

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE DAILY MAIL
a Hagerstown, Md. newspaper
and
BALTIMORE AMERICAN
BALTIMORE SUN
two Baltimore, Md., newspapers
and
THE WASHINGTON TIMES
THE WASHINGTON HEARLD
and
EVENING STAR
three District of Columbia newspapers
1922

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Canal Trade 1922

A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The Daily Mail*, a Hagerstown, Md. newspaper, *Baltimore American* and *Baltimore Sun* two Baltimore, Md., newspapers, *The Washington Times*, *The Washington Herald* and *Evening Star* three 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 *Baltimore American* are preceded by BA; those from the *Baltimore Sun* are preceded by Sun; those from *The Washington Times* are preceded by WT; those from *The Washington Herald* are preceded by WH; and those from the *Evening Star* are preceded by ES.

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. 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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November 2021
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Canal Trade 1922.

WH, Thu. 1/5/22, p. 3. More than eight tons of coal was stolen from a car on a railroad siding at Thirtieth and K streets, northwest, according to the report made to police. The stolen coal is the property of J. O. Robbitt, thirtieth street and the Chesapeake and Ohio Canal.

DM, Mon. 1/23/22, P. 1. LEAK IN THE CANAL WORRIES OFFICIALS –

A leak, which is annoying to the authorities of the Chesapeake and Ohio Canal, has developed at Big Pool. W. S. Rush, superintendent, and his force have not as yet been able to locate it. The leak was discovered after the water was drawn from the level for the winter season.

The Western Maryland Railway draws water from the pool for its engines at that point and has experienced some trouble, it is stated, in getting a supply because of the low state of the water.

WH, Wed. 2/1/22, p. 1. **Melting Snow Threatens Flood in Washington** – The weather man predicts that Washington will emerge from its white blanket by tomorrow night.

Those who own bungalows on the Maryland side of the river between the Potomac and the Chesapeake and Ohio Canal are advised to take every precaution possible to prevent their summer dwellings being swept away in the event of a flood similar to the one that caused such havoc during the war. There are about 700 of these dwellings between Glen Echo and the Aqueduct Bridge.

The harbor authorities fear that a rain will dissolve the ice so fast that a flood will be inevitable. At present the ice can melt only for two hours during the day.

Ibid, p. 2. Those who own bungalows on the Maryland side of the river between the Potomac and the Chesapeake and Ohio Canal are advised to take every precaution possible to prevent their summer dwellings being swept away in the event of flood similar to the one that caused such havoc during the war. There are about 700 of these dwellings between Glen Echo and the Aqueduct Bridge.

DM, Fri. 2/24/22, p. 1. PLAN FOR BIG TRADE ON THE C. & O. CANAL –

Persons connected with the Chesapeake and Ohio Canal state that while there has not been any official announcement made concerning the reopening of the waterway this season, that it is certain that the canal will be operated this year as usual. There were reports after the canal closed last fall of a possibility of it not being reopened this season.

Coal dealers state that there is every prospect of increased business on the waterway this year. It is understood in this connection that Somerset coal will be hauled on the canal this year for the first time, the Consolidation Coal Company having secured control of a large section of the Somerset coal field.

It is understood that preparations will begin shortly to arrange for the reopening of the canal.

Sun, Sun. 2/26/22, p. 5. **C. AND O. CANAL TO OPEN** – Hagerstown, Md., Feb. 23. – The Chesapeake and Ohio Canal will open as usual this spring and will be used for the transportation of coal from Somerset to various points along the waterway, according to officials of the company.

It was rumored last fall that the canal would never again be used. Coal dealers, however, prophesy an increase in the coal

industry which will necessitate the use of the canal as a means of transportation.

DM, Thu. 3/2/22, p. 3. **CANAL TRUSTEES MAKE A REPORT** – A report to the Judges of the Circuit Court for Washington county was filed in the Clerk's office here yesterday afternoon by Hugh L. Bond, Jr., Geo. A. Colston and Herbert Preston, trustees, for the Chesapeake and Ohio Canal Company of the operations for the year ended December 31, 1921. The Canal Company has control of the waterway and the operation is in the hands of the Canal Transportation Company.

According to the report of the trustees, the gross earnings for the year were \$63,924.52, made up of tolls, rents for houses, waterway and land and for fines. The total expenses for operation were \$162,843.03, making a deficit of \$98,918.51. The gross receipts of the Canal Company were \$169,407.87, which includes the sum of the deficit, \$98,918.51, contributed by the Canal Transportation Company.

Due to the lateness in opening the canal and early time of closing, the operating deficit is unusually large. The assets of the Canal Company are placed at \$207,586.35.

Plans for conducting the waterway for the coming season are being made, it is stated, and assurances of increased coal trade are said to have been made. Several new coal fields, it is understood, are planning to ship by the canal route.

ES, Sat. 3/11/22, p. 1. **HIGHWAY IN C. & O. CANAL BED, D.C. TO CUMBERLAND, ADVOCATED** – Cumberland, March 11. – Local motorists are discussing the feasibility, within the next few years, of filling the bed of the Chesapeake and Ohio Canal for a roadway, now that it is thought it is to be abandoned

as a waterway. It is thought it may not be operated this year, as it is a losing proposition and the prospects are not very bright, with the impending coal strike and the already heavy loss of coal contracts by George's Creek operators.

It is contended that if the canal bed be filled from bank to bank it would become the finest low-grade highway in America, extending from Cumberland to Washington. Such a road would be the autoist's delight, winding along the valley of the Potomac and eliminating the steep grades and hills of the National Highway between Cumberland and Hancock.

It would be the key to the South also, for tourist traffic from the West, which would be diverted at Harper's Ferry.

ES, Tue. 4/4/22, p. 7. **Want Aqueduct Bridge Made Over Into a Recreation Pier.**

What is to be done with the old Aqueduct bridge when the new Georgetown bridge is completed?

Officials in charge of the condemned structure say, of course, that it is going to be torn down, with "nary a vestige" left to mark the site.

Citizens of Georgetown, however, think otherwise. They are determined that the portion of the bridge extending over the Chesapeake & Ohio canal, at least, shall remain intact for use as a recreation pier. The residents are planning to go after their goal in concerted style, through the instrumentality of the Georgetown Citizen's Association.

This determination was announced publicly at a recent meeting by Joseph H. Oliver, president of the citizen's association, in response to a report that the authorities would not leave a portion of the bridge for any purpose.

* * * *

The bridge, as a whole, has been condemned, and a new structure is being

erected to take its place. The old bridge is considered a menace to public safety, and must be removed as soon as possible, they say. There is no way in which the order condemning the structure could be construed as allowing the retention of any part of it – plank, beam or masonry – either at the Virginia shore or the Georgetown end. So far as officials are concerned, the Aqueduct bridge is doomed to complete destruction.

Against this apparently immovable wall of officialdom are being directed the earnest pleas, and, withal, a goodly number of sound arguments, of the inhabitants residing in the vicinity of Georgetown. These pleas point out that some connection must be maintained at this point between M street and the District shore of the Potomac river, separated at present by the waters of the canal. On the shore are numerous boating, canoeing and similar aquatic clubs, patronized by persons from all parts of Washington. These places must be reached in some easy manner, or they will be forced to close, depriving hundreds of athletic men and women of a convenient sports rendezvous and constituting thereby a detriment to the maintenance of public health.

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To build a short bridge over the canal is not deemed a likely procedure, in view of the difficulty of obtaining appropriations and of securing early construction, even if money were obtained. Operation of a ferry across the narrow canal is not considered practicable. Bridges are available several blocks distant, but only motorists would find this route feasible. The only solution appears to be the preservation of the span of the Aqueduct bridge across the canal.

The citizens contend that to leave this span would not conflict with the spirit of the order condemning the bridge, in that the span is short and is probably the most

substantial of any in the entire structure. Human life would not be endangered on it, especially when it is remembered that there would be no heavy traffic over it.

* * * *

On hot summer days, of the kind for which Washington is noted, the “pier” would furnish a welcome retreat for the sweltering men, women and children, it is claimed. Extending away from the scorching pavement of the street into the clear sweep of the river course, it should provide cooling breezes for perspiring foreheads. The pier could be made about 300 feet long, accommodating audiences for the neighborhood band concerts. Citizens who have investigated the project declare that the pier could be remodeled attractively at slight cost, making it a valuable feature asset to Georgetown. The short extent of the pier would not interfere with the view from along the canal of the fine new bridge about to be completed, it is stated.

The proposed pier would afford tremendous relief to tired residents of the thickly populated section of Georgetown, and for this reason, if for no other, the association plans to do all in its power to give the pier to the community.

WT, Tue. 4/18/22, p. 19. **WASHINGTON COUNTY, MD, OFFICIAL SUCCEMBS** – HAGERSTOWN, April 18 - Thomas H. Moore, eighty-seven, chief deputy clerk in the register of wills office of Washington county and probably the oldest county employee both in point of service and in years, died at his home here yesterday.

Born in Mooresville, Indian Spring district, Mr. Moore received his education in the county schools. He was formerly a superintendent of the Chesapeake and Ohio canal. He was a Democrat. He belonged to St. Mary’s Catholic Church. Mr. Moore’s wife died August 31, 1919. He leaves four daughters, Mrs. Catherine E. Cushwa and

the Misses. Jane Frances, Hattie and Lucy L. Moore, all of this city, and two grandchildren.

ES, Sun. 4/23/22, p. 2. **Fifty Years Ago in The Star.** – Fifty years ago the Chesapeake and Ohio canal was regarded as a most important artery of trade by Washingtonians, and it was expected that it would develop in usefulness to make Washington a busy port for products of the upper Potomac valley. In *The Star* of April 15, 1872, is the following editorial which deals with the development of the District and particularly the possibilities of the canal:

“The new era of progress in this District demands and will necessitate enlarged facilities in every direction for the development and growth of the advanced spirit of enterprise, which will no longer be hampered with the old and inefficient methods that were considered good enough twenty years ago. Street railroads are stretching out into the suburbs in every direction, followed by long lines of dwelling houses; the question of river and harbor improvements must shortly be solved in such a way as to give us the full advantage of our location on a navigable stream; and instead of only one railroad communicating with our neighbors to the north and south and west of us, we may reasonably hope soon to have three or four at least. We have one other avenue of trade – the Chesapeake and Ohio canal – which has already conducted somewhat to the prosperity and the growth of the District, and which may be expected to do much more for us in the future if it is managed as it should be. It is due to President Clarke to say that since he has control of that important work his shrewdness, business tact, good judgment and untiring energy have accomplished wonders in the way of increased business and decreased expenses, due almost

altogether to his faithful and efficient management.

“He has done much but much remains to be done. One of the most pressing needs of the work is an outlet at or above Georgetown. Many boats have cargoes for Washington, or the river front in Georgetown. The inconvenience of locks out of repair and insufficient water in the basin, necessitating a delay of a day or two in passing each of these boats into and through Rock creek (with the alternative of going down to Alexandria through the canal to that city, there to be locked into the river and towed up the Potomac to Washington, with great loss of time and at a heavy expense) was bad enough when but one or two boats passed through Rock creek daily. Now that thirty or forty boats a day pass through – or would pass through if they could – it is a serious matter.

“An outlet lock will cost only about \$75,000, and its construction by relieving the jam of boats at Georgetown – they sometimes extend for a mile or more up the canal, awaiting their turns to pass down or to discharge their freight at the coal wharves – would not only save a great amount of time to shippers, but would directly benefit the canal company by an increase of trade. Some relief is imperatively demanded, and it is due to the people of Washington that they should not be virtually cut off from this avenue of trade, as they now are. There is hardly a day in the year that there is not some trouble with the locks of the basin. For weeks the lock at Green street was out of order. The repairs were finished last week, but three boats had passed through when the lock again gave way, sinking a boat, and now the work has to be done over again. Next it will be sand bars in the basin, or some other trouble.

“The only permanent remedy is an outlet lock directly into the river, and the question is whether the canal company will

build it or invite adverse legislation by disregarding the interest of our people. If they will not do the work themselves, why not give the franchise to someone who will? By a charge of \$2 or \$3 on each boat passing through the locks, a sum the shippers would willingly pay, as they would save money thereby, the building of the outlet lock would be a good investment. At any rate, there are citizens of the District who would be willing to do the work and take the chances.”

BA, Fri. 5/12/22, p. 2. **C. & O. CANAL IS DRY ON ACCOUNT OF STRIKE** – On account of the coal strike in Western Maryland, the Chesapeake and Ohio canal is dry from Cumberland to the Great Falls lock, eight miles above the District line, and will not be opened this summer unless the miners return to work in the near future.

At least 65 barges which ply between Washington and the coal fields in the Western section of the State are tied up at Cumberland and their captains have deserted their craft and are seeking employment in factories and on the farms, it was learned today.

The canal boat women and their children are living in shacks and farm houses near the canal in Maryland with the possibility that many of these families will be broken up. In the past, practically all have followed generation after generation the canal life, intermarrying, getting only the most rudimentary education, and because of their home, have been a race to themselves, most of those speaking a language all their own.

DM, Sat. 5/13/22, p. 1. **LITTLE PROSPECT CANAL BOATING** – Most of the Chesapeake and Ohio Canal boatmen who have tied up their boats at Cumberland, Sharpsburg, Williamsport and other points have given up hope of any traffic on the

water way this summer or fall since the miners’ strike continues, and have taken employment wherever they could get it on farms, laboring or in the factories in Cumberland and Hagerstown.

Many of the boatmen have hogs in pens at some point and with quarters off the boats are better off than people who live in rented houses in the towns. Some were employed in dredging work at Cumberland and at other points. The strike has meant a heavy loss for the boatmen.

WH, Sun. 5/14/22, p. 7. The Chesapeake and Ohio Canal now carries a few inches of water from the District line to Cumberland, except in isolated places. Hundreds of small bass are visible in this shallow water and will no doubt perish unless they are salvaged and placed in the river, unless the water is turned into the canal before hot weather.

The Maryland authorities are making a vigorous effort to protect the bass in the Potomac during the spawning season. Ten special officers are operating between Glen Echo and Pennifield lock. Several violators have been caught with the fish to their sorrow. One fellow arrested at Great Falls had three mother bass in his possession that cost him \$25 each, besides the court costs.

ES, Mon. 5/15/22, p. 10. **C. & O. CANAL DRAINED AS COAL HAULING HAULTS** – The Chesapeake and Ohio canal, one of the landmarks of Washington and a beauty spot along the upper Potomac, is dry this spring and officials of the canal company are unable to state when the waterway will open for the season.

The coal strike, which has tied up the Cumberland mines, is the principal reason for the failure of the canal to open. At the office of the canal company in Georgetown it was indicated that hope has not been

abandoned of opening up some time during the summer.

Since there is no coal to be hauled, the canal has been drained to save expenses.

Dispatches from Williamsport, Md., state that the canal boatmen in that vicinity have given up hope of going into service this summer and are preparing to leave for other employment.

Local officials of the canal company, when told of these statements, said that the situation would not prevent the opening of the water lane if such a step becomes possible later on.

DM, Tue. 5/16/22, p. 1. **WATER GOES IN BIG POOL AT "Y" CAMP.** – From an obscure position as has been in the way of a summer resort, Big Pool, that haven in the summertime for energetic youngsters and tired grown-ups, has assumed the important position it has always held among Western Maryland's summer resorts. All because of the announcement this morning that Big Pool would be flooded with sparkling aqua this summer.

Hagerstown had visions of a dry Big Pool this summer, because of the coal strike which necessitated postponement of filling the C. & O. Canal. But there will be water, after all, Secretary Steele, of the local Y. M. C. A., who conducts the "Y" camp at Big Pool every summer, announced today.

The water, he said, was being sent rushing into the thirsty basin this morning and in a day or so it will be full, That is, it will be six feet shallower than heretofore. The summer program of camping trips can be carried out as arranged, he stated. If necessary, the dock at the "Y" camp will be extended so as to permit diving, he further announced.

BA, Thu. 5/18/22, p. 4. **LOW WATER IN CANAL CAUSING FISH TO DIE** – Williamsport, Md., - May 17. - Many fish

are reported to be dying in the shallow water of the Chesapeake and Ohio canal, from Cumberland to Washington, and the attention of deputy game wardens here and at other points along the waterway has been called to the fact that unless the bass, suckers and other fish remaining in the canal are salvaged and placed in the Potomac and other streams, all of them will die.

The water in the canal is from 3 to 10 inches deep in places, while long stretches of the bottom of the canal are dry as a bone. At some places water from springs flows into the canal, helping to keep the fish alive. A number of bass and other kinds of fish have been taken from the canal here by residents and placed in the river and Conococheague creek. The water is becoming stagnant in the canal and soon will make breeding places for mosquitoes and become a menace to health.

WH, Wed. 5/31/22, p. 5. **Help for Canoeists.** – The government is omnipotent and must be right, but it looks to the thousands of canoeists and others who like boating, that in the neighborhood of Washington, where there are no fresh water lakes and only a fairly dangerous river for boating, save as the Chesapeake and Ohio canal is usable, that the authorities in charge of that waterway might have made some inexpensive or profitable arrangement whereby its placid waters, which travel much of the way between green banks overshadowed by trees, and are so adapted for quiet and safe boating, could be available for the general public. Instead of a more or less muddy stream of navigable size, there are now trickles past Glen Echo Cabin John and other summer outing neighborhoods, dotted with hundreds of camps and shacks, a mere gutter of water fordable with a plank and grown with noisesome vegetation, a future nursery for flies and mosquitoes, and a menace to the campers instead of a

pleasurable means of communication and outing. Why not lock the lower lock gates and let the water run? W. W. ALLEN.

WH, Thu. 6/1/22, p. 4. **Water in the Canal**
In his letter published Thursday, W. E. Allen sounds a keynote in which hundreds of other Washingtonians are concerned, when he urges that the water be run in the Chesapeake and Ohio Canal. Not only is this most desired by the hundreds of canoeists, but outside the District of Columbia the empty canal, with its few inches of stagnant water, is becoming a menace to health.

The canal company is up against the problem of a summer with practically no freight to come down the canal; and, due to the coal strike, there is practically no coal moving, and this is the chief freight upon which the company relies. The company considers there is not sufficient freight to move to justify the maintenance of the canal at present.

However, the canal is on the order of a public utility, and those who rely on its service should not be deprived thereof merely because there is not sufficient freight to bring the desired income. And the public utility should not be permitted to become a public nuisance and menace to health. There is water in the canal within the District of Columbia, but outside the District-Maryland line it is empty; its few inches of stagnant water are becoming a breeding place for mosquitoes; and the hundreds of camps along both sides of the canal will soon become practically uninhabitable.

The cost of keeping the water in the canal will not be great, and unless the company takes this action it will undoubtedly find itself faced with court proceedings to enjoin it from continuing to maintain a public nuisance. For the summer

cottages and camps along its sides the situation will soon be serious.
J. F. PAULTON.

Sun, Wed. 6/14/22, p. 3. **Drought And Downpour Cause Loss Of Fish** – Many bass and pickerel in the Chesapeake and Ohio Canal, between Williamsport and Harper's Ferry, have been lost for lack of water. The water was drawn off last November to prevent freezing, and with the coal strike on the canal was not filled again this spring. Ten thousand fish were salvaged, but a lot of others, according to complaints of Hagerstown anglers, were left cavorting about in the ponds. They dried up when the hot weather came.

Meanwhile bass and sunfish in ponds at the Lewistown hatchery were subjected to one downpour after another. Finally, the heavy rains a few days ago overflowed the ponds and carried some of the fish along.

E. Lee Let'omete, State Game Warden, says that since the canal has been flooded again fish life is more endurable. William G. Bell, fish culturist, has gone to Lewistown and believes that the high banks of the ponds saved a large proportion of the Frederick county colony.

DM, Mon. 6/19/22, p. 1. **WATER GOING IN CANAL TO SAVE BOATS** – Water is being fed into the Chesapeake and Ohio Canal on nearly all of Washington [county] in the interest of health and to save the fish that remained in the pools. Long stretches of the canal were dry and had grown up in high grass and weeds. Canal employees were compelled to mow the growth where it had become heavy.

On the levels of the Williamsport division the water is from 18 inches to three feet deep in places and swimmers are making use of the deep places for bathing purposes. Campers are being attracted to the canal, which is a favorite resort for outings.

One purpose of letting the water into the canal is to prevent the boats from being damaged by exposure to the sun and air and causing the seams to open, all boats are now resting in water. In many places the water in the canal has become stagnant and was a menace to health.

DM, Tue. 6/20/22, p. 1.

WILLIAMSPORT MAY GET

AVIATION FIELD SOON – An Aviation field may be located on the Cushwa property at Williamsport, between the C. & O. Canal, the county road, and the Potomac river, it was learned this morning. Two army officers have been inspecting the place and will return today, possibly to make arrangements for leasing the property. So far, Mr. Victor Cushwa, owner of the property, has not been approached.

The field is about 25 acres in extent, stretching from the county road, between the canal and the river to below the canal lock at that point, that is, to the waste way. The place would form a very good location for aviation activities.

WH, Tue. 7/18/22, p. 3. **Child Falls 40**

Feet From Aqueduct Bridge – Hurlled forty feet to the ground after she accidentally slipped on one of the top steps of the Aqueduct Bridge, Gladys Crampton, 4 years old, living in a canal boat on the Chesapeake and Ohio Canal, broke her right leg and received lacerations about the head last night.

The child fell through the railing of the bridge steps down to the bottom in K street. She was taken to Georgetown Hospital. Mr. and Mrs. John Crampton, the child's parents were notified. According to Dr. O'Brien, of Georgetown Hospital, she is expected to live.

DM, Wed. 7/26/22, p. 1. **REOPENING OF CANAL IS DENIED** – Officials of the

Chesapeake and Ohio Canal claim not to have any knowledge of the waterway being reopened soon as a means of relieving congestion on the Baltimore and Ohio Railroad. It is reported that G. L. Nicolson, general manager of the canal, stated that no steps have been taken looking to a resumption of navigation and that the reports to that effect are without foundation.

The report has spread in all of the canal towns and also in Cumberland and Washington, the rumor having that the canal probably would be operated soon to haul freight from Cumberland to Washington owing to the rail stringency caused by the strike.

ES, Sun. 7/30/22, p. 2. **FAMOUS OLD CANAL MAY BRING COAL.** – The old Chesapeake and Ohio canal may prove a lifesaver in bringing the winter supply of coal to Washington [D.C.] if the mines in the vicinity of Cumberland, Md., succeed in resuming operations.

Although this historic waterway has not been in service this year, it was learned last night that the company is in a position to begin the transportation of coal as soon as there is any to transport.

Could Carry Big Tonnage.

The mule-drawn barges of the canal, it was estimated last night, could easily bring 25,000 tons of precious fuel to Georgetown monthly when mining is resumed.

This would prove a substantial help to the National Capital in getting coal if the mines get under way before the railroads get back to normalcy. The canal has been three-fourths filled with water, so that little time would be lost in beginning operations.

While none of the public service corporations of the city has suffered thus far from a shortage of fuel, they have not been able to lay up a winter reserve.

Gas Plant Using Coke

The Washington Gas Light Company is not able to get in any coal at present, and is operating almost entirely on coke obtained from the south.

The company can render efficient gas service on coke, but not without increasing operating expenses.

Officials of the gas company are not worrying about the next few months, but they point out that if the coal is scarce this winter it is going to boom the use of gas heaters, which in turn will add to the task of manufacturing an ample supply in the holders.

The management of the gas company is fully aware of the important part it plays in the welfare of the community during the winter and will make every effort to get the fuel it needs to operate the plant.

45-day Coal Supply

The Capital Traction Company, according to Vice President J. H. Hanna, has a forty-five-day supply of coal on hand for the operation of its cars.

Officials of the Potomac Electric Power Company could not be reached last night. The last information received by the Public Utilities Commission was that the company had a month's supply ahead. The Potomac company furnishes current for the Washington Railway and Electric cars, and lights the homes and commercial establishments of the city.

ES, Thu. 8/3/22, p. 4. **Building of Aqueduct Bridge.** – “With Alexandria, the breaking point came in 1846, after it had become completely snowed under with debt, due to its investments in the Alexandria portion of the Chesapeake and Ohio canal. This was, in part, due to an error in estimating for the erection of the Aqueduct bridge, which originally to have been constructed on wooden piers at a cost of \$300,000, the change to masonry adding \$950,000 more.

“It is said that Congress encouraged this grand scheme which was to pour the golden results of the western trade into District coffers, but which was not completed, so far as Alexandria was concerned, for twelve years and after much difficult engineering work, not paralleled in this country, and, up to that time probably not equaled in any other. The piers were set on bare rock and were of solid masonry, formed of blocks of very large stones from the Falls quarries, laid in water cement.

“It may be interesting to note that these piers were constructed by the building of vast cofferdams, about eighty feet long and nearly thirty feet wide, shutting out a depth of water of about eighteen feet. Below this was more than seventeen feet of mud, so that the construction was begun at a depth of thirty-seven feet below the surface of the water. So careful were the preparations that the rocky bottom was laid bare the whole extent of the area enclosed, and even swept clean and dry with brooms.

“The Alexandria portion of the canal was completed in December 1843, but owing to work being stopped on the canal near Cumberland, the money invested by Alexandria was unproductive, and as Congress had already contributed to the enterprise, and as no assistance could be looked for from that source, aid was sought from the legislature of Virginia, and there Alexandria met with a warm welcome, resulting in an appeal to that state for its readmission. This Virginia agreed to, and Congress passed a law restoring Alexandria county to Virginia. The population of Alexandria in 1840 was 8,459, and the vote on retrocession was 763 for and 222 against. And so you see, if the federal government had treated Alexandria with a little bit more liberality and justice, there never would have been any retrocession of that county to Virginia.”

Sun, Fri. 8/4/22, p. 1. **Waterway Development Seen As Relief In Railway Crisis** – Crippled railroad service in many sections of the country, the result of the coal and rail strikes, has drawn the attention of the Government again to the possibilities of inland water transportation not only as a means of meeting occasional transportation emergencies, but as a stabilizer of freight rates.

During the 10 or 20 years prior to the World War inland water transportation progressively declined in this country. This was due first to ruinous competition on the part of the railroads and next to the revolt on the part of the country generally against "pork barrel" legislation for rivers and harbors.

Little Spent For Years.

The second factor was probably the more important, inasmuch as for years little or no money was expended upon rivers either for dredging new channels or for maintaining old ones, except those leading direct to sea. Many navigable streams have since filled with sand and silt and driftwood.

With the outbreak of the war, however, the railroad facilities of the country were taxed beyond their capacity to move the vast amount of tonnage which needed to be handled. The Railroad Administration, seeing the need for auxiliary service, turned to inland waterways, where available, for relief.

Barge lines were established by the Administration on the Mississippi river to help move the great quantities of army supplies from St. Louis and the Northern Mississippi Valley and on the Warrior river in Alabama to move coal and iron and steel from the Birmingham districts to the mouth of the Mississippi.

Also the Chesapeake and Ohio canal, extending from Washington to the Maryland coal fields, the first waterway of its kind to be built by the Federal Government, was

subsidized by the Railroad Administration to the extent of a large amount of new equipment.

Finally the New York ship and the New York barge canals, the latter being known formerly as the Erie canal, were given all possible Government encouragement in an effort to increase the freight moving facilities from the West and the Lake section to the port of New York.

The most important experiment made by the Government in this connection, perhaps, was the founding of the two barge lines on the Mississippi and Warrior rivers, services which are still active and which are increasing in usefulness, according to officials of the War Department.

Government Ready To Sell.

The Railroad Administration, under authority of Congress, turned the Government-owned barge lines over to the War Department when the administration withdrew from the operation of all transportation services, and the department continues to run the two lines. The Government is ready, however, to sell out to private interests if any suitable bid is made for the properties and if any guarantees are given that the river lines will not be put out of business.

There are 45 modern freight barges in operation on the Mississippi line from St. Louis to New Orleans, 10 tugs, 4 fuel barges, 3 derricks, one derrick scow, 11 car floats and 8 scows. On the Warrior river 46 barges are in operation, 6 tugs, 4 self-propelled barges, 1 derrick and 6 scows.

C. And O. Canal Inactive

The Chesapeake and Ohio Canal, which has supplied Washington with a great deal of its bituminous coal for more than a century, is not active at the present time for the reason that the upper Potomac coal field is not producing a great deal of coal, due to the strike of mine workers.

Early in the war the Railroad Administration ordered built and delivered to the Chesapeake and Ohio Canal 10 wooden canal boats for coal-carrying purposes. The barges were received and were operated for two season when the Government sold them to the New York and Great Lakes Transit Company for use on the New York Barge Canal.

The withdrawal of these boats from the Chesapeake and Ohio Canal did not seriously cripple that waterway, however, which still has several scores of barges ready to be put in commission.

ES, Fri. 8/4/22, p. 2. **DISTRICT GATHERS COAL SUPPLY DATA**

Definite action for handling the local coal situation will be taken by the Commissioners tomorrow or Monday.

Walter C. Allen, secretary to the Public Utilities Commission, has three men at work collecting data as to the amount of fuel of all kinds now in the city and the needs of the utilities and essential industries.

Mr. Allen hopes to be ready to report to Commissioners Oyster and Keller tomorrow, but it appeared today that the city heads would not be ready before Monday to announce their plans.

The first thing for the Commissioners to decide is whether they will name a District official or an outsider to direct the distribution of fuel. It has been intimated at the District building that the task will be assigned to a city official.

On the regulation of prices it is believed the Commissioners may fix maximum figures, A representative of the coal merchants board of trade assured Commissioner Oyster yesterday that the organization would be in hearty accord with the city heads in maintaining fair prices.

Charles J. Columbus, secretary of the Merchants and Manufacturers' Association, said today that the fuel committee of his

organization hopes the Chesapeake and Ohio canal will be put into service for coal transportation as soon as mining is resumed in the Cumberland district. An officer of the canal company stated a few days ago that at least 25,000 tons of fuel a month could be brought down the canal.

The board of education today placed an order with the District purchasing office for 3,000 tons of coal. The schools use 16,000 tons of soft coal and 1,000 tons of anthracite a year. The order placed today, together with what is already in the bins, will carry the schools over the first part of the winter.

WT, Sun. 8/6/22, p. 3. **Dealers to Aid.**

Colonel Keller declares that he believes the coal dealers here will work in harmony with the Utilities Commission in the present emergency, and to that end he has asked them to name a small committee of coal dealers, representing all branches of the business here to work with the commission in drafting a practical workable plan for submission to the Federal Fuel Administration.

No relief in the coal situation here is looked for from the Chesapeake and Ohio canal, Colonel Keller stated. The coal handled over the barge line of the canal, he said, is mined from union fields and those mines are now closed by the strike.

ES, Sun. 8/6/22, p. 1. **D. C. COAL SUPPLY WILL BE HANDLED BY UTILITIES BODY**

– The Public Utilities Commission has been definitely selected as the fuel agency for the District to obtain the winter supply of coal, Engineer Commissioner Keller announced last night.

A tentative priority list to guide the commission in distributing fuel according to the importance of the consumer was drafted at the District building yesterday.

That list may be revised, however, following another conference between the Commissioners and the coal dealers in Col. Keller's office tomorrow morning. This conference was scheduled for 4 o'clock yesterday afternoon, but at the last minute the coal men notified the colonel that they would not be ready to discuss the situation until Monday.

[Transcriber's Note: The intervening text has been omitted as not relevant to this report.]

May Use C. & O. Canal.

Apparently, the aim of the utilities board will be to see that everyone has enough coal for current needs rather than allow some more fortunate ones to get a season's supply in advance.

The desirability of putting the Chesapeake and Ohio canal into service as soon as mining is resumed in the Cumberland section is understood to have been broached at the conference yesterday morning between the Commissioners and the coal men. *The Star* a week ago called attention to the value of the canal in bringing coal to Washington if the railroads are in a jam this winter. The canal, according to one of its officials, could bring 25,000 tons a month to the District.

ES, Mon. 8/14/22, p. 11. **Old Aqueduct Bridge Given Several Extra Months' "Life"** – Though the \$2,000,000 concrete bridge at Georgetown will be opened for general traffic early in January, it has been decided to keep the antiquated Aqueduct bridge, alongside, in commission for several months beyond that time. That is due to the fact that suitable railroad facilities at the Virginia end of the new bridge cannot be established for several months after the bridge proper is completed. Plans under consideration involve the extension of the tracks of the Capital Traction company from M street, across the bridge, to a loop at the

southern end of the government reservation at Rosslyn, with suitable connections at that point with new terminals to be constructed by the Washington and Old Dominion company and the Washington and Virginia Railway Company. None of that work can be started until those plans, now being prepared by Maj. Tyler, the United States engineer in charge, have been finally approved by the Secretary of War.

Change Vehicular Traffic.

With the knowledge that the extensive railroad construction involved cannot be completed by the time the bridge itself is ready for general public use, it is planned by the Army engineers to keep the Aqueduct bridge open to the cars of the Washington and Old Dominion railroad during the coming fiscal year, beginning July 1 next, but to close it entirely to general vehicular traffic when the new Georgetown bridge is put in commission early in January.

Congress provided for the removal of the Aqueduct bridge upon completion of the new bridge, but so far, however, no money has been appropriated for that purpose and no plans to that end have been made. Many residents of Georgetown have asked that the Georgetown approach and the adjacent span of the Aqueduct bridge of the Chesapeake and Ohio canal extending to the river's edge be retained permanently as a recreation pier after the bridge proper across the river shall have been removed. That question probably will be settled when Congress considers the appropriation for removing the old structure.

In his last annual report Maj. Max Tyler, the engineering officer in charge, says that observations of the Aqueduct bridge taken each month show no change in alignment and elevation of the piers, but that considerable vibration of the deck has been noted. Up to date \$265,883 has been expended for repairs and reconstruction of piers one, four and five, "and" Maj. Tyler

says, "are now in as good condition as it is possible to make them by the present method of repair." That the structure has about reached the limit of its usefulness, however, is clearly indicated by his recommendation that it be closed to general vehicular traffic when the new bridge is opened and closed also to the Old Dominion street cars as soon as that road has established its new terminal at Rosslyn.

According to Maj. Taylor's report, the new Georgetown bridge, which was begun in June 1916, has cost \$2,124,195 to date, of which amount \$141,476 was expended for land and plans, and is now 93 percent completed. What remains to be done is to complete the approaches, the surface roadway and the balustrades, install the lampposts and dismantle the heavy cableway, extending clear across the river. "As the bridge will be open to traffic during the next fiscal year," says Maj. Tyler, "no estimate is submitted for further construction, but \$6,500 will be required for maintenance of the bridge, including lighting, cleaning roadways, sidewalks, etc. When constructed the bridge will expedite and facilitate the movement of traffic between the District of Columbia and Virginia."

DM, Tue. 8/15/22. p. 1. **COAL BOATS SINK IN C. & O. CANAL** – Five coal barges have sunk in the Chesapeake and Ohio canal at Williamsport and other craft at other points along the waterway, it is reported. The boats are resting in about five feet of water with their holds half full. The sinking of the barges was due to them lying in the open canal for a long time, and the seams opening. Water was turned into the canal about a month ago. The canal is over half full.

DM, Thu. 8/17/22, p. 1. **END OF COAL STRIKE MAY OPEN CANAL** –

Resumption of mining as a result of the settlement of the coal strike, which is expected to affect the George's Creek and other coal regions, as feeders to the Chesapeake and Ohio Canal, will probably cause the waterway to be opened for the remainder of the season. While there is no official intimation that the canal will be reopened, it is generally surmised that this will be done.

It is pointed out that the canal would be a big factor in getting coal to Washington and intermediate points and materially help in supplying the needs of factories and individuals with fuel. The canal, which is partly filled with water, could be made navigable within a week, it is said. It would only require a short time to equip the canal barges and set them in operation.

The rest of the season, which would be brief, however, would probably last two and a half or three months.

ES, Sun. 8/20/22, p 27. **Old Aqueduct Bridge**. – It is announced that although the new bridge at Georgetown will be opened for general traffic in January, the old Aqueduct bridge will be kept in commission for some months longer, inasmuch as it will be impossible to complete the railroad equipment by the first of the year. Thus the venerable structure will remain while its successor is in use. Of course, eventually the old bridge will be destroyed. It was so planned when the new bridge was first proposed, because the "Aqueduct" is, as it chances to be located, an obstruction to the river channel.

There will be a certain sentimental regret at the passing of Aqueduct bridge. It has been an historic landmark. Oddly enough few people seem to know that its name is not a mere fanciful title, but is derived from the fact that originally this bridge actually carried the Chesapeake and Ohio canal across the Potomac on its way to

Alexandria. The canal was borne over the river in a wooden trough beneath the passenger platform of the bridge. For a good many years after the Alexandria branch of the canal ceased to be of use this trough remained filled with water, dripping constantly into the river, much to the discomfiture of pleasure parties in boats. It was a regular practice to raise umbrellas while passing under Aqueduct bridge. Then the trough was taken out and the bridge was remodeled to become a conventional highway structure, later with car tracks.

From time to time the piers of the Aqueduct bridge have been under grave suspicion. More than one of them has gone off plumb owing to excavations at the bases caused by the scouring of the current. On one occasion the tilting of the pier caused the buckling of the railing. The bridge was put out of commission for some time while the hole was plugged. Large sums have been spent in patching up this old structure. It has never been made so secure as to command the public confidence.

In constructing the new bridge the conditions that have menaced the old one have been carefully studied, and the successor structure is believed to be far beyond any possibility of weakness. The piers are larger and offer a much stouter resistance to the stream. The danger to the Aqueduct bridge always came from the freshets, when great masses of ice were borne downstream in the spring or quantities of drift material were dashed against the piers. The new bridge is so placed that this factor is greatly lessened.

When the old bridge is razed, undoubtedly the entire structure will be wiped away, including the piers down to foundation. Thus will pass a famous structure that has carried millions of people, has done its work faithfully, though at times under a cloud of suspicion, has seen the passing of the canal and the coming of

trolley cars and now of motors. The pity is, that it cannot be kept as a souvenir.

DM, Mon. 8/21/22, p. 1. **C. & O. Canal To Rush Coal To Fill Capital Coal Bin** – The C. and O. Canal will resume operation sometime this week and will immediately order its ninety boats back into service in order that the already depleted stock of coal at the national capital can be replenished, it was learned authoritatively this morning.

Canal boatmen all along the line were busy this morning getting their boats in shape and will be prepared to move within 24 hours after orders are received.

The first boat, carrying tow lines, passed Four Locks this morning and it is said that it is on its way to Cumberland to prepare the way for the ninety odd boats which will be pressed into service.

Vice-President G. L. Nicholson, of the Canal Towage Company, was in Sharpsburg last week for the purpose of determining how many of the old canal boatmen would be ready to resume operations immediately. All of them assured him that they would be ready to move at a moment's notice. Boatmen at all other points are preparing to move.

The canal did not open this spring due to the miner's strike. As most of the freight carried by the boats is coal destined for Washington, it was determined it was useless to open the canal with the strike cutting off all of this freight. It was stated this morning that word from the Towage Company ordering the boats to move was expected within the next 24 hours. Operations will continue until the latter part of December this year, it was stated.

DM, Fri. 8/25/22, p. 5. **MUST RESUME OPERATION IF CANAL OPENS** – Until there is a general resumption of mining in the George's Creek region, and this was apparently not so near at hand, the C. & O.

Canal will not be reopened, reports from Cumberland this morning indicated.

Information received at Sharpsburg, where a number of boatmen reside, about a week ago, indicated that the canal would be reopened as there were signs of an early resumption of mining on a normal scale in the George's Creek region.

Heretofore, coal from Hoffman mine No. 3, and other Consolidated Coal Company's mines has been loaded in wooden gondola cars and dumped in boats in Cumberland and shipped to Washington by barge. At present little tonnage is being mined, in fact, the canal could handle all that is being mined now and shipped in steel cars by the railroad to the east with ease.

The canal has not been in operation this season, due to the strike, and the loss to the canal company, boatmen [illegible] is considerable.

DM, Tue. 8/29/22, p. 10. **HAVE NO REPORT OF REOPENING OF THE C. & O. CANAL** – Employees of the Chesapeake and Ohio Canal and coal shippers at Williamsport state that they have no information concerning the reported reopening of the waterway soon. It was rumored that plans were being made to reopen the canal for the remainder of the season in order to help furnish a supply of coal for Washington and places along the canal.

Coal men take the view that the canal cannot be reopened until the mines in the George's Creek region, or those mines controlled by the Consolidation Coal Company, which are the feeders for the canal, resume work.

WH, Sun. 9/10/22, p. 4. **Why Not Bring Coal From Cumberland by Way of Chesapeake and Potomac Canal.** – To the Editor, The Washington Herald – Well the coal strike is over, but where do the plain

people, the coal users come in? They are mining plenty of coal, but they cannot get cars enough to haul it. During the late war, about 1918, while the coal stringency was at its highest, someone discovered that the Chesapeake and Ohio canal still ran to Cumberland, the home of bituminous coal. It was estimated that working the canal full time, the boats could deliver nearly 1,000,000 tons to Washington in one season. Now why cannot they compel the canal folks to open the canal and haul coal to our city? During September and October, before the canal freezes over, they could bring down at least 100,000 tons, if not more, which will be greatly needed during the coming winter. This would keep our folks from freezing, and give work to the canal men. Bituminous coal works very well in hot water plants in cases of emergency. It is not the cleanest thing to use, but it gets the house warm and is easy to handle, and is much cheaper than anthracite coal. Why keep this canal closed when we are at the beginning of a coal-less winter? Dirty bituminous coal at \$11 per ton is far superior to anthracite coal that you cannot get, even at a greater price.

ONE OF THE COAL-LESS.

ES, Wed. 9/20/22, p. 2. **PLAN FOR TRAFFIC OVER NEW BRIDGE** – Complete traffic arrangements for the new \$2,000,000 concrete bridge at Georgetown have been made by Maj. Max C. Tyler, United States engineer in charge, and will be effective when approved by Gen. Beach, chief of engineers, and Secretary Weeks of the War Department. They involve the extension of the Capital Traction line from M street, Georgetown, to Canal Street, Rosslyn, with close connection with the existing terminal of the Washington-Virginia line and the projected terminal of the Washington and Old Dominion line.

These plans were made after frequent consultation with the District Public Utilities Commission, officials of the Capital Traction Company and representative citizens of the District and Virginia, and are said to be satisfactory to all parties concerned. Officials of the District government took a leading part in the preparation of the plans, for the reason that jurisdiction and control of the bridge, now held by the Secretary of War, will be transferred to them when the bridge is completed.

Plan Public Park.

A radical change in the Georgetown approach of the bridge is involved in the new traffic arrangement. Instead of opening into M street at 34th street, on a curved line from 35th street, as originally planned, the approach will be located near 35th street, and the territory thus saved will be converted into a public park, with terraced lawns, trees and plants, extending from M street to the Chesapeake and Ohio canal. The effect of this change will be to straighten the Georgetown end of the bridge and facilitate the operation of the street cars and general traffic.

At the southern approach at Rosslyn a loop will be provided for the street cars crossing the bridge and sites provided for terminals at that point for the two Virginia railroads. Roadways for general traffic will be outside the loop, and it will not be necessary to cross the tracks at any point. The street cars will run on a level with the highway on both sides, and long loading platforms will be provided similar to those now used on the car lines in this city.

Traffic on the highways also will be regulated in the same way so that no trouble is anticipated in loading and unloading cars and making connections with the Virginia lines and highways.

DM, Thu. 9/21/22, p. 1. **BOATS TO HAUL MATERIAL FOR POWER PLANT** – It is learned at Williamsport that the Chesapeake and Ohio Canal will be opened between that place and Washington and a fleet of a dozen boats will be operated to haul sand and stone from Washington for use in connection with the construction of the large steam power electric plant by the Potomac Public Service Company at the former place. G. L. Nicolson, general manager of the canal was at Williamsport yesterday and arranged to secure boats at Williamsport and Sharpsburg for the service.

Large quantities of sand and stone, it is stated, will be used at the plant and, it is rumored, that a massive concrete wall, or levee, will be erected along the Potomac river to hold the water in check when the river rises to prevent the forty-acre tract from being overflowed and also against ice being thrown out during freshets.

The boats to be used between Williamsport and Washington will be equipped and put in operation at once. The canal is being filled and will be kept open, it is stated, as long as the weather will permit.

The office building has been completed and part of it is occupied. Work has been started on a hospital building on the grounds where sick or injured men will be cared for. A physician and nurses, it is understood, will be in attendance day and night.

ES, Sun. 10/8/22, p. 53. **Old Quarry Which Furnished White House Stone Found in Virginia.** – Lost for a hundred years, the quarry that furnished the sandstone for the White House, central portion of the Capitol, the south front of the Patent Office and other government buildings and famous structures, has been found by a Washingtonian.

Soon the famous old stone quarry, known and worked by George Washington,

who used this particular stone in every building project in which he had a hand, will be in operation again, using exactly the same method that was used to take the stone out those many years ago.

The quarry is located in Stafford county, Va., fourteen miles north of Fredericksburg and fifty-two miles south of Washington, on Aquia creek, a stream five miles long, but which assumes the proportions of a river at its mouth, being nearly two miles wide where it empties into the Potomac river, not so far from Quantico.

How this historic quarry, used for scores of years, became lost almost to the memory of men and then was discovered with trees eighty years old growing in it makes a thrilling story of modern business, one particularly interesting on account of the fact that a young patent attorney of this city, Arthur Middleton, is the man who found it at last. He has associated with him Samuel Miller, also of the District of Columbia.

Now the name "Arthur Middleton" is to be found on the Declaration of Independence. It was the signature of one of the forebears of the young Arthur Middleton of today, who, once he got onto the track of the lost quarry, hung on until he found it.

Maybe it pays to have one's ancestor sign the Declaration of Independence; anyway, the entry Middleton from South Carolina was a sturdy man who had the nerve to place his name at the bottom of the great document. The modern Middleton had the nerve to go prospecting for a quarry until he found it.

* * * *

Down in Stafford county they do a lot of hunting in season. There are ducks by the thousands there, and wild turkeys, too, with plenty of good fishing. Certain wealthy people hold hundreds of acres of land for game preserves, coming down in season to fish and hunt.

One day Mr. Middleton got to talking to a "stone man" about the various kinds of stone used in modern construction. It was pointed out by the quarryman that there are fashions of stone as in everything else, and that of recent years the public fancy has been turning away from a dead white stone to stone streaked with some color, particularly the warm shades ranging from cream to a light brown.

The quarryman instanced the fine examples of sandstone to be seen today in practically their original condition in the rotunda at the Capitol, the columns along the east front of the Capitol and notably the pillars underneath the rotunda.

That sandstone, he said, came from an old government quarry. It was fine stone, he said, and he wished he knew where to get it today. It was put in so many years ago that people had forgotten about it.

All this set Middleton to thinking. Then he got to investigating. He went around the various government departments to find out, if possible, about that government quarry. Nobody seemed to have any record of it. In fact, none of them seemed to know that the stone was from an old, old quarry.

Then the investigator discovered that the government had never owned a quarry. So that stone must have come from a private quarry. He scurried around and investigated the stone to be found here and in nearby Virginia. It was still in perfect condition. Carvings stood out in their original relief. Columns had not crumbled. It seemed as good today, after the storms of scores of years, as it ever was.

Finally, after much research, Mr. Middleton got the track of an old quarry in Virginia, but north of the true site. He went to Manassas and finally got in touch with the owner of the site, but discovered that never had there been a quarry there.

It was while "prospecting" in Stafford county that he ran into an old native who told him that "there used to be some kind of a stone place around here, but I don't exactly remember where it was."

Inquiry of other natives soon put him on the right trail, however. He went up the old creek, passed the site of the old Aquia city, once a flourishing village of post-revolutionary times, but destroyed during the civil war, and on into the hills.

There, between two hills, he came at last upon the old quarry. But it did not look like a quarry or as if men had ever labored there. Great trees, easily eighty years old, nearly two feet in diameter, grew where once stone had been cut. It looked like a wilderness.

But the stone was there, and search revealed some traces of old operations. For in those days when George Washington was the biggest man in the United States they used slaves to get out the stone. Then, as now, no blasting was used to quarry sandstone for building purposes.

The slaves cut channels with picks, and finally drove wedges underneath, splitting the slab of stone out just as an ice man splits ice. Exactly the same method, modernized, will be used next year in getting out the stone, when the old quarry is put into operation again.

Mr. Middleton soon acquired the land of the quarry and a considerable acreage surrounding the tract. Being directly on the bank of the creek, with a channel twenty-eight feet deep leading down to the Potomac, the quarry is admirably located for the transportation of the stone.

Some authorities are of the opinion that George Washington himself discovered the quarry, but other do not hold this opinion, although they acknowledge that he was very fond of the sandstone, putting it into the trim of Mount Vernon, Christ Church, Alexandria, where he attended, and

the Pohick Church, where he was vestryman in 1762.

The old city of Aquia stands not so far from the quarry – or, rather, what is left of it stands there. There is little left besides a couple of stone chimneys. Once a flourishing little place, doing a good business with England.

In the old graveyard all that is left, in addition to the quarry and the chimneys, are several gravestones of the flat, slab-like kind which they used in the old days. One of them is of the Aquia sandstone and on it is carved the date 1685. It is believed that the stone was actually quarried and erected at that time and not put up afterward, although the latter might have been done, it is admitted.

It is estimated that the old quarrymen took out at least 2,000,000 cubic feet of this sandstone, quarrying it by the method outlined. With picks the slaves attacked the flat rock, digging two parallel channels eighteen inches wide and connecting them with a third. Then wedges were driven into the rock underside until it split cleanly.

They had derricks then, run by "man power," of course, with which they hoisted the stone out.

Today exactly the same method will be used, except that instead of slaves, electric channeling machines will be used, which will automatically propel themselves along the stone, channeling it about eight inches wide. This sandstone is silica, dissolved only by hydrofluoric acid, the acid which dissolves glass. Glass, of course, is but fused sandstone.

* * * *

Stone from Aquia went into the building of the White House and the central portion of the Capitol, and for years appeared in its natural colorful tones, but during the war of 1812 both these buildings were burned. To remove their blackened

appearance, when the buildings were repaired, the stone was painted white.

At the Capitol, almost all the stone, especially carved stone, which one sees beneath the dome and beneath the rotunda, is of the Aquia sandstone. It appears in columns which seem as sturdy and unworn as when first place.

These columns in the Capitol, it is pointed out, were placed with the grain running up and down, a fashion which is never used today, modern stone cutters being at a loss to understand why the old fellows cut those columns out that way. But maybe the old quarrymen knew that it didn't make any difference with this stone. For certainly there the columns stand, seemingly as firm as they ever were.

The columns on the east steps of the Capitol building are entirely of this sandstone, and are in very good condition, the carvings around the top being clean cut to this day. Something of the same thing may be seen on the south front of the Patent Office building, the columns being in excellent condition, even where the storms hit them at the base. They were placed in 1834.

Some of these pieces of stone date back as far as 1793, it is declared. This stone may also be found on the Armistead Peter mansion, in Georgetown, and the Blount mansion in the same section. The locks of the Chesapeake and Ohio canal, running between Washington and Cumberland, are built of this stone, being placed about 1826.

There is enough stone left in the old quarry, experts say, to rebuild Washington and Baltimore, so it may be seen that tremendous quantities of the sandstone remain to be gotten out. Workmen are on the site now, attacking the tremendous and difficult task of cutting down the big trees and clearing away the underbrush and growth of decades.

Modern machinery will be installed as soon as possible, it is stated, and the old quarry put into operation, sending out once again, after all these years, warm, rich slabs of stone to go into buildings.

So it may be no strange thing, before many years, to see in Washington columns newly quarried, which look across the street at sister columns, stone of the same stone, quarried a hundred years ago.

DM, Mon. 10/9/22, p. 1. **LOW WATER IN CANAL HOLDING UP SAND FLEET**

– The low stage of water in the Potomac river, which is far below normal, besides interrupting service at the electrical power plants at Dams Nos. 4 and 5, is being seriously felt on the Chesapeake and Ohio Canal. Boats that were sent to Washington to be loaded with sand for the power plant being erected at Williamsport by the Potomac Public Service Company, are held up on the lower levels by the low water in the canal.

Yesterday the feeders on all of the upper levels of the waterway as far as Williamsport were opened to bring the water on the lower levels up to the required height to float the boats.

The fleet of boats were loaded with sand last week and started for Williamsport, but they were compelled to halt on account of the low stage of water in the levels.

Canal officials are bending every effort to move the boats and get them to their destination. It is stated that a three-day rain at least is needed to increase the water supply in the Potomac and the canal to make navigation of the waterway certain.

Carloads of lumber and other materials are being received at the power plant site at Williamsport. More temporary buildings have been completed, there are now being a dozen buildings that are used for different purposes in connection with the work.

ES, Wed. 10/11/22, p. 1. **O. K. TROLLEY LINES OVER NEW BRIDGE** – The Capital Traction Company today received permission from the War Department to construct a double track electric railway across the new Georgetown bridge, with a loop on the United States reservation immediately east of Hume Street, Rosslyn. That action was taken on the recommendation of Gen. Beach, chief of engineers of the Army, and involved the approval of traffic arrangements prepared by Maj. Max Tyler, United States engineer in charge of the construction of the bridge, after consultation with the District commissioners, the Capital Traction Company and representative citizens of the District and Virginia.

Terms of Permit.

The permit was granted in accordance with the provisions of the act of Congress approved May 18, 1916, providing for the removal of the Aqueduct bridge and the building of a new bridge to take its place. Under the permit, the Capital Traction Company, in addition to installing trackage on the bridge and across the reservation at Rosslyn, is required to provide suitable concrete loading platforms and sidewalks for the benefit of passengers. It is also required to provide adequate illumination at the loop and approaches and to bear the expense of paving and maintaining the roadways between the tracks and two feet outside thereof, on the bridge.

In the permit, it is stated that any electric railway shall have the right to use the tracks of the Capital Traction Company upon terms of joint trackage fixed by the Secretary of War, and that the Capital Traction Company, in addition to all other charges, will be required to pay monthly into the United States Treasury, the sum of one-half cent for each passenger transported each way over the bridge and such rates or

charges on freight transported as may be fixed by the Secretary of War.

Public Must Pay.

By arrangement previously made with the Public Utilities Commission, which authorized the Capital Traction company to expand its lines across the bridge from M street, the company is authorized to collect an additional fare of one-half cent from each passenger carried across the bridge, in order to meet the tax it must pay the government for that service. It was represented by the company at the public hearing on the subject some months ago, that unless it was permitted to charge the bridge fare of one-half cent, it would not feel justified in expending the large sum involved in making the extension to Virginia.

Under the approved plans, the Georgetown approach of the bridge will open into M street on a straight line just east of 35th street and connection with the car tracks on M street will be made at that point. The remainder of the block on the south side of M street, between 34th and 35th streets, extending south to the line of the Chesapeake and Ohio canal, will be made into a public park. The Washington-Virginia railway terminal will remain on its present site east of the proposed loop near Hume Street and probably will be enlarged and improved. On the west side of the loop, near Hume Street, the Washington and Old Dominion railway will establish a new terminal.

Old Bridge to be Used.

Orders have been given for the closing of the old Aqueduct bridge to all vehicular traffic when the new bridge is opened in January, with the exception that the Washington and Old Dominion cars will be permitted to cross the old bridge to its present terminus at 36th street, Georgetown, until its new terminal at Rosslyn is constructed.

According to Maj. Tyler, the traffic arrangements for the new bridge present the best solution of the street railway problems that was possible in that location. They will relieve, he said, the congestion on the District of Columbia side of the river by the elimination of the Washington and Old Dominion trains from the streets and make it possible for passengers to ride from downtown directly to the south end of the bridge in Virginia, where direct connection can be made either with the trains of the Washington and Old Dominion or those of the Washington-Virginia railway.

DM, Sat. 10/14/22, p. 8. **AGED BOATMAN DROWN IN THE C. & O. CANAL.** – Henry T. Singer, aged 75, of Williamsport, one of the oldest boatmen on the Chesapeake and Ohio Canal, was drowned in the canal at Log Wall level, about 15 miles from Washington, late yesterday afternoon according to a telegram received by Supt. J. N. Richards at Williamsport from G. L. Nicolson, general manager of the canal at Washington.

Mr. Singer, it is understood, was lighting the bow lamp and became overbalanced and fell into the water. Mrs. Mary McKalvey, his sister, and his nephew, Thomas McKalvey, who were on the boat, made attempts to rescue the struggling man. Lines were thrown to him, but he was unable to grasp them and sank from sight. The canal was dragged all night, but the body was not found. Mr. Singer had charge of one of the boats engaged in hauling sand from Washington to Williamsport for the Potomac Public Service Power Company's plant being erected at Williamsport. The boat which was loaded and bound for Williamsport.

The Log Wall level, which is in part a natural ravine through which the canal runs, is very deep in places, the water being

from 50 to 60 feet deep. Boats have been sunk there and, it is said, could not be seen.

Mr. Singer was a resident of Williamsport nearly all his life and a boatman on the canal for at least 50 years. He was well known in the community. He is survived by his sister, Mrs. McKalvey and nieces and nephews living in Williamsport. His body has not been found.

WT, Wed. 10/25/22, p. 5. **Lock Tender Dies.** – Cumberland, Md., Oct. 25. – James Chaney, aged sixty-three, a resident of Seibert, this county, died yesterday after a lingering illness. He was employed as a lock tender on the Chesapeake and Ohio Canal for many years. Besides his wife, Mrs. Anna Chaney, he is survived by two sons and four daughters.

WT, Mon. 11/27/22, p. 13. **C. & O. CANAL TO BE CLOSED SOON** – Cumberland, Md., Nov. 27. – The Chesapeake and Ohio Canal will soon be closed for the winter season, it was announced by G. L. Nicholson, general manager of the waterway.

Water will be drawn from the canal as soon as the fleet of boats operating between Washington and Williamsport finish hauling materials for the power plant of the Potomac Public Service Company at Williamsport. During the closed season, necessary repairs to the bed and banks of the channel will be made and the boats and property will be shaped up for next season's business. The boats and mules will be wintered at different points along the canal between this city and Williamsport.

On account of the dullness of the coal business, shipment from the wharf of the Cumberland and Pennsylvania Railroad off Wineow street was the lightest in several years. During normal seasons a daily average of from five to ten boats were kept in continuous operation.

The local force of the Chesapeake and Ohio Canal Towage Company is without definite information as to the exact closing date of the waterway.

DM, Thu. 12/7/22, p. 12. **HASN'T LEASED CANAL, POTOMAC COMPANY SAYS** – Denial was made this morning by officials of the Potomac Public Service Corp. of the report that that concern had leased the C. & O. Canal for a term of years.

“My company has no use for the canal.” is how an official dismissed the report when seen this morning. “As for the rumor coming from Cumberland that my company has placed big coal contracts with the Consolidation Coal Company for their plant and that this coal will be barged to Williamsport, hauled by tractors at great savings, this too is without foundation.”

The story coming from Cumberland had details of the leasing of the canal and other plans down to the minutest detail, explaining that the transmission towers of steel at intervals along the canal towpath to carry the electric power lines between Washington and Cumberland would be erected.

BA, Tue. 12/19/22, p. 8. **CANAL COMPANY SUED** – John L. Sullivan filed suit for \$25,000 in the Superior Court yesterday, against the Chesapeake and Ohio Canal Company, alleging that he received permanent hurts when struck by a chain on a bridge spanning the canal at Washington, October 21.