

EMANUEL ATHEY FAMILY HISTORY  
and  
ROBERT BRIDGES FAMILY HISTORY  
and  
CHARLES HENDERSON FAMILY HISTORY

Written by  
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## Emanuel Athey Family History

### PREFACE

This family history was started based on Emanuel Athey's obituary found in the Hancock Historical Society's files. The obituary provided a number of names and the family statistics table was first based on that information. As additional information was found, the statistics table was revised.

Readers with interest in the Round Top cement company should read: *Round Top Hydraulic Cement Company*, by Don Corbett, Revised: Second Edition, March 2013, available from the Hancock Historical Society. This report adds information regarding the amount of coal brought down from Cumberland to fire the kilns and the amount of cement shipped to Georgetown and Alexandria. Additionally, cement was shipped to Frederick and Baltimore, Md., based on the advertisements of agents. We suspect the cement was boated to Point of Rocks and then put on the B. & O. railroad for eastern destinations; however, those shipping records have not been found.

Text within (parenthesis) was found in the original document. Text within [brackets] is something I added for clarity or because it was missing from the original, e.g. census report.

As I got into the Emanuel Athey story it became clear that his life and that of his employers, Robert Bridges and Charles W. Henderson, were contemporaneous. They probably did not socialize but they were contemporary. The reader will find articles about the first generation of each family; that generation is tied to the C. & O. Canal, my interest. Subsequent generations drifted off to Pennsylvania, North Carolina, etc. I have added some additional family information to help other researchers. New information on the family would be welcome.

And I have appended a 5-page article about Hancock in 1901 and a 2-page article about Hancock in 1905 for reference. It mentions the role of several persons in this report; readers not interested should just skip over both articles.

This report is missing the 1883 – 1886 data, which I will transcribe some time in the future and issue a revision.

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The 1860 census reported Robert Bridges, age 30, a Merchant with a personal estate valued at \$2,000, living in Hancock.<sup>1</sup> Living with him were: Rebecca, age 60, mother; Eleanora, age 23, sister; Sarah M., age 21, sister; and two clerks.

The 1860 census reported Charles Henderson, age 35, a Merchant with a personal estate valued at \$2,000, living in Hancock.<sup>2</sup> Living with him were: Jane, age 28, wife; Ellen, age 6, daughter; Elizabeth [*sic.* Betty Jane], age 5, daughter; and Cora, age 1, daughter.

The Civil War began on April 12, 1861.

On Saturday, Dec. 13, 1862, Robert Bridges, Trustee, offered at public sale in the town of Hancock, the one-fifth part of certain real estate owned by Francis B. Thomas, deceased.<sup>3</sup>

In 1863 the former Shafer's Cement Mill at Round Top Hill was purchased by Robert Bridges and Charles William Henderson, and renamed the Round Top Hydraulic Cement Company.<sup>4</sup> A description of the company is appended at the back of this report.

An advertisement in 1863 said that George Waters, No. 28 High street and Canal, Washington, D. C. had just received 700 barrels of hydraulic cement from the celebrated Round Top Cement Works.<sup>5</sup> In the advertisement, George Waters said that a regular supply would be kept on hand. Later that year George Waters advertised that he had just received 700 bushels [*sic.* barrels?] of the celebrated Round top hydraulic cement per canal boat *Detmold*.<sup>6</sup> The advertisement ran daily for a week. A canal boat named *P. L. Detmold* was registered on 5/19/1862, owned by Jacob Brengle, hailing out of Cumberland, Class A, 90' in length, 14'-6" in breadth, 12" draft empty and 54" draft loaded.<sup>7</sup> This appears to be a coal-freighter which made a trip with barrels of cement vs. bulk coal. The boat captain's name was not recorded. Bridges & Henderson had customers for their cement immediately.

Robert Bridges registered for the Civil War draft in August 1863, 33 years old, white, married, a Merchant in Hancock, Md.<sup>8</sup>

Charles Henderson registered for the Civil War draft in August 1863, 38 years old, white, married, a Merchant in Hancock, Md.<sup>9</sup>

Starting on Jan. 2, 1864, George Waters continued his advertisements for Round Top cement, manufactured at Hancock, Md.<sup>10</sup> Bowen & Mercer, Agents, No. 3 Exchange Place, Baltimore, Md.,

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<sup>1</sup> 1860 Census, Maryland, Washington County, Hancock, enumerated on 9/14/1860, p. 153.

<sup>2</sup> 1860 Census, Maryland, Washington County, Hancock, enumerated on 9/16/1860, p. 160.

<sup>3</sup> *Maryland Free Press*, Hagerstown, Md., newspaper, Friday, 11/21/1862, p. 4.

<sup>4</sup> *Round Top Hydraulic Cement Company*, by Don Corbett, 2<sup>nd</sup> Edition, March 2103, p. 10.

<sup>5</sup> *Daily National Intelligencer*, Washington, D. C., newspaper, Thursday, 5/14/1863, p. 3.

<sup>6</sup> *Evening Star*, Washington, D. C., newspaper, Wednesday, 10/7/1863, p. 2.

<sup>7</sup> *Boat Registry – 1862-69*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>8</sup> U. S. Civil War Draft Registration Records, 1863 – 1865, 4<sup>th</sup> Congressional District, July-Aug. 1863.

<sup>9</sup> *Ibid.*

<sup>10</sup> *Daily National Intelligencer*, Washington, D. C., newspaper, Saturday, 1/2/1864, p. 4.

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began advertising they had a full supply of Round Top Hydraulic Cement for sale.<sup>11</sup> We can suspect that the barrels of cement were shipped down the C. & O. canal to Georgetown and thence by schooner to Baltimore; however, we have found no documentation of that possibility. The name of the canal boat(s) and the captain's name has not been found.

The Civil War ended on April 9, 1865.

In that same year, Thomas Barry, of Frederick, Md., began advertising his fresh lot of Round Top cement for sale.<sup>12</sup> We suspect that the cement was freighted down the C. & O. canal to Point of Rocks and thence by railroad to Frederick. Bowen & Mercer resumed their advertisements to farmers in the Bel Air, area, i.e. Harford county, Md.<sup>13</sup>

In 1866 Brunner & Markey advertised themselves as sole agents, R. R. Depot, Frederick, Md. for the celebrated and unrivaled Round Top hydraulic cement!!<sup>14</sup> However, the next month Thomas Barry of the same city, advertised Round Top cement for sale.<sup>15</sup> Both firms advertised daily for several months. And in Georgetown, George Waters, COMMISSION MERCHANT, No. 28 High street and Canal, advertised being in regular receipt of COUNTRY PRODUCE, FLOUR, WHEAT AND CORN. Also, the Celebrated Round Top Hydraulic CEMENT.<sup>16</sup>

In 1866, in Georgetown, we had the following arrivals:

Boat Name	Cargo	Arrived	Consignee
Six Days	cement	4/25	George Waters
Six Days	cement	6/22	George Waters
Sarah Ann	cement	7/5	George Waters
Six Days	cement	7/30	George Waters
Six Days	749 bbls. cement	8/11	George Waters
Six Days	cement	9/1	
Six Days	cement	9/17	George Waters
Six Days	cement	9/28	
Six Days	cement	11/16	
Six Days	cement	11/24	

Both boats, Six Days and Sarah Ann, ran exclusively between Hancock and Georgetown, so we can infer it was the Round Top cement. Round Top cement sold for \$2.50 a barrel and Rosendale cement sold for \$3.25 a barrel, by George Waters.

In 1867 George Dugdale, No. 97 and 103 Smiths Wharf, Baltimore, advertised fertilizers for farmers who could place their orders at Snyder &

Miller – Clearspring or Bridges & Henderson - Hancock.<sup>17</sup>

In 1868 we can confirm that the canal boat *Round Top* arrived in Georgetown with 600 barrels of cement on April 11 and 780 barrels of cement on June 24, both consignments to George Waters.<sup>18</sup> The captain was not named. That same year Thomas Fahey, Corner 10<sup>th</sup> street west and Canal, Smithsonian Bridge, Washington, D. C., advertised that he had on hand building materials, viz.: Round Top Cement.<sup>19</sup> Across the Potomac, Samuel Hartley, No. 13, Union Street, Alexandria, Va.,

<sup>11</sup> *Sun*, Baltimore, Md., newspaper, Friday, 3/11/1864, p. 2 and *Southern Aegis*, Bel Air, Md., newspaper, Friday, 6/24/1864, p. 4.

<sup>12</sup> *Examiner*, Frederick, Md., newspaper, Wednesday, 5/10/1865, p. 2.

<sup>13</sup> *Southern Aegis*, Bel Air, Md., newspaper, Friday, 8/11/1865, p. 3.

<sup>14</sup> *Examiner*, Frederick, Md., newspaper, Wednesday, 4/4/1866, p. 3.

<sup>15</sup> *Examiner*, Frederick, Md., newspaper, Wednesday, 5/2/1866, p. 3.

<sup>16</sup> *Commercial Advertiser*, Washington, D. C., newspaper, Saturday, 5/5/1866, p. 1.

<sup>17</sup> *Maryland Free Press*, Hagerstown, Md., newspaper, Thursday, 3/21/1867, p. 4.

<sup>18</sup> *Canal Trade – 1868*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html)

<sup>19</sup> *Evening Star*, Washington, D. C., newspaper, Monday, 3/23/1868, p. 2.

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advertised himself as an agent of the celebrated “ROUND TOP” HYDRAULIC CEMENT.<sup>20</sup> We can confirm that the canal boat *Six Days* arrived in Alexandria on June 9, with cement to S. Hartley.<sup>21</sup> And upriver, at Charles Town, WV., Ranson & Duke advertised the sale of Rosendale and Round Top cement.<sup>22</sup>

In 1869, in Frederick, Md., Hugh McAleer advertised the best quality fresh ground Round Top Hydraulic Cement<sup>23</sup> and later that year G. S. Groshon, also of Frederick, Md., advertised that he had Round Top Cement for sale.<sup>24</sup>

1870 started similarly with George S. Groshon, of Frederick, Md., advertising that he had received 60 barrels of the celebrated Round Top Cement, which was for sale at the lowest prices for cash.<sup>25</sup> And Samuel Hartley, of Alexandria, Va., again advertised himself as an agent for the sale of the celebrated “ROUND TOP” HYDRAULIC CEMENT.<sup>26</sup> Both advertisements ran daily for months.

The 1870 census reported Robert Bridges, age 40, a Retail Merchant, with a personal estate valued at \$4,150, living in Hancock.<sup>27</sup> Living with him were: Priscilla W., age 25, wife; Ann M., age 7, daughter; Robert W., age 5, son; John W. B., age 3, son; Helen M., age 2, daughter; Priscilla W., age 3/12, daughter; Rebecca, age 68, mother; Helen M., age 30, sister; and a domestic servant.

The 1870 census reported Charles Henderson, age 44, a Retail Merchant, living in Hancock.<sup>28</sup> Living with him were: Jane C., age 35, wife; Ellen M., age 16, daughter; Bettie J., age 15, daughter; Cora S., age 10, daughter; Daniel B., age 8, son; Katie T., age 6, daughter; Raymond, age 4, son; Earnest, age 3, son; and a domestic servant.

Later that year, 1870, Isaac M. Denson & Quincy, Baltimore, Md. advertised that they had 300 barrels of the celebrated “Round Top” cement for sale.<sup>29</sup> The canal boat Round Top Cement arrived in Alexandria, Va. with 500 barrels of cement.<sup>30</sup> Then George S. Groshon, Frederick, Md., advertised he had fresh arrivals of several brands of cement, including 60 barrels Round Top Cement.<sup>31</sup> Hugh McAleer, Jr., of Frederick, Md., advertised that he has fresh supplies of several brands of cement, including Round Top Cement.<sup>32</sup> James Law Hooff, Charles Town, W. Va. advertised “Round Top” cement for sale.<sup>33</sup> And R. Rion Lucas, Charles Town, WV, advertised that he had Round Top Cement and Lime, by the barrel, always on hand and for sale.<sup>34</sup>

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<sup>20</sup> *Alexandria Gazette*, Alexandria, Va., newspaper, Friday, 6/26/1868, p. 4.

<sup>21</sup> *Alexandria Gazette*, Alexandria, Va., newspaper, Tuesday, 6/9/1868, p. 4

<sup>22</sup> *Spirit of Jefferson*, Charles Town, WV., newspaper, Tuesday, 6/23/1868, p. 4.

<sup>23</sup> *Examiner*, Frederick, Md., newspaper, Wednesday, 1/20/1869, p. 4.

<sup>24</sup> *Examiner*, Frederick, Md., newspaper, Wednesday, 9/22/1869, p. 2.

<sup>25</sup> *Examiner*, Frederick, Md., newspaper, Wednesday, 1/1/1870, p. 2.

<sup>26</sup> *Alexandria Gazette*, Alexandria, Va., Thursday, 1/6/1870, p. 1.

<sup>27</sup> 1870 Census, Maryland, Washington County, Hancock, enumerated on 6/21/1870, p. 12.

<sup>28</sup> 1870 Census, Maryland, Washington County, Hancock, enumerated on 6/20/1870, p. 11.

<sup>29</sup> *Sun*, Baltimore, Md., newspaper, Saturday, 3/12/1870, p. 2.

<sup>30</sup> *Alexandria Gazette*, Alexandria, Va., newspaper, Wednesday, 4/6/1870, p. 3.

<sup>31</sup> *Examiner*, Frederick, Md., newspaper, Wednesday, 5/25/1870, p. 2.

<sup>32</sup> *Examiner*, Frederick, Md., newspaper, Wednesday, 8/17/1870, p. 2.

<sup>33</sup> *Spirit of Jefferson*, Charles Town, WV, Tuesday, 11/22/1870, p. 4.

<sup>34</sup> *Spirit of Jefferson*, Charles Town, WV, Tuesday, 12/20/1870, p. 4.

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As early as January 5, 1871, Shinn & Co., No. 13 Union street, Alexandria, Va., advertised themselves as agents for the sale of the “*ROUND TOP HYDRAULIC CEMENT*.”<sup>35</sup> Their advertisements ran in every edition of the newspaper that year, albeit on different pages. On March 17, the canal boat Round Top delivered 1,000 barrels of cement to them.<sup>36</sup> She departed Alexandria on March 20, 1871.<sup>37</sup> Summarizing the 1871 Round Top cement data:<sup>38</sup>

Boat Name	Cargo	Arrived	Port	Consignee
Round Top	1,000 bbls	3/17	Alexandria	Shinn & Co.
Round Top No. 2	540 bbls	6/10	Georgetown	George Waters
Round Top No. 2	500 bbls	7/18	Georgetown	George Waters
Round Top No. 1	660 bbls	8/3	Georgetown	Baltimore & Potomac Railroad
Round Top No. 2	665 bbls	8/3	Georgetown	Baltimore & Potomac Railroad
Alliance	cement	8/5	Georgetown	Long Bridge
J. & H. Rooms	350 bbls	8/8	Georgetown	George Waters
Round Top No. 1	563 bbls	10/7	Georgetown	George Waters
Wm. H. Dougal	400 bbls	10/18	Georgetown	George Waters
Noble Grand	400 bbls	10/18	Georgetown	George Waters
Round Top No. 1	700 bbls	11/14	Georgetown	George Waters
Round Top No. 1	800 bbls	12/15	Georgetown	

From the same 1871 report we have the following tabulation of their canal boats departing Cumberland with coal to Hancock: We conclude that they owned at least three canal boats with No. 1 and No. 2 predominately being used to haul cement to Georgetown while the original canal boat freighted coal from Cumberland, presumably to fire the kilns. Other canal boats hauled coal to Hancock for commercial purposes.

Boat Name	Departed	Tons cwt
Round Top	5/23	109 08
Round Top	7/1	115 00
Round Top	9/14	93 14
Round Top	10/12	112 05
Round Top No. 1	11/1	103 00
Round Top No. 1	11/21	105 06
	Total	638 13

In April 1871 a newspaper reported: “A fatal accident occurred at Round Top Cement Mills, owned by Messrs. Bridges and Henderson, of Hancock, Md. About two tons of slate fell from the roofing of the tunnel, killing one man and dangerously wounding another. Although thirty hands were in the tunnel at the time, all escaped, except the two mentioned.”<sup>39</sup>

R. Rion Lucas, Shenandoah Street, Harper’s Ferry, WV, continued to advertise that he had Round Top Cement and Lime, by the barrel, always on hand and for sale in his well-regulated GROCERY STORE.<sup>40</sup>

On Sunday, August 27, 1871 the Board of Public Works, Washington, D. C. requested proposals for the construction of sewers in the District; the bricks to be wet when laid, and to be laid in full mortar of the best quality of Rosendale, Shepherdstown or Round Top cement mortar.<sup>41</sup> Clearly the quality and available quantity of Round Top cement was recognized for public projects.

<sup>35</sup> *Alexandria Gazette*, Alexandria, Va., newspaper, Wednesday, 1/18/1871, p. 1.

<sup>36</sup> *Alexandria Gazette*, Alexandria, Va., newspaper, Friday, 3/17/1871, p. 3.

<sup>37</sup> *Alexandria Gazette*, Alexandria, Va., newspaper, Monday, 3/20/1871, p. 3.

<sup>38</sup> *Canal Trade – 1871*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html)

<sup>39</sup> *Shepherdstown Register*, Shepherdstown, WV, newspaper, Saturday, 4/1/1871, p. 3.

<sup>40</sup> *Spirit of Jefferson*, Charles Town, WV, Tuesday, 6/13/1871, p. 5.

<sup>41</sup> *Capital*, Washington, D. C., newspaper, Sunday, 8/27/1871, p. 3.

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The data for 1872 is:<sup>42</sup>

Boat Name	Cargo	Arrived	Port	Consignee
Round Top No. 1	605 bbls	3/23	Georgetown	George Waters
Round Top No. 2	700 bbls	3/30	Georgetown	George Waters
Round Top No. 1	650 bbls	4/3	Georgetown	George Waters
Round Top No. 2	560 bbls	4/9	Georgetown	George Waters
Round Top No. 2	600 bbls	4/19	Georgetown	George Waters
Round Top No. 2	700 bbls	4/1	Georgetown	George Waters
D. A. Carl	650 bbls	5/10	Georgetown	George Waters
Round Top No. 2	750 bbls	5/22	Georgetown	George Waters
Round Top No. 1	tan bark	6/4	Georgetown	George Waters
Round Top No. 2	735 bbls	6/4	Georgetown	George Waters
Round Top No. 2	815 bbls	7/4	Georgetown	George Waters
Round Top No. 2	tan bark	8/21	Georgetown	John E. Cox
Round Top No. 2	800 bbls	11/15	Georgetown	George Waters
Round Top No. 2	825 bbls	12/3	Georgetown	George Waters

From the same 1872 report we have the following tabulation of their canal boats departing Cumberland with coal to Hancock:

Boat Name	Departed	Tons cwt
Round Top	3/20	108 19
Round Top No. 1	6/14	77 00
Round Top No. 2	9/3	108 13
Round Top No. 2	10/8	100 03
M. H. Russell	11/8	112 01
	Total	506 16

G. S. GROSHON, Frederick, Md., continued to advertise he had ROUND TOP CEMENT for sale at all times, at lowest rates for *Cash*, at his Coal Yard.<sup>43</sup>

The data for 1873 as evidenced by the following data:<sup>44</sup>

Boat Name	Cargo	Arrived	Port	Consignee
William Martin	800 bbls	4/2	Alexandria	Shinn & Co.
Round Top	829 bbls	4/5	Georgetown	George Waters
T. J. Baker	800 bbls	5/19	Georgetown	George Waters
Round Top No. 2	800 bbls	5/19	Georgetown	George Waters
Round Top	850 bbls	5/29	Georgetown	George Waters
Round Top No. 2	cement	6/20	Alexandria	
Round Top	cement	7/19	Alexandria	Washington, D. C.
Round Top	813 bbls	8/6	Georgetown	J. G. & J. M. Waters
Round Top No. 2	800 bbls	9/5	Georgetown	J. G. & J. M. Waters
Round Top	850 bbls	9/17	Georgetown	J. G. & J. M. Waters
Round Top	850 bbls	9/26	Georgetown	J. G. & J. M. Waters
Round Top	cement	9/27	Alexandria	Shinn & Co.
Round Top No. 2	850 bbls	10/7	Georgetown	J. G. & J. M. Waters
Round Top	cement	10/27	Alexandria	Shinn & Co.
Round Top	800 bbls	10/29	Georgetown	J. G. & J. M. Waters
S. H. Davis	800 bbls	10/29	Georgetown	J. G. & J. M. Waters
Round Top	800 bbls	11/7	Georgetown	J. G. & J. M. Waters
Round Top	850 bbls	11/20	Georgetown	J. G. & J. M. Waters
Round Top	665 bbls	11/29	Georgetown	J. G. & J. M. Waters

<sup>42</sup> *Canal Trade* – 1872, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html)

<sup>43</sup> *Examiner*, Frederick, Md., newspaper, Wednesday, 5/15/1872, p. 2.

<sup>44</sup> *Canal Trade* – 1873, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

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From the same 1873 report we have the following tabulation of canal boats departing Cumberland with coal to Hancock:

Boat Name	Departed	Tons cwt
Dr. Delaplane	3/26	106 06
Samuel H. Davis	3/28	108 06
Samuel H. Davis	4/9	115 14
Samuel H. Davis	11/1	111 11
George H. Bradt	11/24	100 07
Joseph Noble	11/29	112 12
	Total	654 16

The Round Top Cement Company shipped their product early in 1873 to Shinn & Co., in Alexandria, Va. On April 5, 1873, Shinn & Co. began advertising that they had 1,000 bbls. of fresh ground "ROUND TOP HYDRAULIC CEMENT" for sale.<sup>45</sup>

Their advertisements continued unchanged, daily, throughout the year. The Company also shipped cement regularly to Georgetown for J. G. & J. M. Waters. Unfortunately, the canal boat captain's names were not recorded.

Later that year, *Tabler & Beckley*, Frederick, Md. advertised that he had Round Top Cement and other merchandize for sale.<sup>46</sup>

In 1874, G. S. GROSHON, Frederick, Md., advertised that he had 100 barrels Round Top Cement, plus other brands of cement, for sale at lowest rates for Cash, at his Warehouse, Carroll street Depot.<sup>47</sup>

We can confirm that the canal boat "Round Top" was built in 1874 by Frederick Mertens of Cumberland, owned by Bridges & Henderson of Hancock, and captained by E. W. Athey.<sup>48</sup> However, we have a record of the canal boat *Round Top* arriving in Georgetown on April 11, 1868 suggesting the boat was constructed over the 1867/68 winter and paid for with cash, thus no mortgage and no record.

In 1874, although the boat captain was not listed, we have the following information:<sup>49</sup>

Boat Name	Cargo	Arrived	Port	Consignee
Round Top	780 bbls cement	4/24	Georgetown	J. G. & J. M. Waters
Round Top	3,800 bu. wheat	6/5	Georgetown	J. G. & J. M. Waters
Round Top	850 bbls cement	8/24	Georgetown	J. G. & J. M. Waters
Round Top	850 bbls cement	9/16	Georgetown	J. G. & J. M. Waters
Round Top	795 bbls cement	10/7	Georgetown	J. G. & J. M. Waters

The Round Top Cement Company was using Cumberland coal in their facility and sent their canal boat *Round Top* to Georgetown freighting wheat or barrels of cement; it was a multi-use canal boat. Grain-freighting canal boats usually were built with watertight hatches for preservation of grain, whereas that was not so much a factor for coal-freighting canal boats or cement barrel-freighting canal boats.

From the same 1874 report we have the following tabulation of canal boats departing Cumberland with coal to Hancock:

Boat Name	Departed	Tons cwt
Round Top	7/13	107 15
Round Top	8/12	107 12
G. W. Grove	10/21	105 06
T. E. Sheridan	10/23	93 07
R. B. Lynn	10/31	114 16
Samuel H. Davis	11/9	114 04
James Noble	11/9	117 07
F. H. Irwin	12/9	108 03
	Total	868 10

In 1875 we first tabulate the times the canal boat "Round Top" descended past Lock 75 carrying coal to the Company or to Hancock; then we list the several boats freighting coal to

<sup>45</sup> *Alexandria Gazette*, Alexandria, Va., newspaper, Wednesday, 4/11/1873, p. 2.

<sup>46</sup> *Examiner*, Frederick, Md., newspaper, Wednesday, 9/17/1873, p. 2.

<sup>47</sup> *Examiner*, Frederick, Md., newspaper, Wednesday, 5/27/1874, p. 2.

<sup>48</sup> *Boat Registry – 1878*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>49</sup> *Canal Trade – 1874*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).



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Hancock.<sup>50</sup> The data is incomplete; however, it is apparent that the Round Top cement mill was using a lot of coal.

Boat Name	Descended Past Lock 75	Destination	Tons cwt
Round Top Cement	4/14/1875	Round Top	
Round Top	5/5/1875	Round Top	
Round Top	6/25/1875	Hancock	
Round Top	8/24/1875	Cement Mill	
Joseph Murray	11/9/1875	Hancock	119 00
Lizzie & Phillie	11/10/1875	Hancock	111 19
Phillie G.	11/13/1875	Hancock	119 14
F. R. Bowers	12/15/1875	Hancock	115 00

We next list the several 1875 arrivals of cement in Georgetown and/or Alexandria.

All the canal boats carrying cement to Georgetown had J. G. & J. M. Waters as the consignee. The canal boat “Round Top No. 2” arrived in Alexandria on 7/20/1875 with cement for Washington city, which does not make sense in that the boat would have to exit the Alexandria canal basin and be towed to Washington city. Perhaps the Washington city coal depot was up the Eastern Branch, A.K.A. Anacostia River? On 10/1/1875, we note that a canal boat named “Round Top Cement” arrived in Alexandria with cement for Shinn & Co.; it must have been “Round Top No. 2” because on the previous day “Round Top” delivered 750 barrels of cement at Georgetown.

Boat Name	Cargo	Arrived	Port
Round Top	700 bbls cement	6/9	Georgetown
Round Top	800 bbls cement	6/19	Georgetown
Round Top	800 bbls cement	7/12	Georgetown
Round Top	800 bbls cement	7/20	Georgetown
Round Top No. 2	cement	7/20	Alexandria
Round Top	750 bbls cement	7/31	Georgetown
Round Top	750 bbls cement	9/3	Georgetown
Round Top	750 bbls cement	9/7	Georgetown
Round Top	750 bbls cement	9/20	Georgetown
Round Top	750 bbls cement	9/30	Georgetown
Round Top Cement	cement	10/1	Alexandria
Round Top	775 bbls cement	10/14	Georgetown
Round Top	750 bbls cement	10/22	Georgetown
Round Top	750 bbls cement	11/5	Georgetown
Round Top	750 bbls cement	11/17	Georgetown
Round Top	700 bbls cement	11/29	Georgetown

In 1875, G. S. GROSHON, Frederick, Md., advertised that he had 50 barrels Round Top Cement, plus other brands of cement, for sale at lowest rates for Cash, at his Warehouse, Carroll street Depot.<sup>51</sup> The advertisement ran daily for 6 months. The next month we see that W. HORNER SMITH, 117 south Front street, Philadelphia, Pa. had the celebrated ROUND TOP CEMENT, wholesale and retail, available for sale.<sup>52</sup> How the barrels of cement were transported to Philadelphia remains unknown.

The records for 1876 show that the canal boat “Round Top” arrived on 3/28 in Georgetown with 50,000 straps for hogsheads.<sup>53</sup>

Date left Cumberland	Boat Name	Destination	Cargo	Date Arrived
	Round Top		50,000 straps	3/28
4/10	Round Top No. 2	Hancock	63 05 coal	
	Round Top	Georgetown	25,000 hoop poles 418 bbls cement	4/22
5/2	Round Top	Georgetown	104 13 coal	
	Round Top	Georgetown	750 bbls cement	5/26
	Round Top	Georgetown	750 bbls cement	6/5
	Round Top	Georgetown	750 bbls cement	6/15
9/15	Thomas Sammon	Round Top	113 07 coal	
11/2	Round Top	Round Top	104 18 coal	

<sup>50</sup> *Register of Boats Descending 1875 – 1875*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>51</sup> *Examiner*, Frederick, Md., newspaper, Wednesday, 4/28/1875, p. 2.

<sup>52</sup> *North American*, Philadelphia, Pa., newspaper, Wednesday, 5/26/1875, p. 3.

<sup>53</sup> *Canal Trade – 1876*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

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The canal boat “Round Top No. 2” departed Cumberland on 4/10 with 63 tons 5 cwt of Borden coal for Hancock, with Capt. Hine [*sic.* Emanuel] Athey. Then “Round Top” departed Cumberland on 5/2 with 104 tons 13 cwt. coal for Georgetown, with Capt. Athey, etc.

The records for 1877 show:<sup>54</sup>

Date left Cumberland	Boat Name	Destination	Cargo	Date Arrived
5/2	Lizzie & Phillie	Round Top	108 11 coal	
	Round Top Cement	Georgetown	cement	6/7
	Round Top Cement	Georgetown	cement	8/30
10/8	Round Top	Hancock	110 12 coal	
11/9	Round Top	Round Top	118 17 coal	
11/21	Round Top Cement		84 05	

The last three trips had Capt. Athey in charge; no indication for the others.

There was a freshet in Nov. 1877 with some damage in Hancock. Specifically, a newspaper reported: “The shed from Round Top Cement Mill washed off with several thousand empty barrels and a large lot of cooper stuff. The water was three feet higher at Hancock than in 1852, according to the statements of old citizens.”<sup>55</sup>

Later that year Stewart & Price, Frederick, Md., advertised they had the celebrated Round Top Cement for sale at lowest market rates at their Agricultural Store.<sup>56</sup>

The 1878 data provides a bit more information:<sup>57</sup>

Date left Cumberland	Boat Name	Destination	Cargo	Date Arrived	Port	Date Departed
	Round Top		500 bbls cement	4/17	Georgetown	
5/30	Round Top Cement	Georgetown	114 03 coal		Alexandria	6/12
6/24	Round Top Cement	Georgetown	112 19 coal	6/28	Alexandria	7/2
7/6	Round Top Cement	Alexandria	115 11 coal	7/12	Alexandria	7/15
7/24	Round Top Cement	Georgetown	116 09 coal	7/30	Alexandria	8/3
8/17	Round Top Cement	Georgetown	111 19 coal	8/26	Georgetown	8/26
	Round Top			11/11	Georgetown	11/11
	Round Top			12/5	Georgetown	12/5

All the Cumberland departures were with Capt. Athey. No record was found for canal boat “Round Top No. 2.” Car loads of the Round Top Cement were sent to James H. Blackley in Staunton, Va.<sup>58</sup> Note the delivery of 500 barrels of cement to J. G. & J. M. Waters on 4/17/1878. The Baker Brothers advised that the serious damage to the Round Top Cement Works the previous Fall had been repaired and they had the 1<sup>st</sup> lot of the Fresh Ground R. T. Cement on hand, for sale.<sup>59</sup> Possibly a part of those 500 barrels?

<sup>54</sup> *Canal Trade – 1877*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>55</sup> *Cumberland Alleganian & Daily Times*, Cumberland, Md., newspaper, Thursday, 11/29/1877, p. 1.

<sup>56</sup> *Catoctin Clarion*, Thurmont, Md., newspaper, Thursday, 12/6/1877, p. 4.

<sup>57</sup> *Canal Trade – 1878*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>58</sup> *Staunton Spectator and Vindicator*, Staunton, Va., newspaper, Tuesday, 2/26/1878, p. 3.

<sup>59</sup> *Staunton Spectator and Vindicator*, Staunton, Va., newspaper, Tuesday, 5/21/1878, p. 5.

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Early in 1878, James Law Hooff & Co., Charles Town, WV., advertised that they had Rosendale and Round Top cement for sale.<sup>60</sup> Later that year, Horace Beall, of Charles Town, WV., also advertised that he had Rosendale and Round Top Cement for sale.<sup>61</sup> Then John W. Grant, Shepherdstown, WV., advertised he had the celebrated Round Top Cement always on hand and for sale.<sup>62</sup>

The relevant data for 1879 follows:

Date left Cumberland	Boat Name	Destination	Cargo	Date Arrived	Port	Date Departed
4/16	Round Top Cement	Hancock	114 05 coal			
	Round Top			5/10	Georgetown	5/10
	Round Top			5/20	Georgetown	6/9
	Round Top			6/22	Georgetown	
6/25	Thomas Hassett	Round Top	110 05 coal			
	Round Top			7/15	Georgetown	
	Round Top			7/28	Alexandria	7/28
	Round Top			8/7	Georgetown	
	Round Top			9/1	Georgetown	
10/6	Round Top	Hancock	94 05 coal			
11/21	Round Top	Georgetown	108 10 coal			

All three times “Round Top” departed Cumberland it was with Capt. Athey in charge.

We can confirm that John Bullock & Son, of Baltimore, Md. advertised throughout the year that they were agents for F. O. Norton’s Rosendale and Bridges & Henderson’s Round Top Cement.<sup>63</sup> Duke & Gallagher, of Charles Town, WV., advertised they had fresh ground Rosendale and Round Top Cement for sale.<sup>64</sup> We can also confirm that Wm. Wirt Clarke, of Baltimore, Md., advertised themselves as the sole agent for Round Top Hydraulic Cement and Manufacturer’s agent for Rosendale Cement.<sup>65</sup>

Hancock Lodge No. 93, order of the Knights of Pythias, elected (among others) Emanuel Athey prelate.<sup>66</sup> This Lodge was strong and effective, was in a flourishing condition, and had during the past year accomplished a good work, and they held their meetings every Saturday evening.

The 1880 census listed Emanuel Athey, age 34, a Boatman, living in Hancock, Md.<sup>67</sup> Living with him were: Emma, age 32, wife; Mary, age 15, daughter; Louisa, age 12, daughter; Mabel, age 9, daughter; Florence, age 6, daughter; Cora, age 2, daughter; and Elizabeth Moss, age 79, mother-in-law.

The 1880 census reported Robert Bridges, age 50, a Merchant, living in Hancock, Md.<sup>68</sup> Living with him were: Priscilla, age 38, wife; Nanny, age 17, daughter; Robert, age 17, son; John B., age 13, son; Helen R., age 11, daughter; Priscilla, age 9, daughter; James T., age 7, son; Eugene A., age 5, son; Llewellyn, age 4, daughter; Rebecca, age 3, daughter; Henry P., age 2, son; Frances W. age 10/12, son;

<sup>60</sup> *Spirit of Jefferson*, Charles Town, WV., newspaper, Tuesday, 1/29/1878, p. 3.

<sup>61</sup> *Spirit of Jefferson*, Charles Town, WV., newspaper, Tuesday, 7/9/1878, p. 3.

<sup>62</sup> *Shepherdstown Register*, Shepherdstown, WV., newspaper, Saturday, 7/13/1878, p. 4.

<sup>63</sup> *Southern Aegis*, Bel Air, Md., newspaper, Friday, 2/7/1879, p. 4.

<sup>64</sup> *Spirit of Jefferson*, Charles Town, WV., newspaper, Tuesday, 5/6/1879, p. 3.

<sup>65</sup> *Virginian-Pilot*, Norfolk, Va., Tuesday, 8/5/1879, p. 8.

<sup>66</sup> *Hagerstown Mail*, Hagerstown, Md., newspaper, 1/9/1880, p. 2.

<sup>67</sup> 1880 Census, Maryland, Washington County, Hancock, enumerated on 6/17/1880, p. 28.

<sup>68</sup> 1880 Census, Maryland, Washington County, Hancock, enumerated on 6/19/1880, p. 37.

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Helen, age 44, sister, boarding; Caroline Gorden, age 30, not related, cook; and Jane Gorden, age 28, not related, housekeeper.

The 1880 census reported C. W. Henderson, age 54, a Dry Goods Merchant, living in Hancock.<sup>69</sup> Living with him were: Jane C., age 47, wife; Cora, age 20, daughter; Daniel, age 18, son; Catherine, age 16, daughter; Raymond, age 14, son; Ernest, age 13, son; Charles W., age 6, son; and Elizabeth Hevner, a 31 year old family cook.

In 1880 we read: “**GEORGETOWN NEWS** – Messrs. J. M. & J. M. Waters have been awarded the contract for supplying Round Top Selenite Cement for the north wing of the State, War and Navy buildings. They are also supplying the new National Museum and the Patent Office construction with plaster of Paris.”<sup>70</sup>

Captain Athey was active in 1880 as shown by the following data for the boat “Round Top.”<sup>71</sup>

Date left Cumberland	Shipping Company	Destination	Cargo
3/22	Individual	Hancock	84 09
5/25	Borden	Round Top	112 04
6/3	Borden	Georgetown	110 15
8/25	Individual	Hancock	114 05
10/7	Individual	Washington	114 10

He was listed as the captain for every trip. More research is necessary to identify the dates of arrival.

The data for 1881 is:<sup>72</sup>  
The canal boat “Round Top” was in charge of

Date left Cumberland	Shipping Company	Destination	Cargo
3/30	Borden	Hancock	112 07
7/11	Individual	Round Top	110 15
8/6	Borden	Georgetown	112 08
10/10	Individual	Round Top	92 01
12/3	Individual	Round Top	119 18

Capt. Athey for every trip in 1881. Note that the Bessie G., with Capt. Artz, left Cumberland on 5/7/1881 with 118 tons 7 cwt. coal for Round Top.

In May, 1881, Lippitt & Co., Charles Town, WV, advertised they had 50 barrels of Round Top Cement for sale.<sup>73</sup>

The data for 1882 is sparse:<sup>74</sup>

Date left Cumberland	Shipping Company	Destination	Cargo	Date Arrived	Port	Consignee
			cooperage	4/20/1882	Alexandria	W. A. Smoot
			850 bbls.	6/27/1882	Georgetown	J. G. & J. M. Waters
8/9/1882	Piedmont	Hancock	90 18			
			800 bbls.	8/22/1882	Georgetown	J. G. & J. M. Waters
			800 bbls.	11/10/1882	Georgetown	J. G. & J. M. Waters
			coal	11/11/1882	Washington	

John Bullock & Son, manufacturers, 71 Smith’s Wharf, Baltimore advertised as being agents for F. O. Norton’s Rosendale and Bridges & Henderson’s Round Top Cement, starting on Feb. 7, 1882 and running daily throughout the year. J. G. & J. M. Waters, 1045 32<sup>nd</sup> street, Georgetown advertised having Round Top Selenite cement for sale, starting on May 12, 1882 and running regularly throughout the year. James H. McGill, 1421 New York avenue, near the Treasury, Washington

<sup>69</sup> 1880 Census, Maryland, Washington County, Hancock, enumerated on 6/17 & 18/1880, p. 32.

<sup>70</sup> *Alexandria Gazette*, Alexandria, VA., newspaper. Tuesday, 3/23/1880, p. 5.

<sup>71</sup> *Canal Trade – 1880*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>72</sup> *Canal Trade – 1881*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>73</sup> *Spirit of Jefferson*, Charles Town, WV., newspaper, Tuesday, 7/31/1881, p. 3

<sup>74</sup> *Canal Trade – 1882*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

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advertised having Round Top Cement for sale, starting on Aug. 22, 1882 and running regularly throughout the balance of the year. In Jan, 1882, Lippitt & Co., Charles Town, WV, advertised they had 50 barrels of Round Top Cement for sale.<sup>75</sup>

The Canal Trade data for 1883 through 1886 has not been transcribed yet.

The 1887 data provides a bit more information:<sup>76</sup>

Date left Cumberland	Shipping Company	Destination	Cargo	Date Arrived	Port	Consignee
3/25/1887	George's Creek	Hancock	105 01			
			cement	4/7	Alexandria	Perry, Smoot & Co.
			750 bbls	6/6	Georgetown	J. G. & J. M. Waters
			800 bbls	6/14	Georgetown	J. G. & J. M. Waters
			500 bbls	7/23	Georgetown	J. G. & J. M. Waters
			800 bbls	9/27	Georgetown	J. G. & J. M. Waters
10/5/1887	George's Creek	Georgetown	108 18			
			cement	10/19	Alexandria	Perry, Smoot & Co.
11/1/1887	George's Creek	Hancock	102 17			

All three of the Cumberland departures listed Capt. Athey as being in charge, presumably that was also true on the other trips.

Throughout 1887, John Bullock & Son of Baltimore, Md. advertised themselves as being an agent for F. O. Norton's Rosendale and Bridges & Henderson's Round Top Cement.<sup>77</sup> They had a warehouse in Bel Air, Md. and an outlet at Edward's Ferry, Md. Throughout the year, Baker Bros., of Staunton, Va. advertised themselves as the headquarters for Round Top Cement.<sup>78</sup>

The 1888 data provides additional information:<sup>79</sup>

Date left Cumberland	Boat Name	Destination	Cargo	Date Arrived	Port	Consignee
4/16/1888	Enterprise	Hancock	105 06 coal			
	Round Top		cement	4/20	Alexandria	W. A. Smoot
	Round Top		800 bbls. cement	4/30	Georgetown	J. G. & J. M. Waters
	Round Top		800 bbls cement	5/11	Georgetown	J. G. & J. M. Waters
6/23/1888	Cigarette	Round Top	103 11 coal			
8/31/1888	Cigarette	Round Top	100 01 coal			
9/29/1888	Cigarette	Round Top	100 09 coal			
10/13/1888	C. R. Gregory	Hancock	96 17 coal			
10/20/1888	Little Rob	Hancock	110 00 coal			
	Round Top		780 bbls cement	11/2	Georgetown	J. G. & J. M. Waters
12/5/1888	Juanita	Hancock	112 12 coal			

The canal boat "Round Top" was being used to freight cement to Georgetown or Alexandria, while coal from Cumberland was brought by canal boats of opportunity.

The same rains which caused the historic Johnstown Flood of June 1889 left the canal a total wreck. The canal company was unable to raise sufficient funds to repair the canal and found it necessary to declare bankruptcy. The Baltimore and Ohio Railroad (as the major bondholder) offered to restore the

<sup>75</sup> *Spirit of Jefferson*, Charles Town, WV., newspaper, Tuesday, 1/17/1882, p. 4.

<sup>76</sup> *Canal Trade – 1887*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>77</sup> *Southern Aegis*, Bel Air, Md., newspaper, Friday, 1/7/1887, p. 5.

<sup>78</sup> *Staunton Spectator and Vindicator*, Staunton, Va., newspaper, Wednesday, 9/14/1887, p. 5.

<sup>79</sup> *Canal Trade – 1888*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

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canal. The railroad company completed repairs to the canal in 1891 and it was back in operation in 1892.<sup>80</sup> The Round Top Cement Works, at Hancock, so badly wrecked during the freshet of June 3, 1889, resumed manufacturing cement circa June 28, 1889.<sup>81</sup> Starting on Jan. 4, 1889, John Bullock & Son, 71 Smith's Wharf, Baltimore, Md. advertised the firm as agents for F. O. Norton's Rosendale and Bridges & Henderson's Round Top Cement.<sup>82</sup> Their ads continued, 30 times, through Nov. 15, 1889. Starting on July 3, 1889, Eakle, Spitler & Co., Staunton, Va. advertised they had Round Top Cement for sale.<sup>83</sup> Their ads continued through Dec. 25, 1889. Even though the C. & O. Canal was closed in 1889, the Round Top Cement Works resumed production; their barrels must have been shipped by rail and those rail shipment records have not been found.

Advertisements in the same two newspapers during 1890 confirmed that Round Top Cement was being manufactured even though the C. & O. Canal was closed.

Emanuel Athey was active in local affairs as evidenced by a newspaper citing the 1890 Hancock municipal election results, wherein he was elected a commissioner,<sup>84</sup> and the 1893 Hancock municipal election results, wherein he was again elected a commissioner.<sup>85</sup>

From the Hancock City Directory for 1893 we learn that Bridges & Henderson had a general store on Main street, Hancock, and Emanuel Athey was listed as a clerk and as a salesman, vice as a canal boatman.

We can confirm that the canal boat "Round Top" departed Georgetown on Friday, April 24 and on Monday, May 25, 1896.<sup>86</sup>

Rockville, Md., January 4, 1900, "Miss Rebecca Bridges of Hancock, Md., is visiting Miss Sarah Henderson at this place."<sup>87</sup>

In April 1900, a newspaper reported: Mr. Robert Bridges, principal owner of the Round Top Hydraulic Cement Works, of Hancock, was in Cumberland looking for coal. He was unable to get any from the Consolidation Coal Company, with which he has dealt for years, and tried to get one or two boatloads from F. Mertens' Sons without success, the latter needing all they could command for their brick yards in Washington and their glass factory. Mr. Bridges said he did not want to close his mill, especially as the men employed there needed the work, and, furthermore, a cessation might cause them to scatter. He will aim to get a supply from West Virginia sources."<sup>88</sup>

The 1900 census reported Emanuel Athey, age 57, married 36 years, working as a Salesman in a General Store, living in Hancock, Md.<sup>89</sup> Living with him were: Emma, age 54, wife, she had 7

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<sup>80</sup> *The C. & O. Canal Boatmen – 1892 – 1924*, by Thomas F. Hahn, © 1980, p. 9.

<sup>81</sup> *Democratic Advocate*, Westminster, Md., newspaper, Saturday, 6/29/2889, p. 3.

<sup>82</sup> *Southern Aegis*, Bel Air, Md., newspaper, Friday, 1/4/1889, p. 5.

<sup>83</sup> *Staunton Spectator and Vindicator*, Staunton, Va., newspaper, Wednesday, 7/3/1889, p. 3.

<sup>84</sup> *The Herald and Torch Light*, Hagerstown, Md., newspaper, Thursday, 4/17/1890, p. 3.

<sup>85</sup> *The Herald and Torch Light*, Hagerstown, Md., newspaper, Thursday, 4/6/1893, p. 12.

<sup>86</sup> *Canal Trade – 1898*, available at [www.candocanal.org/histdocs/index.html](http://www.candocanal.org/histdocs/index.html).

<sup>87</sup> *Evening Star*, Washington, D. C., newspaper, Friday, 1/5/1900, p. 5.

<sup>88</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Saturday, 4/14/1900, p. 9.

<sup>89</sup> 1900 Census, Maryland, Washington County, Hancock, District 71, enumerated on 6/5/1900, p. 5.

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children, 5 were then still living; Louise R., age 32, daughter, working as a tailoress; Flora W., age 25, daughter; and Cora H., age 22, daughter, working as a school teacher.

The 1900 census listed Robert Bridges, age 70, a Capitalist, living in Hancock, Md.<sup>90</sup> Living with him were: Priscilla W., age 58, wife, she had 13 children 11 of whom were then still living; John W. B., age 33, son, a Book Keeper (General Store); Helen M., age 31, daughter; Pricilla W., age 30, daughter; James T., age 27, son, a lumber dealer; Eugene A., age 26, son, a land overseer; Llewellyn D., age 24, son, a salesman (General Store); Henry P., age 22, son, a law student; Francis W., age 20, son; Helen M., age 64, sister; and Edward Davis, age 56, a servant.

The 1900 census reported Charles W. Henderson, age 74, a General Store Merchant, living in Hancock.<sup>91</sup> Living with him were: Jane C., age 67, wife; Cora, age 40, daughter; Earnest C., age 32, son, working as a General Store Merchant; and Elizabeth Hibner, a 55-year-old servant.

A local newspaper had the following announcement: “**Exline – Athey** – Mr. and Mrs. Emanuel Athey announce the marriage of their daughter Flora Williams to Mr. Solomon Edwards Exline, to take place Tuesday, June 26<sup>th</sup> at St. Thomas’s Church, Hancock.”<sup>92</sup>

Later that year we read: “**Wm. McKinley** – William McKinley died Tuesday at his home in Hancock, aged about 85 years. He was a merchant and was a son of the late Capt. Norval McKinley.”<sup>93</sup> He had married Mollie E. Athey, oldest daughter of Emanuel and Emma Athey in 1892.

In that same year a newspaper reported: “**LUCK OF THE HUNTERS – Good Hunting in Western Maryland.** – Hancock, Md., Nov. 18. – Bradford J. Mason, of Hancock, and a party, hunting on Sideling Hill, shot a fine deer and a large bag of pheasants, squirrels and rabbits.

“Mr. Charles W. Henderson, of Hancock, and his son, Raymond L. Henderson, of Williamsport, Pa., shot, near Hancock, 139 partridges, several pheasants and a number of squirrels.

“H. Frank Heller, of Hancock, shot two fine wild turkeys from his buggy while driving along the road.

“William Mellott, of Licking Creek, near Hancock, killed a deer on Friday that dressed 190 pounds. It was one of the finest specimens shot near Hancock in years.”<sup>94</sup>

In 1901 a newspaper gave the following description of **Manufacturing Industries in Hancock** - While largely a rural community, with fine farms all around. Hancock is not devoid of manufacturing industries. The Round Top Cement Works, of Bridges & Henderson, three miles west of Hancock, have been in operation for many years, the hydraulic character of the rock, having been discovered in 1837, when the Chesapeake and Ohio canal was building, and shortly thereafter the mill was erected. The present mill is a modern structure, with new machinery, having been built a few years ago to take the place of the structure destroyed by fire. It has a capacity of 300 barrels per day. This brand of cement is in ready demand and is much used in government work. Forty-five men are employed. James W. Ditto is general superintendent and James P. Hook is chemist and head miller. The rock is

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<sup>90</sup> 1900 Census, Maryland, Washington County, Hancock, enumerated on 6/4/1900, p. 3B.

<sup>91</sup> 1900 Census, Maryland, Washington County, Hancock, enumerated on 6/5/1900, p. 4B.

<sup>92</sup> *Hagerstown Mail*, Hagerstown, Md., newspaper, Friday, 6/15/1900, p. 4.

<sup>93</sup> *The Daily Mail*, Hagerstown, Md., newspaper, Wednesday, 10/24/1900, p. 3.

<sup>94</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Monday, 11/19/1900, p. 6.

now being taken from three new tunnels, equipped with new air compressors and drills and hoist engine and boiler. One of the veins now being mined is 10 feet, two feet wider than any of the old veins. The finished cement is carried across the river on a cable and loaded on the cars from a large warehouse on the West Virginia side. The Round Top veins continue into the adjoining lands of the heirs of Mrs. Rose Bowles, outcropping at many points, and for some time the erection of another cement mill has been contemplated.

The firm of Bridges & Henderson, composed of Robert Bridges and Charles W. Henderson, also conducts a general store in Hancock, having been in business for over 46 years. The elder members of the firm transferred the store over to their sons, J. W. Breathed Bridges and Ernest C. Henderson, over a year ago, but the elder members are still active in business.

The Hancock White Sand Works, operated by Pittsburg capital, are on land owned by Charles W. Henderson, located along the Baltimore and Ohio railroad in West Virginia, one and a half miles west of the town. William Noel is superintendent and 30 men are employed. The sand is used for manufacturing white glass. The output averages four cars a day. The Berkeley Sand Works, built by Robert Bridges, but operated by outside capital under lease, employ 30 men.<sup>95</sup>

The railroad was coming to Hancock. **“PAYING FOR RIGHTS OF WAY – Disbursements by the Baltimore and Ohio at Hancock.** – Cumberland, Md., Jan. 9. More than \$5,000 was paid out at Hancock this week for right of way for the Baltimore and Ohio cut-off to be constructed from Hancock, Md., through Fulton county to Gratztown, Pa. Mrs. Walter M. Widmeyer has been paid and negotiations are in progress with Charles W. Henderson and Warford N. Mann. Walter M. Widmeyer has contracted with J. T. Bridges to remove the dancing pavilion from the right of way at the Hancock camp ground. The corps of engineers working on this extension, which has been at Everett for five months, moved to Connellsville yesterday. It is likely that the connection between Mount Dallas and Hancock will be the next constructed, as the present Bedford division of the Pennsylvania would give them track for temporary use.”<sup>96</sup> James Taliaferro [J. T.] Bridges was the third son of Robert and Priscilla Bridges.

More information on the railroad: **“Western Maryland Extension** – John Carmichael and corps of engineers repaired to Big Pool to begin the location survey for the Wabash. A wagon load of Wabash office furniture has arrived at Hancock Station, and several draftsmen are also in town. The Wabash engineering corps, under Forrey & Parsons, are working in the vicinity of Little Orleans, where the two corps met, one going east and the other west.

“The Baltimore and Ohio has a corps of men working in that vicinity, and they have been out daily despite the extreme weather. If engineering moves indicate anything, that section will be full of Italians in a few months pitching earth. – *Cumberland News.*”<sup>97</sup> John Carmichael had married Priscilla Williams Bridges, third daughter of Robert and Priscilla Bridges, in 1900.

Hancock was expanding in 1901 as evidenced by the appended, five-page newspaper report.

Hancock Society notes observed that Messrs. D. B. and R. L. Henderson spent the week with their parents, at Henderson Place.<sup>98</sup>

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<sup>95</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Monday, 1/28/1901, p. 9.

<sup>96</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Saturday, 1/10/1903, p. 10.

<sup>97</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Wednesday, 1/21/1903, p. 10.

<sup>98</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Sunday, 2/1/1903, p. 11.



**Hagerstown News Grist** – M. L. House, representing a New York syndicate, was at Hancock last week to close the cement deal with the Bowles heirs. One hundred and sixty acres of cement land were purchased for \$35,000. This tract has been in the same family for 200 years. It is part of a 6,000-acre tract purchased by Capt. John Johnston from the Rideouts of Annapolis, and bequeathed to his grandson, Col. John Johnston Bowles of Hancock, whose heirs still own 600 acres.<sup>99</sup>

The railroad news continued. **“WABASH SURVEY HAS BEEN COMPLETED – Line to Connect Western Maryland and West Virginia Central has been located.** – The Wabash survey between Cumberland and Cherry Run has been completed. The corps under Messrs. Forrey and Parsons are at Orleans, and John Carmichael, with his corps, is in Hancock. The three corps, having completed their work of locating the survey, are now awaiting construction orders. Each expects to be assigned to the section he located.

“A corps of engineers, thought to be working under the direction of County Surveyor Elmer E. Piper, is following the Wabash survey from Cherry Run to Hancock, locating the Chesapeake and Ohio Canal line and proximity of the Wabash survey to it. West of Hancock the canal lines are of no importance to the Wabash, since they will cross the river three times into West Virginia in avoiding curves.

“The line at Round Top Mountain, a few miles west of Hancock, is giving trouble on account of the steep declivity of its south side. The mountain may be tunneled. In case it is, the tunnel will pass through the valuable cement mines of the Round Top Hydraulic Cement Company and the line will pass directly through the Bowles cement property, recently sold to a New York syndicate. As soon as work is begun on the railroad this syndicate expects to erect one of the largest cement mills in the country.

The presence of Major F. J. Bowles, the Canadian railroad contractor, and a number of other strangers in town this week has given rise to a number of rumors. Major Bowles denies that he is after a Wabash contract and the other gentlemen are reticent.”<sup>100</sup>

**HAGERSTOWN NEWS GRIST** – The employees of the Round Top Hydraulic Cement Company of Hancock went on a strike last week, demanding that they be paid every two weeks instead of monthly. The management refused to recognize the demand, and the mill was closed. The Round Top employees expect to secure employment with a new company.<sup>101</sup>

**HAGERSTOWN NEWS GRIST** – The J. F. Fields syndicate purchased the Bowles property at Hancock for \$40,000, and will erect cement works with an output of 1,000 barrels daily.<sup>102</sup>

An additional cement mill was in the offing as evidenced by the following article: **“NEW CEMENT MILL – The Bowles Heirs Have Sold 160 acres of Cement Land for \$40,000.** – Hancock, May 1. – A New York syndicate composed of M. B. Crowel, A. L. House, J. Frank Fields and others have purchased of the Bowles heirs 160 acres of cement land off of the “Dalecarlia,” tract for \$40,000 cash. The money has been paid and the deal made. Mrs. Kendall and Miss McClure Bowles, who are absent in Europe, signed and acknowledged their deed before the U. S. consul. This is the largest land deal

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<sup>99</sup> *Evening Star*, Washington, D. C., newspaper, Friday, 2/20/1903, p. 14.

<sup>100</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Sunday, 3/29/1903, p. 8.

<sup>101</sup> *Evening Star*, Washington, D. C., newspaper, Friday, 4/10/1903, p. 20.

<sup>102</sup> *Evening Star*, Washington, D. C., newspaper, Friday, 4/24/1903, p. 17.

made here in some time and the transfer means the erection of a new \$200,000 cement mill and the manufacture of cement on a large scale. The men back of the syndicate have unlimited means. Mr. House being a Pierpont Morgan man. Other prominent men in financial circles are also interested in the proposed organization.

“The land purchased is said to contain an immense deposit of the best cement rock in America. The top vein is 3,000 feet long, 1,000 feet wide and varies in thickness from 8 to 15 feet and can be mined or quarried at low cost. The vein is estimated to contain over 11,000,000 barrels of cement. Underlying this vein is one which will, when blended with the proper proportion of limestone, also make an excellent Portland cement.”<sup>103</sup>

A Cumberland newspaper reported: “**CEMENT MILL BURNED – Plant of Bridges and Henderson Completely Destroyed by Fire.** – Hancock, May 5 – Fire broke out yesterday morning in the works of the Round Top Cement works, 3 miles west of here, and as there was no fire protection apparatus there a total destruction of the building resulted.

“The plant is owned and operated by Bridges & Henderson, well-known business men of that place, and they have a total output of 50,000 barrels of cement a year.

“It was a large frame structure, 120’ x 30’, and filled with barrels and cement machinery, and the flames were not long busy. The smoke rolled high and was seen for miles around.

“The plant and machinery and stock on hand made a loss of some \$25,000 and the insurance was but moderate, the risk being hazardous and rate high. The firm will proceed to rebuilding and replacing machinery at once.”<sup>104</sup>

The Round Top Cement Mill, three miles west of Hancock, was destroyed by fire yesterday morning. The fire spread rapidly to every part of the building, which was soon a mass of flames.<sup>105</sup>

The Bridges & Henderson Cement Mill, at Hancock, was burned Monday; loss \$25,000. This is the third time the property has burned, and it was once washed away in a flood.<sup>106</sup>

More railroad events. **The Cherry Run Extension** – A special dispatch from Hancock, Md., says: “Two railroad contractors arrived here yesterday, and are going over the Wabash route on horseback from Cherry Run to Little Orleans. The work of purchasing the right of way is progressing slowly, but the section between Cherry Run and Hancock will soon be closed by options, and it has been intimated by Mr. J. T. Bridges, the right-of-way man, and Mr. John Carmichael, the engineer in charge, that the construction work on the section between Cherry Run and Hancock will begin at once, and be pushed to an early completion.

“Work on that portion of the route between Hancock and Cumberland will be delayed a year in hopes of securing a right of way on the Chesapeake and Ohio Canal, which remains in the hands of the present operators until January 1, 1904. The canal property from Dam No. 6 to Cherry Run is too low for a railroad bed, but from Dam No. 6 to Cumberland would make an ideal route. Should the Wabash secure the canal property, they will operate that section between Dam No. 6 and Washington, D. C., as

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<sup>103</sup> *Evening Times*, Cumberland, Md., newspaper, Friday, 5/1/1903, p. 3.

<sup>104</sup> *Evening Times*, Cumberland, Md., newspaper, Tuesday, 5/5/1903, p. 6.

<sup>105</sup> *Washington Times*, Washington, D. C., newspaper, Tuesday, 5/5/1903, p. 6.

<sup>106</sup> *Democratic Advocate*, Westminster, Md., newspaper, Saturday, 5/9/1903, p. 5.

a waterway to carry their freights into the capital city until they can construct a branch railroad there.”<sup>107</sup>

“**Maryland Briefs** – F. Stewart Deekens, of Cumberland, has been appointed purchasing agent for the Western Maryland from Cumberland to North Branch. J. Monroe Turner, of Cumberland, is right of way agent 20 miles east of North Branch, and J. T. Bridges, of Hancock, has charge at the latter place.”<sup>108</sup>

A newspaper reported: “Hancock, Md., July 20. – The Degnon-McLean Construction Company began excavating for the Wabash connecting link between Cumberland and Cherry Run, Monday morning, on Ferry’s Place, one mile west of Cherry Run. The picture shows John Carmichael, division engineer, at the plow handle. He turned the first earth amid cheers. Among those present were G. H. Bayles, resident engineer; J. T. Bridges, right-of-way agent; E. J. Davis, superintendent of the construction company; Wilber Bridges, assistant right-of-way agent; and a number of others. Work was begun with 200 men and 100 mules.”<sup>109</sup> Francis Wilbur Bridges was a younger brother to J. T. Bridges.

Later: “J. T. Bridges & Co., of Hancock, were awarded the contract to supply 100,000 crossties for the Cherry Run – Cumberland extension of the Western Maryland Railroad.”<sup>110</sup>

**HAGERSTOWN NEWS GRIST** – HAGERSTOWN, Md., September 24, 1903. – The jury of condemnation summoned to condemn a right of way, for the Western Maryland railroad through the property of Jacob F. Clay and others, west of Hancock, went over the route Monday and fixed the damages at \$500. This amount has been agreed upon by the owners and the railroad.

Messrs. J. T. Bridges & Co., Hancock, are building three scows for Wabash contractors. One is a houseboat, one is to move steam scoops and the other for general transportation purposes.<sup>111</sup>

The newspaper column *In the Whirl* said: Mr. and Mrs. Robert Bridges, of Hancock, Md., have announced the engagement of their daughter, Miss Rebecca Bridges, to Rev. William Murray, of Lincolnton, N. C.<sup>112</sup>

Next month the wedding took place as recorded: “**Murray – Bridges** – Hancock, Md., November 11. – Miss Rebecca Adele Bridges, daughter of Mr. and Mrs. Robert Bridges, of Hancock, and Rev. William Andrew Murray, of Lincolnton, N. C., were married at 8 o’clock this evening in the Presbyterian Church here. Rev. Dr. James J. Bridges, of Charlotte, N. C., performed the ceremony, assisted by Rev. James S. Webster, pastor of the church. Miss Elizabeth Boyd, of Martinsburg, W. Va., was maid of honor; Charles Murray, a brother of the groom, best man. The bridesmaids were: Miss Sallie Faulkner, of Martinsburg; Miss Rose Johnson Tucker, of Lexington, Va.; Miss Rebecca Hanson, of Wilmington, Del.; Miss Mary Pyle and Miss Florence Pyle, of Poolesville, Md.; Miss Laura Henderson, of Rockville, Md. The groomsmen were: Henry St. George Carmichael, of

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<sup>107</sup> *Baltimore American*, Baltimore, Md., newspaper, Sunday, 5/10/1903, p. 8.

<sup>108</sup> *Baltimore Sun*, Baltimore, Maryland, newspaper, Saturday, 5/16/1903, p. 8.

<sup>109</sup> *Baltimore American*, Baltimore, Md., newspaper, Thursday, 7/30/1903, p. 5.

<sup>110</sup> *Catoctin Clarion*, Thurmont, Md., newspaper, Thursday, 9/3/1903, p. 2.

<sup>111</sup> *Evening Star*, Washington, D. C., newspaper, Friday, 9/25/1903, p. 10.

<sup>112</sup> *Baltimore American*, Baltimore, Md., newspaper, Sunday, 10/18/1903, p. 19.

Lexington, Va.; Edwin Wilson Hammett, New York City; Walter Williams, Poolesville, Md.; Henry Percival Bridges, Baltimore; Ernest Henderson and Francis Percival Bridges, Hancock.

“The bride was also attended by Mary Dandridge Bridges and Virginia Carmichael, nieces of the bride, and Ernestine Henderson, flower girls. Following the ceremony at the church, a reception was held at the home of the bride’s parents. Rev. and Mrs. Murray left tonight on a wedding trip through the South, at the conclusion of which they will take up their residence at Lincolnton, N. C. The bride is a niece of the late Major James Breathed and a grand-niece of Governor Breathed, of Kentucky. Through her mother, she is a descendant of Gen. Otho Holland Williams and Governor Frank Thomas, of Maryland. The groom is a well-known minister of the Southern Presbyterian Church.”<sup>113</sup>

**HAGERSTOWN NOTES – Cement Mill to be Rebuilt** – Hagerstown, Md., December 17, 1903 – The Western Maryland railroad has been checked in getting the right of way at Hancock by injunctions. The Round Top cement mill, near Hancock, destroyed by fire several years ago, is to be rebuilt. It is understood the sons of Mr. C. W. Henderson will organize a company.<sup>114</sup>

**“BURGLERS AT HANCOCK – The Store of Bridges & Henderson Robbed in the Night** – Hancock, Md., January 1. – Thieves broke into the general merchandise store of Bridges & Henderson, on Main street, Hancock, some time last night or early this morning and carried off clothing, furs, hardware, notions, etc., to the value of between \$800 and \$1,000. Entrance was gained by smashing in a large plate glass in the front of the store. The noise made by the burglars was heard by a number of persons living in the neighborhood, but they paid no attention to it, believing the noise was made by young men celebrating the birth of the new year. It was not until this morning that the robbery was discovered.

“An iron safe in the office of the store, and containing between \$200 and \$300 in cash, was not disturbed. The burglars also overlooked \$30 in a money drawer in the office. The \$30 belonged to a young man, and had been left with the firm to keep until tomorrow and deposit in a bank. The store was closed at 9 o’clock.

“Sheriff Downin and State’s Attorney Long, of Hagerstown, were notified today, and they, in connection with the local officers, are investigating the robbery.”<sup>115</sup>

**“NEGROES HELD FOR BURGLARY – Five were placed under arrest at Hancock.** – Hagerstown, Md., January 26. – Sheriff Downin brought to Hagerstown tonight from Hancock five negroes, arrested on the charge of robbing the general merchandise store of Bridges & Henderson at Hancock on the morning of January 1. Goods in the amount of between \$500 and \$1,000 were carried off at the time of the robbery. The negroes had been employed on the Western Maryland extension work and were arrested at one of the camps near Hancock.

“They were given a hearing this afternoon before Justice Harrison, at Hancock, and held for the action of the February grand jury. Two other negroes alleged to have been implicated in the robbery decamped several days ago. The names given by the prisoners are Tobias Jones, Henry Reed, Walter Monroe, Cock Robin and William Douglas. Several of the names are believed to be fictitious. Some

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<sup>113</sup> *Baltimore American*, Baltimore, Md., newspaper, Thursday, 11/12/1903, p. 5.

<sup>114</sup> *Evening Star*, Washington, D. C., newspaper, Friday, 12/18/1903, p. 21.

<sup>115</sup> *Baltimore American*, Baltimore, Md., newspaper, Saturday, 1/2/1904, p. 5.

of the goods stolen from Bridges & Henderson are said to have been found in the possession of the prisoners.”<sup>116</sup>

Socially we read: “**Hancock** – Mrs. J. William Breathed Bridges is visiting her parents in Washington, D. C. Miss Sarah Henderson has returned to Rockville from visiting Mrs. John Carmichael.”<sup>117</sup>

Another wedding was recorded: “**BRIDGES – HENDERSON – A Maryland Couple Married at Berkeley Springs, W. Va.** – Hancock, Md., November 26. – Miss Sarah Henderson, daughter of Judge James B. Henderson, of the Third Judicial Circuit of Maryland, whose home is in Montgomery county, and J. Taliaferro Bridges, of Hancock, were married at 3:30 o’clock this afternoon in the Presbyterian manse at Berkeley Springs, West Virginia.

“The ceremony was performed by Rev. Dr. Webster, pastor of the Presbyterian Church at Hancock, assisted by Rev. Mr. Engle, of the Presbyterian Church at Martinsburg, W. Va.

“The engagement of the couple was announced some time ago, but the date for the wedding was kept a secret until this afternoon.

“Mr. and Mrs. Bridges will reside at Hancock. Mr. Bridges is a son of Robert Bridges, one of the wealthiest residents of Hancock. He is a senior member of the firm of J. Taliaferro Bridges & Co., lumber dealers and contractors, and a brother of Harry P. Bridges, of Baltimore, and F. Wilbur Bridges, of Hagerstown, both young lawyers.”<sup>118</sup>

**ROCKVILLE AND VICINITY** – Rockville, Md., November 27, 1904. - Miss Sarah I. Henderson, youngest daughter of Judge and Mrs. James B. Henderson of this town, and Mr. James T. Bridges of Hancock, Md., were quietly married yesterday afternoon at Berkeley Springs, W. Va., by Rev. James A. Webster, pastor of the Presbyterian Church at Hancock, the ceremony taking place at the Presbyterian manse. On intimation had been given by the young lady of her matrimonial intentions, and the announcement of her marriage was a great surprise to her numerous friends throughout the county. The ceremony was performed in the presence of the bride’s brother, Dr. Frederick N. Henderson of Philadelphia and the groom’s brother and sister – F. Wilbur Bridges of the Hagerstown bar and Mrs. John Carmichael of Hancock. The groom is the head of the firm of J. T. Bridges & Co. of Hancock, and is a son of Robert Bridges.<sup>119</sup>

The next year started off with the following obituary: “**Charles W. Henderson** – Hancock, Md., February 25. – Charles William Henderson, one of the best-known men of Western Maryland, died at his home here this evening, aged 80 years. His death was due to general debility. Mr. Henderson was a native of Hedgesville, W. Va. In 1855 he came to Hancock and embarked in the general merchandise business, the firm name being Bridges & Henderson. This partnership continued until 1900, when Messrs. Bridges & Henderson disposed of their business interests to their respective sons. Mr. Henderson was a member of St. Thomas’ Protestant Episcopal Church. The following children survive: Mrs. Gayle, wife of Dr. V. W. Gayle, Kansas City, Mo.; Mrs. John N. Ripple, Hagerstown, formerly of Baltimore; Daniel B. Henderson, lawyer, Washington, D. C.; Miss Cora S. Henderson, at

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<sup>116</sup> *Baltimore American*, Baltimore, Md., newspaper, Wednesday, 1/27/1904, p. 5.

<sup>117</sup> *Baltimore American*, Baltimore, Md., newspaper, Sunday, 7/3/1904, p. 19.

<sup>118</sup> *Baltimore American*, Baltimore, Md., newspaper, Sunday, 11/27/1904, p. 45.

<sup>119</sup> *Evening Star*, Washington, D. C., newspaper, Monday, 11/28/1904, p. 21.

home; Mrs. Samuel McClay, Pittsburg; R. L. Henderson, cashier of the Farmers' Deposit and Trust Company Bank, Hancock; Ernest C. Henderson and C. W. Roy Henderson, both of Hancock.<sup>120</sup>

A newspaper reported: “**New Hotel for Hancock** – Hancock, Md., March 15. – J. T. Bridges & Co., of Hancock, have been awarded the contract to erect the Spangler Hotel at this place. The building will be completed and ready for occupancy by July 1, it will be located in the central part of the town, and will be modern and up to date.”<sup>121</sup>

In April 1905 the following obituary was published: “**MRS. JANE C. B. HENDERSON – Death of an Aged and Wealthy Lady of Hancock. – Hancock, Md., April 17** - Mrs. Jane Catherine Brosius Henderson, widow of Charles W. Henderson, who was one of the most prominent and wealthy citizens of Western Maryland, died at her home here, “Henderson Place,” this evening, aged 73 years. Death was due to complications.

“Mrs. Henderson was a member of the Protestant Episcopal Church. She was a Miss Brosius, having been married to Charles W. Henderson at Cumberland 52 years ago. Her husband died two months ago. These children survive: Mrs. Gayle, wife of Dr. V. W. Gayle, of Kansas City, Mo.; Mrs. John N. Ripple, Hagerstown, formerly of Baltimore; Daniel B. Henderson, attorney-at-law, Washington, D. C.; Miss Cora Henderson, R. L., Ernest C. and C. W. Roy Henderson, all of Hancock. One brother and two sisters also survive as follows: John B. Brosius, Hancock; Mrs. Henry N. Smith, Spencer, Ia.; Mrs. Eliza Thomas, Indianapolis, Ind.”<sup>122</sup>

Early in 1905 we read: “**NEW MASONIC TEMPLE** – The laying of the cornerstone of the Masonic Temple in Hancock took place this afternoon. Members of lodges from Hagerstown, Cumberland, Berkeley Springs, Williamsport and other places were present. The oration was delivered by Hon. George L. Wellington. The following officers took part in the ceremony: Past Master Benjamin Mitchell; marshal: Maxwell Richards, worshipful master: W. D. Myers, past master: A. A. Swingle, deputy master: R. C. Dawson, senior warden: John T. Mason, secretary: Emanuel Athey, treasurer: Henry B. Byers, senior deacon: George D. Smith, junior deacon: James G. Turner, steward: Roger Simmons, steward: Rev. John E. Ewell, chaplain: James R. Adams, Tyler: bearers of vessels containing corn, wine and oil, Raymond L. Henderson, Charles W. Myers and James R. Sutton.”<sup>123</sup> Note that Emanuel Athey was treasurer of this Masonic Lodge for 30 years. Henderson family members were also involved, as mentioned above and below, indicating some social interaction outside of business interests.

Another Baltimore newspaper had a more extensive report: “**HANCOCK MASONIC TEMPLE – Cornerstone Laid With Interesting Ceremonies.** – Hancock, Md., June 3 – With interesting ceremonies the laying of the cornerstone of the Masonic Temple at Hancock took place this afternoon. The exercises were under the auspices of James H. Bowers Lodge, of Hancock, and were attended by prominent members of the Masonic fraternity from Baltimore, Hagerstown, Cumberland, Williamsport, Md.; Martinsburg, Berkeley Springs and other towns in West Virginia, and from a number of Pennsylvania towns.

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<sup>120</sup> *Baltimore American*, Baltimore, Md., newspaper, Thursday, 2/26/1905.

<sup>121</sup> *Baltimore American*, Baltimore, Md., newspaper, Thursday, 3/16/1905, p. 5.

<sup>122</sup> *Baltimore American*, Baltimore, Md., newspaper, Tuesday, 4/18/1905, p. 5 and *Democratic Advocate*, Westminster, Md., newspaper, Saturday, 4/22/1905, p. 3.

<sup>123</sup> *The Baltimore Sun*, Baltimore, newspaper, Sunday, 6/4/1905, p. 11.

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“Hon. George L. Wellington, of Cumberland, delivered the principal address. Worshipful Master Maxwell Richards and other officers of the lodge participated in the exercises. The bearers of the vessels containing corn, wine and oil were Raymond L. Henderson, Charles W. Myers and James R. Sutton.

“A feature of the exercise was the music by a special choir, directed by William Noel and composed of the following persons: Mrs. Roger Simmons, Mrs. C. W. Roy Henderson, Mrs. F. M. Ritchey, Mrs. S. H. Davis, Mrs. R. L. Henderson, Mrs. John L. Widmyer, Mrs. Frank Burden, Misses Laura Jenkins, Lillian Perkins, Hattie Brady, Jennie Small, Imogene Morgret, Maud Henry, Beatrice Myers, Bessie Myers, Beulah Stottlemeyer, Edith Noel, Mary Thomas, Russelia Thomas, Ethel Cunningham, Messrs. J. S. Diehl, James G. Turner, Roger Simmons, Rev. Dr. Frank Burden, R. L. Henderson, Thomas McDonald. Miss Nellie Perkins was organist. Instrumental music was furnished by the Berkeley Springs (W. Va.) Band.

“The new temple will be of pressed brick, three stories high, with storerooms on the first floor, a hall on the second floor and lodge rooms on the third floor. The cost will be about \$15,000.”<sup>124</sup>

On June 25, 1905, a Washington, D. C. newspaper wrote a 2-page story about Hancock; the story is appended at the back of this report.

A newspaper reported: “**Hancock Board of trade** – Hancock, Md., July 8. – A board of trade was organized in Hancock with 50 members. The following executive committee was chosen: John Carmichael (chairman), John Stigers, Edmund P. Cohill, Roger F. Simmons, John Thompson Mason and Peter E. Dawson. W. M. Gallagher, industrial agent of the Wabash Railroad, was present and took an active part in planning the industrialization of Hancock. The matter of putting in a system of waterworks was discussed and a committee was appointed to organize a water company and locate a reservoir. An effort will also be made to have some of the principal streets paved with bricks.”<sup>125</sup>

A newspaper had the story: “Ernest C. Henderson and Raymond L. Henderson, executors of Charles W. Henderson, sold at public sale, property belonging to the estate of the late Charles W. Henderson, at Hancock, to the amount of \$11,570. Dr. F. E. Jenkins purchased the residence now occupied by Raymond Henderson for \$4,700. Miss Cora Henderson bought the house and lot next to C. W. Henderson’s home for \$2,550. The house and lot next to the new Wabash Station was purchased by Wright B. Seavoit for \$3,000. The balance of the property sold was in the shape of vacant lots.”<sup>126</sup>

A Baltimore newspaper included the following obituary: “**John N. Ripple** – Hagerstown, Md., August 11. – John N. Ripple died at his home here this evening, aged 51 years. Mr. Ripple was born in Washington county. At the age of 10 years his father, the late Lewis Ripple, moved to Baltimore, where the boy was educated at a private school. From 1872 to 1895 he was a member of the firm of Shields & Ripple, of Baltimore, being extensively engaged in the livestock business. He was general manager of the firm for a number of years. After his active business career in Baltimore, Mr. Ripple returned to Hagerstown. In 1896 he was appointed a justice of the peace for Hagerstown by Governor Lowndes. His widow, who was Miss Bessie Henderson, daughter of the late Charles W. Henderson, of Hancock, survives, with three children, as follows: Lewis, John Raymond and Charles Henderson Ripple, all at home. Mr. Ripple’s grandfather was the original owner of the famous Monterey Springs

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<sup>124</sup> *Baltimore American*, Baltimore, Md., newspaper, Sunday, 6/4/1905, p. 12.

<sup>125</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Sunday, 7/9/1905, p. 11.

<sup>126</sup> *Baltimore American*, Baltimore, Md., newspaper, Tuesday, 7/11/1905, p. 5.

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Hotel. He was a nephew of the late B. F. Newcomer, of Baltimore. The remains of Mr. Ripple will be taken to Baltimore on Monday for burial.”<sup>127</sup>

A newspaper noted that “Mrs. Will Murray and two children, of Cumberland, are visiting Mr. and Mrs. Emanuel Athey.”<sup>128</sup> Mrs. Will Murray was formerly Mabel Nellie Athey, one of their daughters.

A newspaper reported: “**Bowles Estate Sold** – Hancock, Md., August 28. – J. Augustus Mason and Preston Bowles, trustees of William A. Bowles, have sold the following real estate located in the vicinity of Hancock: The Bowles home place, consisting of 83 acres, to W. E. Little for \$3,470; tract of 187 acres to John T. Mason for \$977; tract of 42 acres along the Western Maryland Railroad to J. T. Bridges for \$2,025; tract of 45 acres across the turnpike from the former tract to J. T. Bridges for \$740. For years prior to his death, Mr. Bowles was president of the Hancock Bank and a prominent man in this vicinity. He was in possession of the property just sold for over 50 years.”<sup>129</sup>

The same newspaper later reported: “J. Taliaferro Bridges and Roger E. Simmons, partners, trading as J. T. Bridges & Co., Hancock, Md., have secured a writ of attachment for \$2,504.07 in court here against Winston & Co. and Locher, subcontractors on the Wabash connection construction work.”<sup>130</sup>

A few days later the newspaper reported: “**Hancock** – Hancock, Md., Oct.6. – The corporation is having Hancock surveyed and grades established for the building of sidewalks and crossings. Crushed limestone is being distributed on streets and the city fathers are endeavoring to place the town in a commendable condition.

“Ernest Henderson has returned from a month’s recreation at Atlantic City.

“Mr. R. L. Henderson, cashier of the Washington County Bank, here, is in Virginia on a business trip.

“J. T. Bridges & Co. are grading and hauling material for their new hotel which is to be erected at a cost of \$20,000.”<sup>131</sup>

Some bad news: “**DROWNED IN THE CANAL – Singular Death of William W. Carter, of Hancock** – Hancock, Md., November 3. – William W. Carter, for the past six years engaged in business at Hancock, was found dead in the basin of the Chesapeake and Ohio Canal here about 8 o’clock this morning. The supposition is that he fell into the canal while wandering along the stream during the night and was drowned. His body was floating on the water when found by J. T. Bridges and Frank Heller.

“Mr. Carter retired about 11 o’clock last night, but was unable to sleep. Shortly after 1 o’clock this morning he got out of bed and climbed from the window of his room on the second floor to the ground. He was missed soon afterward by a member of his family, and search was at once begun. The search was continued the balance of the night and this morning, until the body was found.

“Mr. Carter was a native of Hancock and lived here practically all his life. He was 44 years old and lived with his mother, who survives along with the following brothers and sisters: Dr. D. D. Carter,

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<sup>127</sup> *Baltimore American*, Baltimore, Md., newspaper, Saturday, 8/12/1905, p. 5.

<sup>128</sup> *Evening Times*, Cumberland, Md., newspaper, Thursday, 8/17/1905, p. 3.

<sup>129</sup> *Baltimore American*, Baltimore, Md., newspaper, Tuesday, 8/29/1905, p. 5.

<sup>130</sup> *Baltimore American*, Baltimore, Md., newspaper, Wednesday, 10/4/1905, p. 5.

<sup>131</sup> *Baltimore American*, Baltimore, Md., newspaper, Friday, 10/6/1905.



Washington, D. C.; Eugene Carter, Kansas City, Mo.; Miss Elizabeth Carter, a teacher in the public schools of the county; Mrs. Sadie Heller, of Shippensburg, Pa.”<sup>132</sup>

Later that month we read the following obituary: “**John W. B. Bridges.** – Hancock, Md., November 8. – John W. Breathed Bridges, a merchant of Hancock, president of the Hancock Bank and brother of Henry P. Bridges, of the Baltimore bar, at his home here today of typhoid pneumonia, aged 39 years. He was sick only about 10 days. In addition to conducting a large mercantile business here, which was established over 50 years ago by the firm of Bridges & Henderson, the senior member of the firm being his father. Mr. Bridges owned several fine farms in the vicinity of Hancock.”<sup>133</sup>

A newspaper noted Mrs. Solomon Exline, of Keyser, W. Va., was visiting at the home of her parents, Mr. and Mrs. Emanuel Athey.<sup>134</sup>

The train construction continued: “**TRAINS TO CUMBERLAND – Day not Distant when W. M. R. R. Extensions will be ready.** – Hancock, Md., November 10. – Vice President Fairfax S. Landstreet and General Manager Alexander Robertson, of the Western Maryland Railroad, accompanied by Chief Engineer J. Q. Barlow, of the Cumberland extension, and Division Engineer John Carmichael have made a thorough inspection of the Cumberland extension from Big Pool through Hancock to Woodmont, a distance of 23 miles. The party came here in Mr. Landstreet’s private car. Work on the extension is drawing to a close, there remaining only about 10 miles of rails to be laid. From here the officials went to Cherry Run, and thence over the Baltimore and Ohio to Cumberland, where that portion of the Cumberland end that is finished was inspected. An inspection was also made of the West Virginia Central and the Coal and Cole Railroads. Within the next 30 days, it is believed, the work will have so far advanced that it will be possible to run trains through from Baltimore via Hagerstown, Big Pool and Hancock to Cumberland. It is understood the officials hope to have a through passenger and freight service established by the first of the year.”<sup>135</sup>

Following an earlier obituary: “**President of Hancock Bank** – Hancock, Md., November 29. – William Davis Myers, a well-known business man of Hancock, has been elected president of the Hancock Bank, to fill the vacancy caused by the death of John W. Breathed Bridges. Mr. Myers was former mayor of Hancock, and is at present one of the school trustees. He is a prominent member of the Masonic fraternity.”<sup>136</sup>

Disaster struck later that year as reported: “**LIVE STOCK PERISH IN A BURNING BARN – Large Structure of Robert Bridges Destroyed and Eleven Steers are Killed.** – Hagerstown, Md., December 9. – Fire between 2 and 3 o’clock this morning destroyed the large frame bank barn owned by Robert Bridges, of Hancock, situated on the Sharpsburg turnpike, about five miles south of Hagerstown, and tenanted by Charles Barnhart.

“The barn was comparatively new, having been built six years ago. It was 100 feet long and 30 feet wide, and was one of the best barns in that section of the county.

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<sup>132</sup> *Baltimore American*, Baltimore, Md., newspaper, Saturday, 11/4/1905.

<sup>133</sup> *Baltimore American*, Baltimore, Md., newspaper, Thursday, 11/9/1905, p. 5.

<sup>134</sup> *Herald & Torch Light*, Hagerstown, Md., newspaper, Thursday, 11/16/1905, p. 10.

<sup>135</sup> *Baltimore American*, Baltimore, Md., newspaper, Monday, 11/20/1905, p. 5.

<sup>136</sup> *Baltimore American*, Baltimore, Md., newspaper, Thursday, 11/30/1905, p. 5.

“Eleven fat steers, ready for the market; two mows of hay, feed, wagons, implements, harness and two large straw-stacks were also destroyed. Fourteen horses were gotten out safely.

“When the fire was discovered by Mr. Barnhart’s sons, Harry and Frank, who, with their father, rushed from the house, scantily dressed, 55 cattle were in the barn. The men at once proceeded to liberate them.

“In a stable near where the fire started were confined the 11 steers that perished. The heat was too great to permit the men to go inside and drive out the animals, but they succeeded in opening the door. The imprisoned cattle made a break for liberty, but only one succeeded in getting out.

“One of the steers in another stable ran out the door with its head on fire.

“The fire started in a straw stack that stood almost against the barn. It spread rapidly to the haymow, which was filled with hay.

“Little trouble was experienced in getting out the horses, which were liberated.”<sup>137</sup>

Later that month another newspaper reported: “On December 9 the large barn and contents on the farm of Robert Bridges, near Hagerstown, was burned. The barn was a new one, and was 100 x 30 feet. The fire was started by a tramp who accidentally set fire to a straw stack. All the stock except 11 steers was saved. Loss over \$5,000.”<sup>138</sup>

The Wabash Railroad news: “**WABASH LINE NOW OPEN TO THE SEA. – The Link Between Big Pool and Cumberland is Opened for Trains.** – Hagerstown, Md., February 8. – The first train over the new Western Maryland extension from Big Pool to Cumberland was run yesterday. It consisted of an engine and two private cars, carrying Vice President Landstreet, General Manager Robertson and other officials. With the exception of about 20 miles of ballasting, the road is completed. Through freight traffic will be inaugurated at an early date, but it is not likely passenger trains will be run through from Baltimore before spring.

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“The train reached Cumberland today. It left Baltimore yesterday over the Western Maryland Railroad and stopped last night at Hancock. This morning it came to Cumberland over the line constructed to connect the Western Maryland with the West Virginia Central and Pittsburg Railway, and tomorrow the train will go on to Elkins, W. Va.

“On board, in addition to Messrs. Landstreet and Robertson are Division Engineer John Carmichael. Freight Traffic Manager J. T. Hendricks, General Freight Agent W.F. Hunter, Superintendent J. A. Shepherd, Chief Engineer J. Q. Barlow, Assistant Engineer J. W. Carmichael, A. H. Smith and J. H. McClement, of New York.

“A. H. Smith, secretary to Vice President Landstreet, stated that, while the object of the passenger train running over the connection was in the nature of an inspection tour, the freight schedule will be put on in the early spring and that the passenger service would be put in operation when the summer schedule is arranged, about the first of June.”<sup>139</sup>

“The present officials of Hancock have been nominated for re-election at the annual election to be held the first Monday in April. The ticket follows: Mayor, J. W. Ditto; assistant, W. D. Myers; councilmen, Thomas Gilleece, E. P. Cohill, R. L. Henderson. There may be an opposition ticket.”<sup>140</sup>

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<sup>137</sup> *Baltimore American*, Baltimore, Md., newspaper, Sunday, 12/10/1905, p. 11.

<sup>138</sup> *Democratic Advocate*, Westminster, Md., newspaper, Saturday, 12/16/1905, p. 5.

<sup>139</sup> *Baltimore American*, Baltimore, Md., newspaper, Friday, 2/9/1906, p. 2.

<sup>140</sup> *Baltimore American*, Baltimore, Md., newspaper, Sunday, 3/25/1906, p. 12.

A local newspaper had the following: “**Lowe – Athey** – The wedding of Miss Louise Athey and Mr. Wm. H. Lowe, took place in the Episcopal Church, Hancock, Thursday evening at 8 o’clock. Messrs. Theo. U. Jenkins and Jas. William Mason were ushers. Miss Cora Henderson and Mrs. F. M. Richey played the wedding marches. A reception at the home of Mr. and Mars. Emanuel Athey followed the ceremony. Mr. and Mrs. Lowe will reside permanently at Pittsburg. The wedding was quite a social event in Hancock.”<sup>141</sup>

“Robert Bridges, surviving partner of the firm of Bridges & Henderson, sold the island in the Potomac river opposite Hancock to J. T. Bridges for \$130.”<sup>142</sup>

Two years later a newspaper reported: “**SLASHED HORSE ON THIGH – Animal Nearly Bled to Death After Vandal’s Attack** – Hagerstown, Md., Sept. 2. – An unknown vandal on Saturday night went into a pasture on the Robert Bridges farm, tenanted by Charles Barnhart, along the Sharpsburg turnpike, about six miles south of Hagerstown, and with a sharp instrument (probably a knife) slashed a fine horse across the hip. A gash nearly a foot long and an inch deep was inflicted.

“The horse nearly bled to death, and it will probably not recover. The man also turned two horses from the pasture into the road. The man was tracked for some distance from the farm. The officers are investigating.

“About two years ago the barn on the farm was burned. The fire was believed to be of incendiary origin.”<sup>143</sup>

“**Settled by Arbitration** – Hagerstown, Md., Nov. 28 – The board of arbitrators, composed of E. P. Cohill, James G. Turner and Thomas L. Richard, appointed by the litigants and the court to arbitrate the case of Roger E. Simmons and J. T. Bridges, who were formerly engaged in the lumber business at Hancock, operating under the firm name of J. T. Bridges & Co., yesterday made a report to the court, declaring that Mr. Simmons, who had received \$5,000 from Mr. Bridges when the dissolution took place, was not entitled to any more money. Mr. Simmons claimed about \$12,000 was still due him. The arbitrators were in session 83 days. Eight of the sessions were held at night.”<sup>144</sup>

“The receivers of the Farmers’ Trust, Bank and Deposit Company, of Baltimore, which had a branch at Hancock, today instituted a suit in the Circuit Court at Hagerstown against J. T. Bridges and Roger E. Simmons, lately trading under the firm name of J. T. Bridges & Co., Hancock, for \$5,000, for money loaned to the firm by the bank. Mr. Bridges is also sued individually.”<sup>145</sup>

Early in 1908 came the following obituary: “**ROBERT BRIDGES DEAD – Was Regarded as the Wealthiest Man in Washington Co.** – Hagerstown, Md. Jan. 9. – Robert Bridges, 73 years old, died early this morning at his home in Hancock, of pneumonia. He was ill about 10 days. His widow is now ill with pneumonia.

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<sup>141</sup> *The Morning Herald*, Hagerstown, Md., newspaper, Fri. 11/9/1906, p. 1.

<sup>142</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Monday, 8/5/1907, p. 11.

<sup>143</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Tuesday, 9/3/1907, p. 11.

<sup>144</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Friday, 11/29/1907, p. 11.

<sup>145</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Thursday, 12/26/1907, p. 5 and *Midland Journal*, Rising Sun, Md., newspaper, Friday, 1/3/1908, p. 4.

## Emanuel Athey Family History

“Mr. Bridges was a man of wealth. Some claimed he was the richest man in the county and estimated his wealth at nearly \$1,000,000. He was born in Hancock, May 21, 1834, and was the son of Robert Ferguson Bridges and Rebecca (Leopold) Bridges. His parental grandparents were Robert and Mary (Morgan) Bridges, of the County of Fife, Scotland.

“The Bridges in Scotland lived for many generations on a farm of 1,600 acres on the King’s Moor, County of Fife. They were strict Presbyterians and worshiped in the kirk nearby and were buried there. Robert Fergusson Bridges was among the younger of seven sons, coming to America in 1816 and settling in Hancock, where, in 1819, he married Rebecca Leopold, whose parents came from Pennsylvania to Maryland – her grandparents from Reading.

“Robert Bridges was being educated for the Presbyterian ministry, but his father’s early death caused him to enter business. Being an only son, he felt the responsibility of caring for his mother and sisters. He first went into the mercantile business. After forming a partnership with Charles W. Henderson, which lasted for 48 years, he began the manufacture of building cement, the firm being known during a long and successful career as the Round Top Hydraulic Cement Company. To this he added the manufacture of glass sand by the Berkeley Sand Company, located near Berkeley Springs, W. Va. Mr. Bridges purchased valuable lands in Maryland and West Virginia, farms near Hagerstown and timber and coal lands in West Virginia.

“He served as school commissioner for a number of years. The fine school building at Hancock and many other schoolhouses in the county were built through his efforts.

“In 1890 Judge R. H. Alvey appointed Mr. Bridges receiver for the Chesapeake and Ohio Canal Company, with Joseph D. Baker, of Frederick, and Col. Richard D. Johnson of Cumberland, as co-receivers. They were afterward appointed by a decree of the Circuit Court of Washington County as trustees to sell the canal, in case it came to a sale under the terms of the decree.

“Mr. Bridges had always been a staunch Democrat. He was a warm political and personal friend of the late Gov. William T. Hamilton.

“He had served as a Presbyterian elder since 1854. He also served many years as superintendent of the Sunday school.

“In 1861 he married Priscilla Williams Breathed, of Boyues, near the College of St. James, a daughter of Judge John W. Breathed and Ann McGill Breathed, the latter being a sister of Major James Breathed, the celebrated Confederate artillery officer. Seven sons and four daughters were born of the union. Nine children survive, as follows: Ann McGill Bridges, who married Dr. James Bridges, of Charlotte, N. C.; Robert Willis Bridges, of Barnard, Mo.; Helen Mar Bridges, of Hancock; Priscilla Williams Bridges, who married John Carmichael, of Lexington, Va.; James Taliaferro Bridges, of Hancock; Llewellyn Dupont Bridges, of Hancock; Rebecca Bridges, who married Rev. William Murray, of Lincolnton, N. C.; Henry Percival Bridges, an attorney, of Baltimore; and Francis Wilbur Bridges, an attorney, of Hagerstown.

“The only relatives of Mr. Bridges who came to America from Scotland were John Bridges, who settled in Pennsylvania and left two sons – George Bridges, of Carlisle; Robert Bridges, editor of Scribner’s Magazine, New York – and David and Andrew Morgan, president and vice president of the National Bank of Chicago.”<sup>146</sup>

Two days later the same newspaper reported: “**ROBERT BRIDGES BURIED- His Funeral Service Largest Ever Held at Hancock.** – Hagerstown, Md., Jan 11. – The funeral of Robert Bridges, one of the wealthiest citizens of Washington County, took place this afternoon at Hancock. It was one of the largest funerals ever held in that place.

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<sup>146</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Friday, 1/10/1908, p. 9.

## Emanuel Athey Family History

“Services were conducted in the Presbyterian Church by Rev. Dr. James L. Webster, the pastor, assisted by Rev. Dr. William J. Webster, of Scotland.

“The active pallbearers were Dr. James A. West, Edmund P. Cohill, Emanuel Athey, John Stigers, John Burgess, Ernest Henderson, Frank Fields and Ralph Graves, all of Hancock.

“The honorary pallbearers were: Joseph D. Baker, of Frederick; Judge Boyd Faulkner, of Martinsburg; Judge James B. Henderson, of Rockville; T. J. C. Williams, of Baltimore; Charles Alvey, State’s Attorney; Alexander Armstrong, Jr., Dr. J. Walker Humrichouse, of Hagerstown; and George L. Nicolson, of Washington. Burial was at Hancock.

“Mr. Bridges enjoyed good health until about 10 days ago, when he and his wife contracted pneumonia while attending the funeral of a relative in Pennsylvania. In a final effort to save him, a special train left Baltimore over the Western Maryland railroad with Dr. Joseph Bloodgood and other physicians on board. The oxygen treatment was the last administered.”<sup>147</sup> Note that Emanuel Athey was listed as an active pallbearer.

Later that month a newspaper reported: “**ROBERT BRIDGES’ WILL – Property Divided Equally Among Wife and Children** – Hagerstown, Md., January 28. – In the Orphans’ Court here today the will of the late Robert Bridges, of Hancock, was admitted to probate. Mr. Bridges, who left an estate variously estimated to be worth from \$1,000,000 to \$2,000,000, divided his property in this county equally among his wife and children. All property outside of Washington county, including large tracts of coal and timber lands in West Virginia and extensive holdings in Maryland and Virginia, is turned into a trust estate, with two of his sons, F. Wilbur Bridges, of Hagerstown, and J. Taliaferro Bridges, of Hancock, as trustees.

“Besides his widow the following children are beneficiaries under his will: Mrs. James Bridges, Charlotte, N. C.; Robert Willis Bridges, Barnard, Mo.; Helen Mar Bridges, Hancock; John Carmichael, Lexington, Va.; James Taliaferro Bridges, Llewellyn Bridges, Hancock; Rev. William Murray, of Lincolnton, N. C.; Henry Percival Bridges, Baltimore; and Francis Wilbur Bridges, Hagerstown.”<sup>148</sup>

Another newspaper of the same date gives different information: “**ROBERT BRIDGES’ WILL FILED – Leaves Nearly All His Estate to Wife and Children** – Hagerstown, Md., Jan. 28. – The will of Robert Bridges, who died recently at Hancock, and who was one of the wealthiest citizens of Washington county, was probated in the Orphans’ Court today. One of the witnesses to the will, William T. Hassett, was too ill to come to Hagerstown to testify to his signature. His deposition was taken at his home, near Big Spring, by a deputy in the register’s office.

“Mr. Bridges left an estate conservatively valued at \$1,000,000. It consisted of mortgages, stocks, bonds, farm lands in Washington county, coal and timber lands in West Virginia and elsewhere and real estate in Chicago and other places.

“The entire estate is left to his widow and children and a few bequests are made to religious bodies. The will was drafted by former Judge William J. Wertenbaker in 1906 and covers 19 typewritten pages. It is the longest will filed in the register’s office here for many years.”<sup>149</sup>

“Bruce Brosius purchased of R. L. Henderson, of Hancock, the undivided interest of Mr. Henderson in 1,794 acres of farm land in Morgan county, West Virginia, for \$7,500.”<sup>150</sup>

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<sup>147</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Sunday, 1/12/1908, p. 11.

<sup>148</sup> *Baltimore American*, Baltimore, Md., newspaper, Wednesday, 1/29/1908, p. 2.

<sup>149</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Wednesday, 1/29/1908, p. 9.

<sup>150</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Monday, 3/9/1908, p. 12.

The 1910 census reported Emanuel Athey, age 64, married 46 years, working as a clerk in a Grocery Store, living in Hancock.<sup>151</sup> Living with him were: Emma, age 60, wife, she had 6 children, 4 were still living; Mollie E. McKinley, age 44, daughter, widowed, she had 1 child who was still living, she was the owner of a grocery store; and Charles McKinley, age 16, grandson.

**“WASHINGTON COUNTY, Starting a Tomato Industry Around Hancock – A New Factory –** Hagerstown, Md., July 5. – The growing of tomatoes around Hancock has become an important industry. J. T. Bridges has 80,000 tomato plants growing. C. W. Rankins has set out 15,000 plants on the Mason farm and 8,000 on the Preston Bowles farm. Other growers have planted at least 40,000 vines. Bridges & Havermale have erected a large canning factory that will be put into operation as soon as the tomatoes begin to ripen.”<sup>152</sup>

**“SALE OF VALUABLE PROPERTY USED AS A CEMENT FACTORY –** By virtue of a decretal order of the United States District Court for the District of Maryland, in the matter of the Round Top Cement Company, a bankrupt, the undersigned Trustee, will sell at Public Auction, at COURTHOUSE DOOR, Hagerstown, Washington county, Md., on TUESDAY, August 4<sup>th</sup>, between the hours of 1 and 3 P. M., ALL THE REAL ESTATE OF THE SAID ROUND TOP CEMENT COMPANY, situated partly in Washington county, Md. and Morgan county, W.Va., between the Baltimore and Ohio Railroad and the Western Maryland Railroad, and on the Chesapeake and Ohio Canal; and all the rights and privileges reserved and granted to Bridges & Henderson by a deed dated the 17th day of January, 1903, from the Chesapeake and Ohio Canal Company, and recorded among the Land Records of Washington county, Md., containing 200 acres of land, more or less, and improved by one Cement Mill, one Powerhouse and stack, one Supply House, one Stable and Carriage Shed, one Dynamite Shed, one large frame Warehouse, one Blacksmith Shop and six Kilns, and all the machinery and supplies used in connection with the above property as a cement factory, including Boilers, Cars, Steam Pumping Pipe, Steel Rails, Buckets, Derricks, 35-H. P. Hoist Engine and appliances used in and about above property as a cement factory.

“Terms of Sale of Real Estate: One-third cash, one-third at six months and balance at 12 months, credit payment to be secured by the notes of the purchaser or purchasers, endorsed to the satisfaction of the trustee. For personal property, terms cash.

“This property is most conveniently situated on both the Baltimore and Ohio and Western Maryland Railroads, and is thoroughly equipped for manufacturing of natural cement and at a small cost could be used for the manufacture of Portland cement. There is on the property all the material, such as sand, lime and cement rock, for the manufacture of cement. The trustee will furnish to anyone desiring information a complete analysis of the above materials made by experts, and Mr. R. L. Henderson, at Hancock, will show the property to any person desiring to examine same.

“A deposit of \$2,500 will be required on the day of sale from the purchaser or purchasers of real estate.

J. FENTON THOMAS, Trustee  
Adamstown, Frederick county, Md.”<sup>153</sup>

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<sup>151</sup> 1910 Census, Maryland, Washington County, Election District 5, enumerated on 4/21/1910, p. 7.

<sup>152</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Monday, 7/6/1908, p. 9.

<sup>153</sup> *Baltimore American*, Baltimore, Md., newspaper, Friday, 7/24/1908, p. 3.

## Emanuel Athey Family History

A local newspaper noted Mrs. J. Wm. Murray, this city, was visiting her parents, Mr. and Mrs. Emanuel Athey, Hancock.<sup>154</sup>

**“A LARGE BARN BURNED** – Hancock, Md., April 14. – Fire last night destroyed the large barn on the farm of J. T. Cover, Hancock, owned by J. T. Bridges, entailing a loss of probably \$5,000. Stored in the barn at the time were 23 implements of various kinds belonging to R. M. Wilkinson & Sons, implement dealers, of Hancock. All of these were destroyed. The live stock in the barn at the time was saved, with the exception of one calf. The barn was located near a planning mill, and the only explanation as to the origin of the fire is that it started from sparks from the engine at the mill. Mr. Bridges had \$1,000 insurance on the building, and Wilkinson & Son had \$1,400 insurance on the machinery.”<sup>155</sup>

The 1910 census listed Emanuel W. Athey, age 64, a grocery store clerk, living in Hancock, Md.<sup>156</sup> Living with him were: Emma, age 60, wife, she had six children, four of whom were then still living; Mollie E. McKinley, age 44, daughter; and Charles McKinley, age 16, grandson.

Later that year we read: **“TO GOVERNOR AND MAYOR – Messrs. Crothers and Mahool to be dined at Woodmont Club.** – Henry P. Bridges, of the Woodmont Rod and Gun Club, will give a dinner tonight at the clubhouse, on the Potomac River, eight miles from Hancock, Md., in honor of Gov. Austin R. Crothers and Mayor J. Barry Mahool. A number of other distinguished guest, including ex-United States Senator Charles W. Faulkner, of West Virginia; Dr. J. McPherson Scott, mayor of Hagerstown, and Mr. Thomas Gilleece, mayor of Hancock, will be present.

“Mayor Mahool, Judge Thomas Williams, R. Woods and Henry P. Bridges, secretary of the Woodmont Club, will leave Baltimore in a touring car early this morning for Hancock. The party expects to reach Hancock about 11 o’clock, or before Governor Crothers arrives in his private car, the Governor being booked to make an address at that place.

“Other who will attend are: E. R. Crothers, State Game Warden, H. F. Harmonson, Henry F. Heller, John T. Mason, R. F. Randolph, Reinhart Cohill, G. K. McGaw, James T. Bridges, Raymond Henderson, F. W. Bridges, of Hagerstown; E. P. Cohill, Dr. James A. West, C. Pyles, of Rockville, Md.; R. McCandless, John Stiegers, Capt. E. Athey, Peter Dawson, Dr. Diehl and Frank Fields.

“The Woodmont Club has been in existence 40 years, and among the notables entertained there were four presidents – Cleveland, Harrison, Arthur and Garfield. Present will be William Elkins and R. Lee Hill, two scouts who took the presidents mentioned on hunting trips.

“The property of the Woodmont Club, which is in the neighborhood of 3,000 acres, is a regular hunter’s paradise.

“The hunting season opens November 1, and Secretary Bridges is arranging to take a number of shooting parties.”<sup>157</sup>

**“Big Plant Burned** – Hagerstown, Md., May 20. – Flames starting in the engine-room this morning, destroyed the plant of the Hancock Shale Brick Company, entailing a heavy loss, with insurance

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<sup>154</sup> *Cumberland Alleganian*, Cumberland, Md., newspaper, Thursday, 2/4/1909, p. 20.

<sup>155</sup> *Baltimore American*, Baltimore, Md., newspaper, Thursday, 4/15/1909, p. 9.

<sup>156</sup> 1910 Census, Maryland, Washington County, Election District 5, enumerated on 4/21/1910, p. 7B.

<sup>157</sup> *Baltimore American*, Baltimore, Md., newspaper, Saturday, 10/1/1910, p. 12.

## Emanuel Athey Family History

amounting to only \$7,000. Five frame buildings were burned to the ground. Some of the machinery was of the most expensive kind, one press alone costing \$8,000. All of it was ruined.

“The plant was owned by F. W. Bridges, of Hagerstown; J. T. Bridges, John Stigers, P. T. Little, H. L. Creager and H. N. Rosen, of Hancock.”<sup>158</sup>

“**ANOTHER ORCHARD COMPANY** – Hagerstown, Md., June 5. – Maryland Orchard Company is the title of a new company incorporated here. The incorporators, who are also the directors for the first year are Orlando and George Harrison, Berlin, Md.; J. T. Bridges, Hancock, and F. W. Bridges, Hagerstown. The company purchased the Bridges’ farm, near Hancock for \$10,000, and will establish large peach and apple orchards there. The company is capitalized at \$25,000.”<sup>159</sup>

A newspaper reported: “The heirs of the late Charles W. Henderson, of Hancock, have stopped, by injunction, the work of the Baltimore and Ohio Railroad at Hancock Station, West Virginia, opposite Hancock, Maryland. They want \$30,000 for the right of way through their property.”<sup>160</sup>

“George L. Miller, proprietor of the Monterey Hotel, Hancock, gave a confessed judgement for \$11,000 in favor of Executor G. S. Fulner, deceased, who held a mortgage of \$11,000 on the hotel property.”<sup>161</sup>

“**Receivers for George L. Miller** – Hagerstown, Md., March 21. – Judge Keedy appointed today Albert J. Long and John T. Mason receivers for George L. Miller, proprietor of the Monterey Hotel, Hancock. The hotel was recently sold under mortgage foreclosure to Mrs. Rebecca Murray, who held the mortgage. Miller bought the hotel about two years ago from J. T. Bridges for \$34,000. The building is said to represent an investment of \$30,000.”<sup>162</sup>

“Hagerstown. – Mrs. Rebecca Murray, who recently purchased the Monterey Hotel, at Hancock, for about \$20,000 at mortgages’ sale, has sold the property to her mother Mrs. Priscilla Williams Bridges, widow of Robert Bridges, of Hancock.”<sup>163</sup>

Emanuel Athey was re-elected treasurer of the Masonic Lodge, Hancock.<sup>164</sup>

“**HANCOCK HAS \$10,000 FIRE** – Hagerstown, Md., Dec. 17. – The three-story brick residence of Dr. P. E. Stigers in Hancock was burned this morning and the Monterey Hotel, adjoining, was badly damaged. The loss is between \$9,000 and \$10,000. Dr. Stigers’ loss is about \$8,000. The damage to the hotel is about \$2,000.

“When the fire was at its height, Mayor Thomas Gilleece asked aid from Hagerstown, and the Western Enterprise Fire Company was ready to go to Hancock, when word came that the fire was under control.

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<sup>158</sup> *Baltimore American*, Baltimore, Md., newspaper, Tuesday, 5/30/1911, p. 6.

<sup>159</sup> *Catoctin Clarion*, Thurmont, Md., newspaper, Thursday, 6/8/1911, p. 3.

<sup>160</sup> *Citizen*, Frederick, Md., newspaper, Friday, 12/8/1911, p. 5.

<sup>161</sup> *Citizen*, Frederick, Md., newspaper, Friday, 12/21/1913, p. 8.

<sup>162</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Saturday, 3/22/1913, p. 6.

<sup>163</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Saturday, 9/6/1913, p. 6.

<sup>164</sup> *Hagerstown Mail*, Hagerstown, Md., Friday, 12/19/1913, p. 2.



## Emanuel Athey Family History

“The fire started in the cellar of the Stigers property and was discovered by Frank Dodson, who was awakened by smoke filling his room on the second floor. He aroused Dr. Stigers, who was sleeping on the same floor. The men escaped in their night clothes.

“The work of fighting the fire was handicapped by a scarcity of water, owing to the plugs being frozen.”<sup>165</sup>

Socially we read: “**HANCOCK** – Dr. V. W. Gale, Kansas City, is visiting Mr. and Mrs. R. L. Henderson. Miss Lucetta Stockbridge, Washington, who has been a guest for a week of Mr. and Mrs. R. L. Henderson, left Wednesday for Elkins, W. Va., with Miss Margaret Sutherland for a visit to Senator and Mrs. Howard Sutherland. Mrs. V. W. Gale, who was visiting her brother, R. L. Henderson, left Saturday for Kansas City to visit her sister, Mrs. Samuel McClay.

Another social notice read that Emanuel Athey, of Hancock, who went to Cumberland for the Masonic ceremony, was the guest of his daughter, Mrs. J. William Murray, Cumberland street.<sup>166</sup>

Early the next year it was noted that Mrs. William Lowe, Pittsburgh, visited for several weeks with her parents, Mr. and Mrs. Emanuel Athey.<sup>167</sup>

Later that year, John L. Beard, visited his uncle, Emanuel Athey, at Hancock.<sup>168</sup>

And Mrs. J. William Murray, Cumberland street, was at Hancock at the bedside of her mother, Mrs. Emanuel Athey, who was very ill.<sup>169</sup>

The 1920 census listed Emanuel W. Athey, age 76, retired, living in Hagerstown, Md.<sup>170</sup> Living with him were: Emma L., age 70, wife; Mollie E. McKinley, age 52, daughter, a grocery store merchant; and Charles A. McKinley, age 25, grandson, working as a salesman in a retail grocery.

In 1922 we found that Emanuel and Emma E. Athey were living in Hancock, Md.<sup>171</sup> He was retired. She died later that year. Her obituary: “**Mrs. Emanuel Athey** died at her home at Hancock yesterday afternoon at 5:30 o’clock, after an illness of two years, aged 75 years. Besides her husband, four daughters, Mrs. Flora Exline and Mrs. William Lowe, both of Pittsburgh; Mrs. William Murray, Cumberland and Mrs. Mollie McKinley, at home, survive.”<sup>172</sup>

In May, 1925 a newspaper noted: “**FAMOUS CANAL BOATMAN SICK – Had Charge of Boat ‘Round Top’ which hauled Cement to Nation’s Capital** – Emanuel Athey, one of the oldest residents of Hancock, is critically ill. Mr. Athey, in the heyday of the Chesapeake and Ohio canal, had charge of the famous boat, ‘Round Top.’ owned by Bridges and Henderson, which hauled cement to Washington and Cumberland from the Round Top mill. Much cement that entered into the construction of government and other buildings in Washington 40 or 50 years ago. was taken there by Captain Athey. He was known the entire length of the waterway because of his affable, obliging

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<sup>165</sup> *Baltimore Sun*, Baltimore, Md., newspaper, Friday, 12/18/1914, p. 3.

<sup>166</sup> *Cumberland Press*, Cumberland, Md., newspaper, Friday, 6/25/1915, p. 12.

<sup>167</sup> *Hagerstown Mail*, Hagerstown, Md., newspaper, Friday, 2/4/1916, p. 3.

<sup>168</sup> *Evening Times*, Cumberland, Md., Friday, 4/28/1916, p. 9.

<sup>169</sup> *Evening Times*, Cumberland, Md., Thursday, 11/17/1918, p. 1.

<sup>170</sup> 1920 Census, Maryland, Washington County, Hagerstown, enumerated on 1/6/1920, p. 2A.

<sup>171</sup> *Hagerstown, Maryland, City Directory*, 1922, p. 903.

<sup>172</sup> *The Daily Mail*, Hagerstown, Md., newspaper, Thursday, 6/22/1922, p. 10.

manner and uniform good nature. He had been a member of the vestry of St. Thomas Episcopal Church, Hancock, for many years. He is prominent in Masonic circles.”<sup>173</sup>

A 1925 newspaper printed the following obituary: “**EMANUAL ATHEY PASSES AWAY AT HIS HOME HERE** – It is our sad duty this week to chronicle the death of Emanuel Athey, who died shortly past 2 o’clock Wednesday afternoon at his home in West End, his passing on resulting from a long-standing ailment. He was in the 83<sup>rd</sup> year of his age.

“” Captain” Athey was numbered among our few octogenarians who have spent the major portion of their long and useful lives in Hancock and few men in this community were better known than the deceased.

“Born on a farm just east of Cumberland, in Allegany county, Feb. 14, 1843, he came to Hancock when he was in his 18<sup>th</sup> year, before the breaking out of the Civil War, and entered the employ of Bridges & Henderson, for years the leading business firm in Hancock. For over 45 years, or in other words during the existence of the firm and its successors he was connected in one capacity or another with this old and state-wide known house. A considerable portion of his time was spent on the Chesapeake and Ohio Canal, where the captaincy of a boat operated by his employers fell to his lot. In a short time “Captain” Athey was favorably known the entire length of the old waterway.

“On March 3, 1864, the deceased was united in marriage to Emma Louisa, daughter of the late Jackson and Louisa Potts, who preceded him to the grave June 21, 1922.

“Emanuel Athey was the highest type of a Christian and a prominent churchman, serving as Junior Warden of the Vestry of St. Thomas’ P. E. Church from May 15, 1905 until February 26, 1909, when he was elected Senior Warden, which office he faithfully filled up until the time of his death.

“In fraternal circles he was nonetheless prominent, holding memberships in James W. Bowers Lodge, No. 173, A. F. & A. M., Hancock Lodge, No. 93, Knights of Pythias, and Hiawatha Tribe, No. 144, Improved Order of Red Men. For more than 30 years he held the office of Treasurer in the Masonic Lodge, and as a Knight of Pythias he had the honor of being a charter member.

“As a citizen, he was one of our best. He was one of nature’s noblemen in its truest sense – always generous and manly. His was the soul of honor, and his friends and friendships were sacred to him. There was a daily beauty about his life which won every heart. In temperament he was mild, conciliatory, candid, and his influence upon those with whom he came in contact was elevating. Mr. Athey did good merely by living. The highest tribute we can pay this truly good man is to say that every act of his life fits into these lines: ‘The noblest contribution which any man can make for the benefit of posterity, is that of a good character. The richest bequest which any man can leave to others, is that of a shining, spotless example.’

“The deceased is survived by four daughters – Mollie E., Widow of the late William McKinley, at home; Louise E., wife of William B. Lowe, Pittsburgh; Mabel N., wife of J. W. Murray, Cumberland; Flora W., wife of Solomon E. Exline, Pittsburgh; two grandchildren, Charles A. McKinley and C. Athey Murray, and two great grandchildren, James and Mary Catherine Murray.

“The three daughters, living elsewhere with their husbands, reached here in time to witness the passing on of their aged and devoted father.

“The funeral will take place Sunday afternoon at 2 o’clock, services being held in St. Thomas’ P. E. Church.”

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<sup>173</sup> *The Daily Mail*, Hagerstown, Md., newspaper, Wednesday, 5/6/1925.

## Emanuel Athey Family History

The next day the newspaper had a shorter obituary: **DEATHS** - Emanuel Athey who was past eighty years of age and one of the oldest citizens of Hancock, died yesterday afternoon at 2 o'clock, following a long illness.

"Mr. Athey was an old Chesapeake and Ohio canal boatman and was well known the entire length of that waterway. He was a member of the vestry of St. Thomas Episcopal church, Hancock, for many years, and was also prominent in Masonic Circles.

"He is survived by four daughters, including Mrs. Mabel Murray, a teacher in the Cumberland schools."<sup>174</sup>

A few days later we read: "**Funeral of Emanuel Athey** – The funeral of Emanuel Athey, aged 82, a native of Allegany county, near this city, who went to Hancock, Md., before the Civil War and entered the employ of Bridges & Henderson, will be held tomorrow afternoon at 2 o'clock from St. Thomas Episcopal Church, Hancock, of which he was senior warden. Mr. Athey was with the firm of Bridges & Henderson and its successors for 45 years. For many years he operated the cement boat, 'Round Top,' on the canal, and was widely known as 'Captain' Athey.

"Mr. Athey was a treasurer of the Masonic lodge at Hancock for 30 years and was a charter member of Hancock lodge of the Knights of Pythias. He was also a member of the Improved Order of Red Men. Four daughters survive: Mrs. J. William Murray, Cumberland; Mrs. Mollie McKinley, Hancock; and Mrs. William H. Lowe and Mrs. Solomon E. Exline, Pittsburgh."<sup>175</sup>

By October 1926 a newspaper recorded that for Election District 5, Emanuel Athey, Democrat, had his name erased from the Hancock voter registration list.<sup>176</sup>

Another obituary read: "**Mrs. James R. Bridges** – Word has been received here for the death of Mrs. James Robertson Bridges, of Charlotte, N. C. Mrs. Bridges was the former Miss Ann McGill Bridges, the daughter of Mr. and Mrs. Robert Bridges, this city. She is survived by five children, Mrs. James Alexander West, Winter Haven, Fl.; Mrs. Gordon Oltman, James R. Bridges, Robert Bridges and Edwin Breathed Bridges, of Charlotte, N. C.; mother, Mrs. Robert Bridges, Mrs. John Carmichael, this city, is a sister, and F. Wilbur Bridges, Hagerstown, a brother."<sup>177</sup>

In mid-1943, under **Personals** we read: "Mrs. Flora Exline, who had been visiting her sister, Mrs. Mabel Murray, 218 Cumberland street, is now in Hancock, the guest of another sister, Mrs. Mollie McKinley."<sup>178</sup>

In 1943 a newspaper had the following obituary: "**Mrs. Flora A. Exline** – Mrs. Flora A. Exline, 68, widow of Solomon Exline, died this morning at Allegany Hospital, where she was admitted last night. She had been ill about a month. Since the death of her husband in Pittsburgh, Mrs. Exline had been residing with her sisters, Mrs. Mollie McKinley, Hancock, Md., and Mrs. Mabel Murray, 218 Cumberland street, this city. She was a member of Joppa Chapter, Order of the Eastern Star, Pittsburgh.

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<sup>174</sup> *The Daily Mail*, Hagerstown, Md., newspaper, Thursday, 5/7/1925, p. 16.

<sup>175</sup> *The Cumberland Evening Times*, Cumberland, Md., newspaper, Saturday, 5/9/1925.

<sup>176</sup> *Morning Herald*, Hagerstown, Md., newspaper, Saturday, 10/16/1926, p. 8.

<sup>177</sup> *Morning Herald*, Hagerstown, Md., newspaper, 11/25/1932, p. 16.

<sup>178</sup> *The Cumberland Evening Times*, Cumberland, Md., newspaper, Friday, 7/2/1943.

## Emanuel Athey Family History

“Mrs. Exline was a daughter of the late Emanuel Athey, Hancock, who operated the noted old boat “Round Top” which carried cement from Hancock to Washington over the Chesapeake and Ohio canal, sixty years ago.

“Mrs. Exline was a member of St. Thomas Episcopal Church, Hancock, from which funeral services will be held Thursday. Her body was taken to Hancock. She was an aunt of C. Athey Murray, this city, and Charles A. McKinley, Hancock.”<sup>179</sup>

In the same year we read: “**DEATHS** – Robert Bridges, well-known resident of Hancock, died at 9:30 a. m. Friday at his home, aged 78. He had been confined to his bed for the last five months.

“Mr. Bridges, who operated a hardware store in Missouri for many years, returned to Hancock about eight years ago.

“Surviving are the following sisters and brothers: Mrs. John Carmichael, Hagerstown; Mrs. W. A. Murray, Hancock; J. T., Hancock; Harry [*sic.* Henry] P., Woodmont Rod and Gun Club, and Wilbur, Hagerstown.

“Funeral announcements later.”<sup>180</sup>

In 1950 we found the following obituary: “**OBITIARIES** – **Mrs. Molly McKinley** – Mrs. Molly McKinley, widow of William H. McKinley, Hancock, died at her home early this morning, aged 85 years.

“Daughter of the late Emanuel L. and Emma (Moss) [*sic.* Potts] Athey, she was born in Hancock. Only survivor is a son, Charles A., at home.

“The body was removed to the Charles R. Bast funeral home, Hancock, to be returned to the residence where it may be viewed until 1:30 o’clock Wednesday afternoon. Funeral services will be at 2 o’clock that afternoon at St. Thomas Episcopal Church, the Rev. Alister Anderson officiating, assisted by the Rev. Walter McKinley, with interment in cemetery adjoining.”<sup>181</sup>

The following obituary was found: “**Charles A. McKinley** – HANCOCK, Md. – Charles A. McKinley, 84, of 81 W. Main St., died Saturday at the Washington County Hospital in Hagerstown, Md.

“Born in Hancock, Md., he was the son of the late William Henry and Mollie E. Athey McKinley.

“He was a retired clerk for the Peoples National Bank in Hancock, Md. He was a member of the Tonoloway Rod and Gun club in Hancock. He served in the Army during World War I. He was also a member of the Webster B. Harrison Post No. 26, American Legion of Hancock, and a member of the St. Thomas Episcopal Church in Hancock.

“He is survived by his wife, Mary Elizabeth Zimmerman McKinley. He was the surviving member of his family.

“Memorial services will be held Tuesday at 11 a.m. at the St. Thomas Episcopal Church. The Rev. W. Shelby Walthall will officiate; interment at the convenience of the family.

“The family requests that memorial donations be made to the St. Thomas Episcopal Church.

“Arrangements were handled by the Grove Funeral Home in Hancock, Md.”<sup>182</sup>

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<sup>179</sup> *The Cumberland Evening Times*, Cumberland, Md., newspaper, Wednesday, 12/29/1943.

<sup>180</sup> *The Daily Mail*, Hagerstown, Md., newspaper, Friday, 11/26/1943, p. 16.

<sup>181</sup> *The Daily Mail*, Hagerstown, Md., newspaper, Monday, 12/18/1950, p. 20.

<sup>182</sup> *The Daily Mail*, Hagerstown, Md., newspaper, Monday, 9/18/1978, p. 27.

Emanuel Athey Family History

VITAL STATISTICS OF ATHEY FAMILY

Name	Rel.	Born	Married	Died
<b>Emanuel Athey</b>	hus	2/15/1843	3/3/1864	5/6/1925
<b>Emma Moss</b>	wife	3/1846		6/21/1922
<i>Emanuel Emma Athey</i>	son		infant	
<i>Mollie E. Athey</i> (McKinley)	dau	1/17/1865	1892	12/18/1950
<i>Isiella G. Athey</i>	dau	9/22/1866	infant	1/4/1867
<i>Louise E. Athey</i> (Lowe)	dau	11/11/1868	1895	11/19/1925
<i>Mabel Nellie Athey</i> (Murray)	dau	10/16/1870	1891	3/5/1950
<i>Florence W. Athey</i> (Exline)	dau	6/17/1874	6/26/1900	12/29/1943
<i>Cora H. Athey</i>	dau	9/1877		1900
<b>End of 1<sup>st</sup> Generation</b>				
<b>William Henry McKinley</b>	hus	7/5/1865	1892	10/22/1900
<b>Mollie E. Athey</b>	wife	1/17/1865		12/18/1950
<i>Charles Athey McKinley</i>	son	9/22/1893		9/16/1978
<b>William H. Lowe</b>	hus	1861	11/8/1906	
<b>Louise E. Athey</b>	wife	11/11/1868		11/19/1925
<b>James William Murray</b>	hus	1869	1891	6/18/1940
<b>Mabel Nellie Athey</b>	wife	10/16/1870		3/5/1950
<i>Cora Roseland Murray</i>	dau	9/1892		9/21/1913
<i>Charles Athey Murray</i>	son	10/27/1893	2/1920	7/24/1944
<b>Solomon Edwards Exline</b>	hus	1869	6/26/1900	1941
<b>Florence Williams Athey</b>	wife	6/17/1874		12/29/1943
<i>Carrie B. Exline</i> (Reel)	dau	1889		1933
<b>End of 2<sup>nd</sup> Generation</b>				
<b>Charles Athey Murray</b>	hus	10/27/1893	2/1920	7/24/1944
<b>Marie Kathleen Glick</b>	wife	1892		1977
<i>James Glick Murray</i>	son	2/9/1921		1970
<i>Mary Catherine Murray</i>	dau			

Emanuel Athey Family History

VITAL STATISTICS OF BRIDGES FAMILY

Name	Rel.	Born	Married	Died
<b>Robert Bridges</b>	hus	5/21/1830	11/4/1861	1/9/1908
<b>Priscilla Williams Breathed</b>	wife	3/17/1842		4/10/1936
<i>Ann McGill Bridges</i> (Bridges)	dau	12/3/1863	9/14/1885	11/28/1932
<i>Robert Willis Bridges</i>	son	2/26/1865		11/26/1943
<i>John William Breathed Bridges</i>	son	9/21/1866	1902	11/8/1905
<i>Helen Mar Bridges</i> (Towson)	dau	11/12/1869		12/15/1909
<i>Priscilla Williams Bridges</i> (Carmichael)	dau	3/21/1871	6/6/1900	3/7/1945
<i>James Taliaferro Bridges</i>	son	7/8/1872	1904	1/10/1954
<i>Eugene Addison Bridges</i>	son	3/19/1874	never	9/4/1902
<i>Llewellyn Dupont Bridges</i>	son	9/8/1875	6/12/1900	8/23/1916
<i>Rebecca Adele Bridges</i> (Murray)	dau	11/6/1876	11/11/1903	8/17/1966
<i>Henry Percival Bridges</i>	son	1/24/1878	1922	4/22/1957
<i>Francis Wilbur Bridges</i>	son	7/31/1879		1949
<i>George Lester Bridges</i>	son	4/12/1881	infant	8/12/1881
<i>Lynn Robinson Bridges</i>	dau	4/19/1883	infant	1/1/1885
<b>End of 1<sup>st</sup> Generation</b>				
<b>Rev. James Robertson Bridges</b>	hus	9/29/1852	9/14/1885	7/19/1930
<b>Ann McGill (Nanny) Bridges</b>	wife	12/3/1863		11/23/1932
<i>Helen Venable Bridges</i> (West)	dau	2/4/1888		1/1964
<i>James Robertson Bridges</i>	son	5/14/1890	9/18/1922	4/19/1954
<i>Robert Armstrong Bridges</i>	son	4/7/1891		6/20/1977
<i>Edwin Breathed Bridges</i>	son	4/7/1894	1930	12/17/1936
<i>Mary Dandridge Bridges</i> (Oltman)	dau	7/11/1900	6/22/1922	8/1979
<b>Robert Willis Bridges</b>	hus	2/26/1865	1890	11/26/1943
<b>Margaret West</b>	wife	12/12/1870		6/17/1941
<b>John William Breathed Bridges</b>	hus	9/21/1866	1902	11/8/1905
<b>Mary Elizy Thompson</b>	wife	8/27/1873		12/26/1944
<i>Catherine Breathed Bridges</i> (Linaweaver)	dau	5/11/1905	1926	6/3/2001
<b>John Carmichael</b>	hus	1876	6/6/1900	12/12/1924
<b>Priscilla Williams Bridges</b>	wife	3/21/1871		3/7/1945
<i>Virginia Tucker Carmichael</i>	dau	4/18/1901	never	3/20/1995
<b>John Carmichael, Jr.</b>	son	4/20/1903	never	8/9/1924
<b>James Taliaferro Bridges</b>	hus	7/8/1872	11/26/1904	1/10/1954
<b>Sara Isabella Henderson</b>	wife	7/9/1878		5/21/1953
<b>Robert Bridges</b>	son	9/21/1905	8/24/1929	1/18/1967
<i>Sara Isabel Bridges</i> (Blackwell)	dau	4/10/1908	10/1/1931	7/21/1977
<b>Llewellyn Dupont Bridges</b>	hus	9/8/1875	6/12/1900	8/23/1916
<b>Nina May Robosson</b>	wife	3/14/1876		4/30/1970
<b>Robosson Bridges</b>		1901	infant	1901
<i>Priscilla Lyles Bridges</i> (Tobias)	dau	8/26/1902		8/25/1983
<i>Mary Beall Bridges</i> (Vann)	dau	12/20/1904		3/24/1973

## Emanuel Athey Family History

Name	Rel.	Born	Married	Died
William Andrew <b>Murray</b>	hus	1875	11/11/1903	8/17/1966
Rebecca Adelle <b>Bridges</b>	wife	11/6/1876		
<i>William Andrew Murray, Jr.</i>	son	1905		
<i>Robert B. Murray</i>	son	1909		
Henry Percival <b>Bridges</b>	hus	1/24/1878	1922	4/22/1957
Cornelia Shelby <b>Thomas</b>	wife	1902		1972
<i>Henry Percival Bridges, Jr.</i>	son			
<i>Shelby Powell Bridges</i>	son			
End of 2 <sup>nd</sup> Generation				

Emanuel Athey Family History

VITAL STATISTICS OF HENDERSON FAMILY

Name	Rel.	Born	Married	Died
Charles William <b>Henderson</b>	hus	2/21/1825	10/5/1852	2/25/1905
Jane Catherine <b>Brosius</b>	wife	1833		4/17/1905
<i>Ellen Mary</i> <b>Henderson</b> (Gayle)	dau	12/1857		11/17/1938
<i>Betty Jane</i> <b>Henderson</b> (Ripple)	dau	1855		1930
<i>Cora Scull</i> <b>Henderson</b>	dau	7/20/1859	4/12/1917	2/26/1937
<i>Daniel Brosius</i> <b>Henderson</b>	son	1/12/1862	7/5/1887	5/8/1940
<i>Kate Thomas</i> <b>Henderson</b> (McClay)	dau	1864	10/1895	1/1934
<i>Raymond Lee</i> <b>Henderson</b>	son	7/5/1865	10/10/1893	1955
<i>Ernest Clifton</i> <b>Henderson</b>	son	11/12/1866	never	
<i>Charles William Roy</i> <b>Henderson</b>	son	2/22/1874	1896	6/25/1951
<b>End of 1<sup>st</sup> Generation</b>				
Dr. Virginius William <b>Gayle</b>	hus	2/1852	10/21/18775	8/29/1929
Ellen Mary <b>Henderson</b>	wife	12/1857		11/17/1938
John Newcomer <b>Ripple</b>	hus	6/10/1854	1/8/1878	8/12/1905
Betty Jane (Bessie) <b>Henderson</b>	wife	1855		1930
<i>Lewis</i> <b>Ripple</b>	son	12/14/1878		1971
<i>John Raymond</i> <b>Ripple</b>	son	2/15/1885	3/26/1913	1929
<i>Charles H.</i> <b>Ripple</b>	son	1889		
Chester Turner <b>Hoag</b>	hus	1862	4/12/1917	1945
<i>Cora Scull</i> <b>Henderson</b>	wife	7/20/1859		2/26/1937
Daniel Brosius <b>Henderson</b>	hus	1/12/1862	7/5/1887	5/8/1940
Lucy Minor <b>Abbott</b>	wife	1/27/1865		12/28/1949
<i>Lucy Ridgeway</i> <b>Henderson</b>	dau	5/7/1888		9/7/1963
<i>Charles</i> <b>Henderson</b>	son	8/19/1890		4/5/1979
<i>William Abbot</i> <b>Henderson</b>	son	7/24/1892		2/19/1972
<i>Jane</i> <b>Henderson</b>	dau	9/21/1895		12/8/1992
<i>Virginia Avenel</i> <b>Henderson</b>	dau	11/30/1897		3/19/1996
<i>Frances Minor</i> <b>Henderson</b>	dau	2/19/1900		1/27/1998
<i>Daniel Brosius</i> <b>Henderson</b>	son	5/30/1903		4/9/1972
<i>John Overton</i> <b>Henderson</b>	son	1/20/1906	10/31/1981	12/31/1990
Samuel <b>McClay</b>	hus		10/1895	1931
Kate Thomas <b>Henderson</b>	wife	1864		1/1934
Raymond Lee <b>Henderson</b>	hus	7/5/1865	10/10/1893	1955
Martha Virginia <b>Harris</b>	wife	1873		1926
<i>Jane Catherine</i> <b>Henderson</b>	dau	9/21/1895		12/8/1992
<i>Raymond Harris</i> <b>Henderson</b>	son	3/1896		
Charles William Roy <b>Henderson</b>	hus	2/22/1874	1896	6/25/1951
Anna Louisa <b>Summers</b>	wife	1873		8/19/1949
<i>Ruth Elene</i> <b>Henderson</b>	dau	6/1897		1951
<b>End of 2<sup>nd</sup> Generation</b>				



“**Industries of Hancock** – Hancock has now one private and three public schools, five churches, and several private business enterprises of great importance. Among these are the hydraulic cement works of Bridges & Henderson, located at Round Top Hill, a short distance west of town. The firm is composed of Robert Bridges and Charles W. Henderson, and they employ from seventy-five to one hundred men, and from sixteen to twenty in the cooper-shop, where the barrels in which the cement is shipped are made. The rock from which the cement is made is mined out of Round Top Hill, in the side of which are five tunnels, two of them running clear through the hill, and all of them are being worked constantly. The layers of argillo-magnesian limestone from which the cement is made crop out in several places on the north bank of the Potomac River, and were cut into in 1837 and the hydraulic character of the stone discovered, during the process of constructing the canal. The strata of cement rock are exceedingly crooked and tortuous, bending up and down, and doubling upon each other in a very singular and complex manner, forming a series of arches and counter-arches and concentrating a large quantity of the stone within easy and convenient reach. The aggregate thickness of the cement-producing stratum varies, in different parts of the quarries, from eight to twelve feet. Although it is, in fact, a single layer of that thickness, this thickness is in some places apparently doubled, and even trebled, in consequence of the peculiarly crooked condition in which the bed is found. There are six distinct outcrops of the same layer of cement rock exposed to view upon the slope of the hill, within a distance of about two hundred yards along the canal, and they are so located as to secure to the manufacturer every advantage which position can afford for many years to come. Shortly after the discovery of the rock a mill was erected upon the canal at the quarries, two and three-quarter miles west of Hancock, Md., by Mr. Shafer, who until 1863 manufactured under the brand ‘Shafer Cement.’ In 1863 it was purchased by the present company.

“The stone is burnt at the works in eight perpetual kilns, each twenty-one feet deep and ten feet in diameter at the base. The aggregate daily capacity of the eight kilns, when running full, is about three hundred and twenty barrels of three hundred pounds each, or two thousand two hundred barrels per week, as the kilns be drawn down the same on Sundays as on other days. All labor is suspended at the works on the Sabbath-day. The mill for grinding the cement is driven by an overshot water-wheel, sixteen feet in diameter and sixteen feet in width of breast, with buckets thirteen inches in depth. Water for turning the wheel is supplied by the Chesapeake and Ohio Canal, upon the tow-path of which the mill is located. The power of the wheel is considerably in excess of what is required for the works at their present capacity, and the flow of water, although restricted, is sufficient for manufacturing purposes. The grinding is done with four pairs of French burr-stones, each five feet in diameter. Their aggregate capacity for grinding somewhat exceeds four hundred barrels of cement in twenty-four hours, by running night and day. After being barreled, the cement is run across the Potomac by cable and is shipped east and west *via* the Baltimore and Ohio Railroad. The firm have about three hundred acres of land on the West Virginia shore, on which is erected a warehouse for the deposit of the cement prior to shipment, and switches connect with the Baltimore and Ohio main tracks. The Chesapeake and Ohio Canal, on which the works are located, is also utilized as a shipping medium and for the reception of coal.”<sup>183</sup>

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*History of Western Maryland, Vol. II, Chapter LIII: Sharpsburg District, No. 1. p. 534.*

**“A GROWING TOWN – Great Expansion of Hancock, Md., in last Decade.** – Hancock is a picturesque town and the most important point on the Baltimore and Ohio Railroad between Cumberland, Md., and Martinsburg, W. Va., a distance of 78 miles. Hancock is built on a series of gently undulating plateaus, commanding the Potomac river. Looking westward from the town, spurs of the Alleghanias can be seen. The view in the East gives the hazy outlines of peaks of the Blue Ridge.

“Romantic scenery abounds on all sides. Sulphur springs bubble from the earth at nearly every turn, ten or a dozen running brooks find their way to the Potomac, the mountains contain caverns and rocky eminences from which superb views are obtained and beautiful valleys, coursed by easy roads, all tell of some of the natural features of the country hereabout. The Potomac affords splendid fishing and boating. It is dotted with finely shaded islands. One, which is reached by the stairway leading from the Hancock bridge, has been converted into a pretty park.

“Hancock is only a four hours’ ride from Baltimore, three hours from Washington and six hours from Pittsburg. Cherry Run, W. Va., the junction of the Baltimore and Ohio and Western Maryland railroads, is nine miles east of Hancock. The residents of Hancock have an abiding faith in the future of the town. Its natural advantages have never been fully known, and a move is on foot to induce capital to come here. Hancock needs a large summer hotel. The town has many summer visitors, and it is assured would have scores, where it now has only pairs, were the accommodations provided. The hills about the town afford numerous sites, from any of which a sweeping view of the West Virginia Mountains and the Potomac Valley can be had.

“Old residents say that the perfume of the pine tops carried down from the mountains is conducive to longevity. “Lovers’ Leap” is a favorite legendary spot. It is a crowning point of the West Virginia hills, just northwest of the town, the ridge paralleling the road leading to Berkeley Springs, six miles distant. From here is a most romantic view of three States, with mountains and valleys; and the meandering Potomac, paralleled by the Baltimore and Ohio railroad. From most any hill about Hancock, three States can be seen. The town is in the neck of Maryland, and in a half hour a person can visit West Virginia, Maryland and Pennsylvania.

“Situated as it is on the Chesapeake and Ohio canal and the Old National road, its nearness to the coal regions makes fuel cheap. Coal is brought down from Cumberland by the boatload. Firewood is to be had in endless quantity. The cord-wood industry has been one of magnitude; within the past 10 years hundred of acres have been cleared and thousands of cords of wood have been shipped. The wood is used largely in lime-burning. Pulp wood is also shipped from the town. Hancock is a great crosstie and hoop-pole center. It was once a prominent point for hogshead straps, which were shipped to Cuba. Peach-growing is becoming a more important industry each year.

#### **Important Business Town.**

“It is said by persons who have looked into the matter that Hancock is the most important point for the transportation of farm products, barring cereals, between Baltimore and Chicago. The freight and express receipts at Hancock Station, Baltimore and Ohio railroad, aggregate \$100,000 a year. More business is done at Hancock Station than at all other points on the line between Martinsburg and Cumberland, including the Berkeley Springs and Romney branches. The depot is in West Virginia, half a mile from town, and is reached by an iron bridge over the Potomac.

“The express business at Hancock Station during December last was the heaviest ever known. Hancock is the outlet of Fulton county, Pennsylvania, the only county in the State without a railroad. The town is often filled with farmers’ wagons, some being drawn by oxen. An ox and a mule hitched side by side formed a unique combination seen on the street here. The town is a great trading point. Not a few of the farmers ship their products direct. Frankllin county, Pennsylvania, a portion of

eastern Allegany county, Maryland, and Morgan county, West Virginia, also contribute to the business of the town. The poultry consignments are the heaviest in the express line, Hancock being one of the greatest poultry points in the country. An idea can be gained as to the magnitude of the cordwood industry by the shipment of 1,000 carloads by Charles E. Jones alone in something over five years. There are several smaller shippers. The pulp wood industry, now in its incipiency here, is destined to become important. One dealer has about closed a contract to ship from here 500 cords to the mills at Luke, Md. Bark, crossties, hoop-poles, walnut logs and lumber are all conspicuous in the vast quantity of freight shipped from here. There are yet hundreds of acres of virgin forest. J. Taliaferro Bridges is the most extensive lumber manufacturer. He has had as many as seven mills in operation at one time, making all sorts of lumber, operating 14 teams, with 64 horses, and employing 100 men. He has a planning mill in Hancock.

“A railroad has been projected from Hancock through Fulton county to McConnellsburg and the McConnellsburg and Potomac Railroad Company has been organized by citizens of Fulton county. The county has subscribed for \$25,000 of the capital stock of \$200,000.

#### **Timber and Iron**

“It may not be known to all that the timber area of Fulton county is 161,000 acres in round numbers and the cleared area 103,000 acres – about 60,000 acres more of timber than cleared area. The quantity of bark, ties and lumber for different purposes that could be cut from the 160,000 acres of timber land would be hard to estimate closely, but can be approximated. Persons of long experience in these matters estimate that there is an average of 50 tons of bark to the acre and that at least an average of 75 railroad ties to the acre could be cut. This would make the total bark product 8,500,000 tons and the total tie product over 12,000,000.

“The iron ore is simply beyond estimating. That the quantity is enormous is well known and has been demonstrated time and again during the last half-century. That the quality is all right has also been demonstrated by numerous analyses.

#### **Cement Rock**

“The immediate country about Hancock is underlaid with cement rock, limestone that has analyzed as high as 98 percent, being the same as the famous Martinsburg product, and white sand.

“The cement veins – four in number- begin at the Potomac river and outcrop at intervals for a distance of two miles. This is positively known. The rock is of the best sort. Limestone rock abounds everywhere. The whole of the west side of Tonoloway ridge is composed of the best white sand, such as is used in the manufacture of the better grades of glass. There is also plenty of iron ore, which at one time was mined. There still stand the ruins of an old furnace up Licking creek, a few miles above Hancock. In those days the pig iron was hauled to Hancock, the shipping point. There is also at Sir John’s Run, six miles west, a bank of iron ore under a covering of from eight to ten feet that yields 33 percent. Several carloads of this ore were shipped recently to Dunbar, Pa., and the product was found so satisfactory that the furnace operators agreed to take 100 tons a day, but the means were not at hand to produce it.

“Lewis Mizell is arranging to put in a boom at Dam No. 6, 10 miles west of Hancock, where he will operate an extensive lumber mill for the manufacture of timber from 1,000 acres which he purchased on the South Branch of the Potomac. There are four miles of slack water, and this is the first practical effort to utilize the timber of that vast undeveloped section not reached heretofore.

#### **Manufacturing Industries**

“While largely a rural community, with fine farms all around, Hancock is not devoid of manufacturing industries. The Round Top Cement Works of Bridges & Henderson, three miles west of Hancock, have been in operation for many years, the hydraulic character of the rock having been

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discovered in 1837, when the Chesapeake and Ohio canal was building, and shortly thereafter the mill was erected. The present mill is a modern structure, with new machinery, having been built a few years ago to take the place of the structure destroyed by fire. It has a capacity of 300 barrels per day. This brand of cement is in ready demand and is much used in government work. Forty-five men are employed. James W. Ditto is general superintendent and James P. Hook is chemist and head miller. The rock is now being taken from three new tunnels, equipped with new air compressors and drills and hoist engine and boiler. One of the veins now being mined is 10 feet, two feet wider than any of the old veins. The finished cement is carried across the river on a cable and loaded on the cars from a large warehouse on the West Virginia side. The Round Top veins continue into the adjoining lands of the heirs of Mrs. Rose Bowles, outcropping at many points, and for some time the erection of another cement mill has been contemplated.

“The firm of Bridges & Henderson, composed of Robert Bridges and Charles W. Henderson, also conducts a general store in Hancock, having been in business for over 46 years. The elder members of the firm transferred the store over to their sons, J. W. Breathed Bridges and Ernest C. Henderson, over a year ago, but the elder members are still active in business.

“The Hancock White Sand Works, operated by Pittsburg capital, are on land owned by Charles W. Henderson, located along the Baltimore and Ohio railroad in West Virginia, one and a half miles west of the town. William Noel is superintendent and 30 men are employed. The sand is used for manufacturing white glass. The output averages four cars a day. The Berkeley Sand Works, built by Robert Bridges, but operated by outside capital under lease, employ 30 men. The Keystone Sand Works, recently installed by J. Frank Fields, of Hancock, about thirty miles south of Hancock Station, at a cost of \$16,000, are growing into an important industry.

“Hancock has improved greatly within 10 years. Nearly fifty houses have been built or remodeled in that time.

“The Potomac Roller Mills, owned by Mrs. M. J. Mendenhall, Peter E. Dawson superintendent, have a daily capacity of 75 barrels. The “Silver Leaf” brand of flour is shipped extensively. Mr. Dawson has shown much public spirit in the development of Hancock.

“The Hancock Foundry and Machine Works, William H. Dodson proprietor, make the celebrated Seylar plow and all kinds of castings, including canal lock works. Mr. Dodson conducts a hardware, stove and plumbers’ supply store separately.

“Frank Little conducts a stone quarry on the edge of town, is an ice dealer, has a steam mill for sawing firewood and is the town express man.

“The bridge connecting the town with West Virginia is composed of three spans and is nearly 1,000 feet long. It cost \$35,000 and is owned by the Hancock Bridge Company, J. Frank Fields president and Edmund P. Cohill treasurer. With the completion of this bridge, which succeeded a provincial ferry 10 years ago, the progress of the town has been marked.

“The Hancock Bank was a later enterprise. It occupies a handsome new brick building. The total resources of the bank are \$94,597.67, and the individual deposits amount to \$73,887.19. The directors are Edmund P. Cohill, J. W. Bridges, William A. Bowles, Phillip T. Little, William S. Cornelius, Dennis Morgret and J. Frank Fields. Edmund P. Cohill is president and John Stigers cashier.

“The Western Union and Postal telegraph lines and the Chesapeake and Potomac long-distance telephone system pass through Hancock. Armstead A. Swingle, who is manager of the Western Union office, is also notary public.

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“The *Star*, the only newspaper, is a weekly which has been established 13 years. Miss Gertrude Summers is editor and proprietor and John T. Mason assistant manager. Mr. Mason is also an attorney-at-law and is associated with S. Rinehart Cohill in the real estate and insurance business.

“The Light House, a large brick building, is the leading hotel. John M. Smith is proprietor. The Barton House is probably the oldest building in the town and was a noted stopping place in staging times. The European House, with café, is operated by Charles W. Spangler.

### **Active Business Men.**

Edmund P. Cohill conducts a large general store in Hancock, where he has been active in business for 23 years. Mr. Cohill has done much to promote the town's growth. He owns three fine farms, two west of Hancock and one near Clear Spring. Mr. Cohill is an extensive shipper of produce and his highest figures for various commodities will give an idea of the extent and value of Hancock trade. He has shipped in one year 2,900 barrels of apples, 60,000 dozen of eggs, 12,000 pounds of butter and 250 tons of buckwheat, the latter the famous Fulton county variety, which finds its way to California and Europe. He ships from 200 to 400 tons of sumac a year. In one month, Mr. Cohill shipped three tons of chickens. Besides he deals in potatoes, wheat and other cereals.

“Raphael R. Taney has been established in business since 1867, succeeding his brother, Brooke Taney, who opened in 1848. Mr. Taney owns the Rockdale flour mills, near Hancock. He is a general merchant and has one of the finest warehouses along the Chesapeake and Ohio canal. His ancestors were closely related to Chief Justice Roger B. Taney.

“James R. Smith is still an active business man at 80 years. He has been a merchant here for 43 years. Mr. Smith owns the fine Walnut Hill or Brent farm, near Hancock. It is historic ground. On it was built a blockhouse in which settlers sought refuge from Indians.

“Capt. Leander H. Kuhn is one of Hancock's most prominent citizens. He owns the Light House and much other property. He is a Union veteran and conspicuous in Republican councils in Western Maryland.

“J. Frank Fields, Baltimore and Ohio agent at Hancock, did much toward securing the bridge and bank for Hancock. His aim is ever to induce capital to locate here and develop the unlimited resources of this section. Mr. Fields owns a fine Potomac meadow farm and the Brooke, once the residence of Dr. James P. Broderick.

“The Carl Block, owned by the heirs of Daniel A. Carl, is one of the leading business centers. It is occupied by Dr. James A. West, physician and druggist; Robert E. McKalvey, general merchant, and Charles E. Shives, confectioner. Carl's Hall, in the block, is the only public amusement room in the town. The Carl estate also owns the European Hotel.

“Other leading business men of Hancock are: Isaac Conn, clothier and furnisher; Nathan Conn, dry goods, clothing and furnishings; A. Joffe, general store; W. David Myers, merchant tailor; A. J. Brown, painter and painters' supplies; Benjamin Mitchell, Jr., organs and pianos; J. D. Bootman, contractor and lumber dealer; J. D. Stotlemeyer, druggist and stationer; Frank R. Beard, harness store; Richey & Co., millinery and dry goods; George E. Hughes, fresh meats; J. W. Reid, jeweler, watchmaker and confectioner; James K. P. Grove, William E. Little, coal dealers; Phillip T. Little, S. H. Davis, general merchants; G. M. Belt, photographer; Edgar B. Cornelius, B. Wolfkill, groceries; Dr. J. S. Diehl, dentist; John Coffman, H. B. Jones, tonsorial artists; Jerry Mason, marble yard; Dr. P. Elwood Stigers, physician and surgeon. Dr. Stigers was active in getting started the independent telephone system which connects the principal points in Fulton county with Hancock. The line also touches points in Franklin county, Pennsylvania. Its southern terminus is at Berkeley Springs, West Virginia.

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“Hancock is a town of progressive women. It is one of the few places that has a lady editor. Mrs. Mary J. Perkins is postmaster, assisted by her three daughters. From Hancock 43-star route offices in Pennsylvania are supplied. Mrs. Perkins has a most handsome residence. Miss Lulu Brooke successfully manages the Brooke Hotel. Other ladies in business are Mrs. Christina Adams, confectionery and bakery; Mrs. Mollie McKinley, grocery; Miss V. C. Ryan, Mrs. Kate Wiener and Mrs. Alice Widmeyer, milliners.

### **Educational and Religious**

“Hancock has a finely appointed public school building that cost \$6,000. The enrollment is 200. The school has a library of nearly 200 volumes, costing \$110, which was raised by the school during the past two years. Some of the books were donated. Prof. Maxwell Richards has made a most efficient principal. The assistants are W. D. Rowland, Miss Hattie E. Brady, Miss Mary Boswell and Miss Mary Thomas.

“Hancock has five churches – St. Thomas Episcopal, St. Peter’s Roman Catholic, Presbyterian, Methodist and African Methodist Episcopal, Hancock Circuit, Methodist Episcopal Church is about 25 miles long, and two pastors supply some eight or ten churches.

“The corporation officials are: Burgess W. David Myers; assistant burgess, Peter E. Lawson; commissioners, James W. Ditto, Edmund P. Cohill and J. W. Breathed Bridges; town sergeant and tax collector, Samuel D. Rhoades. The town has a lock-up.

“Hancock is a historic town and is probably 150 years old. It is the seat of many prominent families. The records show that in September, 1797, a series of horse races took place on the river meadow at Hancock. During the Civil War, Stonewall Jackson bombarded the town in an unsuccessful attempt to dislodge Union soldiers. Hancock is peculiarly laid out, about 90 percent of its population of nearly 1,000 living on one street over a mile long. This street is a part of the old national pike.

“The chief carpenter shop along the Chesapeake and Ohio canal, where scows, company boats and lock gates are built, is located here. John W. Burgess, who lives here, is supervising carpenter of the waterway.”<sup>184</sup>

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*Baltimore Sun*, Baltimore, Md., newspaper, Monday, 1/28/1901, p. 9.

**HURRAH FOR HANCOCK – Western Maryland Road Has Given Stimulus to Town –**

HANCOCK, Md., June 24, 1905. = The operations of the Western Maryland railroad in this locality have made Hancock the liveliest town in Maryland in proportion to its size. Hancock is the most important town on the link now building between Cumberland and Cherry Run. Work has commenced on the big Western Maryland (Wabash) station here. Property values are away up. Dr. P. Elwood Stigers several years ago purchased the old Gregory mansion, opposite the site for the Wabash depot at Hancock, for \$2,100. He has improved the property, and recently he refused \$8,000 for it. Recently an option was obtained on the Gregory store property for \$6,000. Before the coming of the railroad, the property, which has a frontage of 100 feet on Main street, could have been bought for less than half that sum.

Building operations are most active. Many valuable structures are going up. Carpenters are in great demand. Any person who can handle a saw or a hammer can command good wages. Among the buildings under construction are the Masonic Temple, which will cost \$15,000; a fine new hotel, corner of Main and Wason streets, being built by Bridges & Simmons; the Wabash depot; the addition to the European Hotel, at a cost of \$15,000; a fine store building on the site of the ancient Creager forge, being built by the Stigers heirs; the splendid residence property of John Stigers, cashier of the Hancock Bank; the John L. Houck apartment property, and many other structures, mostly modern residences. The Wabash railroad is also building a big water tank near the station.

**System of Water Works**

It is thought that it will not be long before a system of waterworks is established at Hancock. The water could be supplied by gravity. The warm spring water from the sand mountain on the West Virginia side of the river would be preferable. This water is similar to that which is supplied to Berkeley Springs. It would be necessary to run a pipe through the bed of the Potomac river.

The people are looking forward to the opening of the new First National Bank, of which Fairfax S. Landstreet, vice president of the Western Maryland railroad; U. B. McCandlish, cashier at the Davis National Bank of Piedmont, who is a brother-in-law of Mr. Landstreet; William A. Morgart and Dewarren H. Reynolds of Cumberland are the projectors. It is felt that these men of capital and push starting such an institution means much for the town and guarantees a bright future. The bank has been offered many sites for its proposed building, which will be an ornate structure, modern in every appointment. Hancock as a banking town perhaps stands unique. The Hancock Bank started ten or twelve years ago with \$25,000 capital, one-fourth paid in, and on this amount, it has since been doing business. Its deposits now have reached \$225,000. The farmers about Hancock recently were paid \$3,000 for hauling pipe for the Standard Oil Company, which is laying another line of pipe along the Mason and Dixon line.

Hancock is to have another weekly newspaper, *The Advocate*, to be started by George C. Huber, former editor of the *Hancock Star*, who has lately been foreman of a job department in Washington. Mr. Huber has much experience as a local writer, and his move will be heartily seconded by the people.

The plant of the Hancock white sand works, which burned a few months ago, is being rebuilt of brick and the structure will be as near fireproof as possible. The most modern machinery is being installed. The Round Top cement mill, on the Maryland side of the river and directly on the Western Maryland railroad, has about been completed. The old Round Top mill was one of the pioneers in the cement development of this country, and in years gone by it supplied many government contracts in Washington, the most of the product then being supplied by the Chesapeake and Ohio canal. The new mill is a fine structure of large capacity.

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Many summer visitors are expected at Hancock this summer, being only three hours from Washington and four from Baltimore. Hancock always has been a Mecca for summer visitors, and now that the facilities for entertainment have increased, many more are expected. The great beauty of the natural surroundings of Hancock makes the place most attractive to tourists.

### **Fine Club and Tennis Court.**

Hancock has a big tennis club and one of the prettiest courts in the country, it being located in the rear of the historic Barton House. The young people seem to be tennis crazy.

There has been a great revival in boating on the Potomac.

The Hancock baseball team is being organized, and will play its first game with Berkeley Springs on July 4.

On April 1, the old Barton House, Hancock, was discontinued as a hotel. It had been an inn for nearly one hundred years, and, it is said, was the last of these famous old hostelries to be used as a hotel. William Reid leased the building and intended to use it for business purposes. The tearing away of the old Light House, too, a hotel for many years, left the town without hotel accommodations. The people rushed on Mr. Reid at the Barton House in such number that he was compelled to open the place as a hotel again. Raphael E. Taney, the oldest merchant, having occupied the same stand for over fifty years, boarded at the Barton House for fifty-one years. When Mr. Reid re-opened the place, he rushed back. The Barton House has never been remodeled. Mr. Taney, whose family is related to that of the late Chief Justice Roger Brooks Taney, perhaps stands alone as a boarder who has taken his meals at the same hotel for over a half century.

### **Notes.**

The authorities of Hancock have a contract with the Cacapon Power Company to furnish the town with twenty-five lights.

J. Irvin Wisner, engineer of the Maryland geological survey, is making a survey of the Hancock – Warfordsburg road, two miles to the Pennsylvania line, with the view to constructing a model road under the new law by which the county pays one-half and the state one-half. It will be a model of pike construction.

The Union Realty Company, a West Virginia corporation, has purchased from J. T. Bridges & Co., the Cover farm, on the northern edge of Hancock, and will lay out a building addition. They have an option of the Frank Little farm, which adjoins the Cover farm.<sup>185</sup>

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<sup>185</sup> *Evening Star*, Washington, D. C., newspaper, Sunday, 6/25/1905, p. 11.