the waterway several weeks ago, as the result of a large sandbar forming at Miller's Bend, five miles west of Williamsport. A boat loaded with coal ran upon the sandbar and stuck. Eighteen mules were hitched to the boat, but it could not be moved until most of the coal was removed. Water has been drawn off the level and large forces of men are at work removing the obstruction.

*WP, Sun. 6/26/21, p. 5. Another Break in C. & O. Canal* – Another break in the Chesapeake and Ohio canal, the sixth since the waterway was opened last month, occurred last night, when 40 feet of the towpath bank was washed out along Four-Mile level, eight miles west of Williamsport. Navigation will be suspended for nearly a week. Many boats are tied up at Williamsport. Workmen were dispatched today from Four Locks and Williamsport to make repairs.

*DM, Tue. 7/5/1921. Heir To McCoy Fortune Dead* – William H. Shipley, aged 72 years, a former well-known lock tender on the Chesapeake and Ohio Canal and one of the direct heirs of the vast James McCoy fortune, said to have been left by him in California and amounting to many millions of dollars, died Saturday night at 9 o'clock at the home of his son, Jack Shipley, at Woburn, near Williamsport, of cancer after a serious illness of months.

Mr. Shipley, who was familiarly known as "Gabe," was one of a number of heirs of the reputed fortune claimed to have been made by James McCoy, who was a pioneer to the California gold fields in 1847. He lived in the expectation of spending his remaining days in ease and luxury from his share of the estate, which is estimated at \$20,000,000, but the insidious disease fastened itself upon him and gradually sapped his life. He was in extreme agony at periods.

He was well known and is survived by his widow and the following sons: Fonrose, John and Charles of Woburn, and Ira of Williamsport; daughters, Mrs. Frank Winters and Mrs. Edward Sharer, Williamsport; brother, Fonrose, of Shepherdstown, and the following step-sisters and step-brothers: Lester, Boonsboro; Stanhope and Wynkoop, Downsville; Gorman, Chicago; Mrs. Mamie Izer, Chicago; Mrs. Sarah Hemphill, Hagerstown. The funeral was held Monday at 1 o'clock, services at the Bakersville Church, conducted by the Rev. Spathe, interment in the Bakersville Cemetery.

*ES, Mon. 8/29/21, p. 2. VIOLET LODGE BURNED* – Violet Lodge, a resort on the north bank of the Chesapeake and Ohio canal, near Seneca, Md., well known to practically every bass angler in this city, was destroyed by fire yesterday afternoon about 1 o'clock. A number of Washington people were at the lodge when the fire occurred and were able to move automobiles parked in the yard to a place of safety.

Formation of a bucket brigade was useless. There was plenty of water in the canal, only a short distance from the house, but there was no means of getting a stream of it to the house to assist in preventing spreading of the flames. Members of the family of A. L. Violette, occupants of the house, and persons there from the city for a

day's outing, managed to save furniture and other effects in the rooms on the lower floor.

ES, Sun. 9/4/21, p. 4. **THREE-WEEK DROUGHT CAUSES MUCH ANXIETY**

Although the continued drought of the past three weeks throughout this vicinity is beginning to cause some anxiety to the Chesapeake and Ohio canal and railroad interests, no lack of water has as yet been experienced by either carrier. Navigation along the canal continues to proceed normally and all water towers of the Baltimore and Ohio railroad and the Western Maryland railway at high and low points have sufficient water to last for several days, it was stated.

Recent rains in the vicinity of Hancock and at dam No. 6, it was explained, assisted materially in replenishing the canal, the waters of which had begun to recede noticeably.

HM, Tue. 9/6/21, p. 1. **Man Is Drowned In Lock On The C. & O. Canal** – The partly decayed body of a white man, who was later found to be Jackson Ewing, 50 years of age, of Grove Hollow, about a mile this side of Antietam, was discovered early this morning floating in the Mountain Lock [No. 37] of the canal, six miles below Sharpsburg. The man had been dead for hours.

The body was found at 6 o'clock this morning by Charles Moore, the lock tender's son. Dr. S. Howell Gardner of Sharpsburg was summoned and pronounced the man dead. An inquest was held at Sharpsburg, where the body was moved, and a verdict of death caused by drowning was given. The funeral will be held in Sharpsburg at 4 o'clock this afternoon.

It is believed by friends and relatives of the dead man that his death resulted from an accident Sunday evening. Mr. Ewing, who was employed at the Bakerston Lime Quarry, was in the best of health, according

to Dr. Gardner, who was a personal friend of the dead man, and never gave any intimation of committing suicide.

Mr. Ewing was last seen by his son, George, at his home early Sunday evening. Since that time no trace of him could be found. He is survived by his widow, Mrs. Katie Ewing; seven sons, George, Robert, Luther and Samuel at home, and Edgar, Roy and Leonard, of California, and two daughters, Mrs. Beulah Hargrove, of California, and Miss Ruby Ewing, at home.

DM, Tue. 9/27/21, p. 1. **C. & O. CANAL TO CLOSE ON OCTOBER 8<sup>TH</sup>.** –

Official orders have been issued by General Manager G. L. Nicolson, for the closing of the Chesapeake and Ohio Canal on Saturday, October 8, the earliest date the canal has been closed in many years and about two months ahead of the usual time. The reason given for the closing of the waterway next month is that the government is stocking up with coal at Indian Head, much of the coal shipped there going over the canal this season.

The last boats will be loaded on October 8 for the season and as soon as these boats reach their respective ports the canal will be emptied of water for the winter. Coal shippers at Williamsport, Powell's Bend and other places along the canal are storing up coal for their winter trade, but the early closing of the waterway will probably reduce their stock. The canal has had a fairly good season, it is stated.

ES, Su. 10/2/21, p. 42. **CANAL TO BE CLOSED AT END OF THIS MONTH.**

Light coal movements over the Chesapeake and Ohio canal have caused the officials of the waterway to decide to close it for the winter before the end of the present month, it was announced yesterday.

The last barge for Washington will be loaded at Cumberland, Md., the western

terminus of the canal, October 8, it is stated. Water will not be turned out of the canal, however, until about October 25. This will be almost two months earlier than the barge carrier was closed last season.

Failure to obtain the full contract for supplying the government station at Indian Head with coal produced slack business conditions on the canal this year. Only about half the normal government order was obtained. The largest local buyers of coal shipped over the waterway were the Capital Traction and Washington Railway and Electric companies.

Announcement of the plans for an early closing of the canal will come as a disappointment to hundreds of canoeists, who have found late October and early November days as among the most delightful of the year for cruising over the waterway. It will be equally a disappointment to those occupying shacks along the canal who usually do not close their abodes until December, and to a veritable army of fishermen. Plans for the reopening of the canal in the spring will depend upon business conditions at the time, it is said.

DM, Tue. 10/4/21, p. 1. **LEAK IN CANAL; LOCK DAMAGED** – A leak in the culvert in the towpath between the Cumberland Valley railroad bridge and Wine's company house and the collapse of a part of the upper wing wall at Reuben's lock on the Chesapeake and Ohio Canal yesterday has stopped boating on that part of the waterway until repairs can be made, which will probably occupy a week. The water was drawn from the level in order to make the repairs.

A number of loaded boats have arrived at Williamsport in the last few days while other boats are going to Cumberland, to be loaded for the last trip this season, the canal to close on October 8. Some boatmen,

it is reported, are preparing to retire from the canal when it closes, they being of the opinion that the waterway will never be reopened.

DM, Fri. 10/7/21, p. 3. **PREPARE TO CLOSE THE C. & O. CANAL** – The last barge on the Chesapeake and Ohio Canal for Washington will be loaded at Cumberland, October 8, it is stated. Water will not be turned out of the canal, however, until about October 25. This will be almost two months earlier than the barge carrier was closed last season.

Failure to obtain the full contract for supplying the government station at Indian Head with coal produced slack business conditions on the canal this year. Only about half the normal government order was obtained. The largest buyers of coal shipped over the waterway were the Capital Traction and Washington Railway and Electric companies.

ES, Mon. 10/10/21, p. 3. **BELIEVES DROWNINGS COULD BE REDUCED**

Twenty-eight persons have been drowned in District waters since January 1, according to the records of the coroner's office, one of the victims remaining unidentified. In numerous instances the victims lost their lives as a result of canoe accidents, while others were drowned while swimming, and only in one instance was a drowning recorded as being a suicide.

Several of the victims of drowning accidents lost their lives in the Chesapeake and Ohio canal, one falling overboard while fishing and another falling into the canal while being pursued by a policeman.

William T. Reynolds, who has been in the boat business on the Georgetown water front practically his entire life and who always has taken a deep interest in drowning cases, told a *Star* reporter he thought proper precautionary measures

would have saved the lives of several of the twenty-eight persons who lost their lives in the water.

Capt. Reynolds, as the boatman is so familiarly known, has the reputation of having recovered more drowned bodies than most all other agencies combined. Talking to a *Star* reporter, he said he was unable to approximate the number of bodies he had recovered in the many years he has been in business on the river front.

“There is no excuse for so many persons losing their lives in the water.” he said, pointing to a pulmotor he had purchased for use in river accidents.

Capt. Reynolds paid for the instrument with his own funds when he concluded the authorities were not going to install one on the river front. Unfortunately, he stated, the pulmotor is not always near the scene of accidents, and he has no boat that is as fast as he thinks an emergency boat should be in order to reach recovered bodies in time to make effective efforts at resuscitation.

It is the opinion of the river men that several pulmotors should be kept in readiness at convenient points. In the absence of a number of them, however, he said that establishment of a system of signals between Aqueduct and Chain bridges might serve to good advantage.

His suggestion was that several bells be located at points between the two bridges, the points being near camps or other places where persons usually are in evidence especially during the summer season. Sounding of the bell nearest the scene of an accident could be followed by sounding the other signals in the direction of the point where the pulmotor is located, which, Reynolds suggested, would be the quickest means of communication.

WT, Mon. 10/17/21, p. 9. **Closed Last Monday** – “The canal was officially closed

Monday last.” stated assistant of G. L. Nicholson, head of the Chesapeake and Ohio Canal Company. “Practically all the mules have been turned in for the winter and our men operating the boats have found other employment.”

The company operates fifty-six boats on the canal, and of these all but three have been tied up for the winter in anticipation of cold weather. The three boats not now tied up are in Washington, but will go north this week for their last trip.

Should Washington’s coal supply become serious it might be possible to reopen the canal, it was said, and bring in some coal, although the cold weather will shortly freeze the waters, making the canal impassable.

DM, Thu. 10/20/21, p. 1. **PLAN NEW WORK ON C. & O. CANAL** – Plans are under way by the Chesapeake and Ohio Canal Company for improvements to be made to the waterway during the coming winter. Work on the improvements will be started as soon as the water is drawn from the levels, which probably will be next week. The company will build several concrete waste-weirs, make repairs to the banks and other property as is found necessary.

Division bosses expect the last boats to tie up this week for the winter and the water will be turned out of the levels after which the improvement work will be started.

DM, Mon. 10/24/21, p. 1. **WATER TURNED OUT OF CANAL** – The water was turned out of the C. & O. Canal Saturday night and by early Sunday morning, hundreds of fish, left stranded in the shallow stream, were searching frantically for deeper water. However, these fish, including bass, Mississippi cat, bullnose cat, carp, sun fish, suckers, eels, Etc., will be seined this morning by Deputy Sheriff Crampton and

deputy game wardens and placed in the Potomac river.

The emptying of the canal marked the end of the boating season, the shortest one on record. The closing this year, according to the boatmen, who began tying up their boats last week, is due to the lack of orders. The water, heretofore, was never turned out until the middle of November and sometimes as late as December 1.

Plans of the Towage Company to repair the canal and to make many improvements would indicate, however, that reports to the effect of this being the canal's last season, were unfounded and that business will be resumed again next spring.

ES, Fri. 11/4/21, p. 2. **MANY THEFTS REPORTED** – W. W. Conner, 223 10<sup>th</sup> street northeast, reported that his shack near King lock on the Chesapeake and Ohio canal, was robbed of an accordion and wearing apparel. He valued the loot at \$81.