

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE CUMBERLAND CIVILIAN
a Cumberland, Md. newspaper
and
THE HERALD AND TORCH LIGHT
a Hagerstown, Md. newspaper
and
THE NEWS
a Frederick, Md. newspaper
and
EVENING STAR,
DAILY NATIONAL REPUBLICAN,
and
CRITIC AND RECORD
three Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1886

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AUGUST 2021

Canal Trade 1886

A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. *The Cumberland Civilian* newspaper was found on microfilm at Frostburg State University, Frostburg, MD. *The Cumberland Civilian* was published daily, except on Sundays. Hopefully the newspaper will yield an account of the operations of the canal in 1886.

Articles from *The Herald and Torch Light* are preceded by H&TL. Articles transcribed from *The News* are preceded by *News*. Articles from the *Evening Star* are preceded by ES. Articles from the *Daily National Republican* are preceded by DNR. Articles from the *Critic and Record* are preceded by C&R. Articles from the *Alexandria Gazette* are preceded by AG. Articles from these latter newspapers were found on-line.

Readers are encouraged to search the enclosed report for information on their ancestors as their time and interest permits. Feel free to send additional observations for the benefit of others.

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Canal Trade – 1886

ES, Wed. 1/6/86, p. 4. Mr. Clinton P. Paine will, it is said in Baltimore, be chosen to succeed Mr. James A. L. McClure in the Chesapeake and Ohio canal board.

AG, Thu. 1/7/86, P. 3. **Chesapeake and Ohio Canal.** – Annapolis, Md., Jan. 7. – Victor Baughman was today re-elected president of the Chesapeake and Ohio Canal Company, at the stockholders meeting. The old board of directors was also re-elected.

C&R, Fri. 1/8/86, p. 5. The annual report of the Chesapeake & Ohio Canal, just submitted, shows a deplorable condition of affairs. The gross revenue of the canal since the opening of navigation at the last season has barely been sufficient to pay its current expenses. Its revenue from all sources in the year 1880 was \$372,616.07; its revenue from all sources in the year 1885 was \$135,929.06. This shows a decrease of \$236,687, which is no fault of the management, but arises from the fact that the canal in its current arrangement for transporting coal cannot compete with the railroads. The stockholders in 1881 were fully informed by special report made that year of the impossibility of the canal competing with the railroad unless work was enlarged and full facilities for traction supplied. Attention is again called to that report. At yesterday's meeting, Colonel Baughman was re-elected president, and C. P. Paine was chosen a director to fill a vacancy. Some of the best friends of the canal say that the rates can be reduced so that there can be a healthy competition with the railroads. It is evident that unless it is done, the canal will ere long be a thing of the past, and the "port of Georgetown" will be but a memory.

AG, Fri. 1/8/86, p. 4. **The C. & O. Canal.**

At the meeting of the stockholders of the Chesapeake and Ohio Canal at Annapolis yesterday, President Baughman, as was stated in the *Gazette*, was re-elected, together with the old board of directors and one new member, Mr. C. P. Paine, to fill a vacancy. The annual report of the president makes a favorable showing of the past season's operations, but attention is called to the fact that the flattering results attained "should not be regarded as indicative of what the forthcoming year may produce," as the canal was singularly exempt during 1885 from all accidents incident to canals. The president expresses the opinion that expenditures would have to be increased to keep the canal in good navigable condition for any length of time, and sets forth its financial embarrassments and the difficulties likely to arise in the future, as demanding the earnest consideration of the Maryland Legislature.

The upper levels of the Chesapeake and Ohio Canal have been drawn, and repairs will be commenced soon, so as to reopen navigation early in the spring.

C&R, Wed. 1/13/86, p. 5. **WEST WASHINGTON** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, January 9, 1886, were 54,610 tons, and the total shipments for the year to that date 54,610 tons, an increase of 3,632 tons as compared with the corresponding period of 1885. The shipments to the Baltimore & Ohio Railroad were, for the week, 50,326 tons; for the year, 50,226 tons, an increase of 2,985 tons as compared with last year. The shipments to the Pennsylvania Railroad were, for the week, 4,283 tons, and for the year 4,283 tons, an increase of 646 tons as compared with last year. There were no shipments to the Chesapeake & Ohio Canal.

AG, Thu. 2/11/86, p. 4. **Death of Mr. Mertens.** – Frederick Mertens, Sr., a prominent citizen of Cumberland, died there yesterday after a short illness. He was 63 years old, and a native of Hamburg, Germany, where he learned shipbuilding. Mr. Mertens always took a deep interest in the Chesapeake and Ohio Canal, and was an extensive boat owner and coal shipper.

AG, Wed. 2/17/86, p. 4. Persons in the lobby of the Maryland Legislature yesterday said that the proposed sale of the Chesapeake and Ohio Canal by the State would give it to a syndicate of the West Virginia Central Railroad, who would connect it with the Western Maryland Railroad as an independent coal line to Baltimore.

ES, Thu. 2/18/86, p. 5. **The C. and O. Canal** – A committee, consisting of Senators Bowles, Peter and Rusk, and Delegates Beal, Crampton, Stonebraker, Schultz and Wright, was appointed yesterday in the Maryland legislature to consider all matters relating to the Chesapeake and Ohio Canal.

AG, Thu. 2/18/86, p. 5. **The C. & O. Canal.** Both houses of the Maryland Legislature yesterday passed a concurrent resolution appointing a joint select committee for the consideration of all matters relating to the Chesapeake and Ohio Canal Company, with authority to report by bill or otherwise. It is said the object of having canal matters come before this committee “is to give the canal another chance for its life.” The statement is made that there may be a proposition discussed to fund the canal debt at a lower rate of interest, or to scale the debt, and place the company in a condition to make improvements. The *Baltimore Sun* says: “Senator Peter, of the committee, is strongly opposed to a sale of the canal. The canal people openly denounce statements that are set afloat in the State House lobbies for

political ends to the effect that a plan is on foot to sell the canal to a West Virginia Central Railroad syndicate, &c. The president of the canal company says that if the canal were to be offered for sale no one could tell in advance who would be the bidders. But the State of Maryland would in no event allow the property to pass into hands that would place Western Maryland at the mercy of a transportation monopoly. The legislative committee is in the nature of a committee to look into the affairs of the canal. It is stated on what appears to be good authority that a project is entertained looking to the organization of a Chesapeake and Ohio Canal Towing or Transportation Company, under the management of the State board of directors. It is argued that the canal under the present law can do no other business except to provide the waterway for the carrying of freight and collect tolls. The plan proposed is for the canal company to engage in the towage and transportation business. The joint committee appointed yesterday will probably draw a bill to that end.”

ES, Sat. 3/6/86, p. 3. **Chesapeake and Ohio Canal Prospects.** – The joint special committee of the Maryland legislature, which has been investigating the condition of the Chesapeake and Ohio canal, will report a bill to the legislature next week, says the *Baltimore Sun*. The point now up is to get at a plan for scaling the canal debt and settling with the preferred bondholders at a low rate of interest. The accumulated preferred bonded debt is now about \$3,000,000. It is said the project favored by the friends of the canal will be to place it in the hands of a company who will pay the preferred bond interest regularly, and redeem the \$300,000 repair bonds now out at par. The members of the committee insist that nothing has yet been formulated, but there are reports afloat and questions asked as to a probable lease of

the canal by strong parties, who will keep it up as a competing coal carrier, and will also have a traffic arrangement with the Western Maryland railroad at Williamsport, while at the same time maintaining the waterway between Williamsport and Alexandria. The talk is that steam could be used on the canal, that a railroad might eventually connect with the Western Maryland,

AG, Mon. 3/8/86, p. 4. **C. and O. Canal Prospects.** – The joint special committee of the Maryland legislature, which has been investigating the condition of the Chesapeake and Ohio canal, will report a bill to the legislature this week, says the *Baltimore Sun*. The point now is to get at a plan for sealing the canal debt and settling with the preferred bondholders at a low rate of interest. The accumulated preferred bonded debt is now about \$3,000,000. It is said the project favored by the friends of the canal will be to place it in the hands of a company who will pay the preferred bond interest regularly, and redeem the \$300,000 repair bonds now out at par. The members of the committee insist that nothing has yet been formulated, but there are reports afloat and questions asked as to a probable lease of the canal by strong parties, who will keep it up as a competing coal carrier, and will also have a traffic arrangement with the Western Maryland Railroad at Williamsport, while at the same time maintaining the water-way between Williamsport and Alexandria. The talk is that steam could be used on the canal, and that a railroad might eventually connect with the Western Maryland.

AG, Wed. 3/10/86, p. 4. **C. & O. Canal.** A meeting of the board of directors of the Chesapeake and Ohio Canal was held in Washington yesterday. The unsettled condition of affairs at the Cumberland mines caused a postponement of the question regarding tolls for 1886. It was decided to

turn on the water in the canal between the 15th and 20th of this month. The directors are having the work pushed all along the line in order that traffic may open by that time.

AG, Sat. 3/13/86, p. 3. As the Erie canal has been in the past the only thing upon which the people of New York could depend to keep down railroad charges, by its effective competition, they, by no means unnaturally, manifest great opposition to any proposition at all injurious to that canal, guard its interests jealously, and do all in their power to improve its effectiveness as a competitive line of transportation. They have not only abolished all tolls upon it, but annually spend large sums of money in repairing its locks, and improving it in other ways. But every cent of such money is returned to them a hundred-fold, by the reduction it enforces upon freight charges on the necessities of life. It would be well, therefore, for Maryland, if, instead of talking about abandoning her Chesapeake and Ohio canal, as some of her people are now doing, they would at once set about the work of improving it, and increasing its capacity, and lowering its tolls as soon as possible. As the canal is a great flour and grain, as well as coal, feeder of the District of Columbia, Congress certainly ought not to be indisposed to lend its assistance also to such a justifiable object. If it can appropriate millions, as it proposes to do, to the construction of the Hennepin and other canals, it should, with better reason, appropriate a smaller sum to widen the Chesapeake and Ohio Canal, which supplies the national capital with food and fuel, and to extend it to the Ohio river, and thereby carry out the plans and designs, in that respect, of Gen. Washington.

AG, Tue. 3/16/86, p. 4. **The Water Turned On.** – The water was turned on the Cumberland level of the Chesapeake and Ohio Canal on Saturday, and it is expected

that the canal will be ready for transportation in a day or two. The repairs at Cumberland have nearly all been completed, as is the case along the line. But little business however is expected for some time.

H&TL, Wed. 3/17/86, p. 3. **Chesapeake and Ohio Canal** – The canal will be open to navigation on Saturday, but the present condition of affairs in the Cumberland coal region affords but little hope of a prosperous season. President Baughman says that a number of employees will be discharged should the strike of the miners continue, as there will be no income from which the pay of laborers can be derived, for that reason he is unwilling to enter any such contract.

AG, Wed. 3/17/86, p. 3. **Selfishness** is the incentive to most human actions; but it is more apparent in strikes than any others. A case in point. The Cumberland coal miners, thinking only of themselves, struck. Out of their association's funds, they can possibly draw enough to support themselves for some time. But how is it with the thousands of those whose means of living depend upon the handling of the coal miners' product – the canal boatmen, the hands at the coal wharves at the shipping and delivery points, and the sailors on the vessels engaged in the coal trade, who have no such fund to draw upon? The miners' strike stops the whole coal business, and throws out of employment the thousands of laborers who earn a living out of that business. The President of the Chesapeake and Ohio Canal says the strike at Cumberland will necessitate summary measures along the line of the canal, such as the dismissal of officials and employees, as he can not enter into contracts with the men for their labor unless he can see the way clear for paying them. As with the canal company, so with all the other employers engaged in the coal business. The rich corporations owning the canal, the coal mines and the

vessels can well afford to stand the strike, but it is very different with the poor laborer, who, having to earn his living by the sweat of his face, finds himself suddenly deprived of employment by reason of no fault of his own.

AG, Thu. 3/18/86, p. 4. **The C. & O. Canal.** The joint special committee on the Chesapeake and Ohio Canal, of the Maryland Legislature, held a meeting at Annapolis yesterday and adopted the text of a bill, which was reported to the Senate. The bill recommends an amendment to the charter of the Canal company, and authorizes the president and directors of the Canal company to contract with any individuals or corporation for the construction of a railroad so near to its waterway as to be capable of use as a means of traction for boats upon the canal, with the necessary switches and turnouts. One of the members of the joint canal committee said that in his opinion the text of the bill reads that a railroad may be built not only from Cumberland to Williamsport, but that it can be extended to Georgetown. He also says that the bill allows the bed of the canal to be converted into a railroad bed. He thinks that the contemplated railroad to be built will connect with the Cumberland and Piedmont Railroad, and thence connect with the West Virginia Central Railway Company. Messrs. Henry Loveridge, president of the Maryland Coal Company, and other Cumberland region coal operators, are interested with Hon. Henry G. Davis and the West Virginia Central Railway people in the measure.

AG, Fri. 3/19/86, p. 3. The *Baltimore Sun* says: "Whatever may be the real purpose of the bill reported to the Maryland Senate by the joint committee on the Chesapeake and Ohio Canal, it looks very much on its face as if the canal as a waterway was about to give up the ghost."

AG, Mon. 3/22/86, p. 3. About 4 o'clock Saturday afternoon George Seaman, living on Water street, Georgetown, kicked John Brubaker, the captain of a canal boat, in the abdomen, from the effects of which Brubaker died. The men were quarreling about a woman, and several blows were exchanged. Seaman was arrested and held.

ES, Tue. 3/23/86, p. 2. The reported project to work a bill through the Maryland legislature giving the bed and banks of the Chesapeake and Ohio canal to railroad uses has an unwholesome look. It is to be hoped the New York city boodle style of dickering for the purchase of valuable railroad and other franchises has not got a foothold in the Maryland legislature. There is no apparent reason why the canal should be given up. It is believed that if the canal were taken wholly out of the hands of the political bosses and run strictly as a business enterprise, by practical, energetic business men, it could be made to pay. The degree of success in the work of recuperation made the past year by the present, capable president of the company, gives a good deal of encouragement for this belief. Certainly, the experiment should be given a full trial before this great water-way is abandoned, and quite certainly when the valuable property is disposed of there should be provision made for competitive bids, by which the unfortunate bondholders, instead of the boodlers, may get the benefit of whatever amount is realized from the sale.

AG, Tue. 3/23/86, p. 4. **Discussing the Canal Lease.** – The Maryland Senate yesterday had an informal talk after adjournment over the bill for the lease of the Chesapeake and Ohio Canal. Many difficulties were presented, and it was admitted that the idea presented in the bill of a railway for traction of canal boats was for appearance only, and that it was intended to

convert the canal into a railroad. It was held up that from Williamsport, where it would connect with the Western Maryland road, running to Baltimore, a track could be built at small expense to Cumberland thence the line would run up the Potomac to connect with the West Virginia road to Elk Garden, with the wealth of coal and lumber. This part of the road, of course, would be independent of the canal, which ends at Cumberland. The lower part of the road, from Williamsport to Georgetown, D. C., is supposed not to be so valuable. Some Senators were in favor of amending the bill so as to prohibit the Baltimore and Ohio road from becoming a purchaser, or to prevent the purchaser from building a road from Williamsport to Georgetown. It was objected that the constitution recognizes the canal as a waterway, and that it could not constitutionally be turned into anything else; that the property belonged to the bondholders, and it could not be transferred without their consent. Whether or not the lease would pay the interest on bonds could, of course, not be known. It was admitted that the revenues were not sufficient to pay interest on repair bonds or to make any repairs. If a washout should occur, the canal must stop, and the bondholders could and would sell the whole canal out absolutely under the decree of the United States District Court. The bill has all these contingencies to run. It may be unconstitutional. The bondholders may not consent. The lease may not bring enough to save the property from foreclosure of mortgage. In addition, there was a sentiment in favor of a public sale of the franchise as a canal or as a railroad. This will invite a competition. The Maryland Board of Public Works, it was said by some, ought not to be compelled to accept any bid unless satisfactory. The all fear of syndicates and jobs would disappear. It is claimed that this is a very valuable franchise to the city of Baltimore, and her capital would be on the

alert if the sale were fair and open. Mr. McKaig, of Alleghany, objected to the railroad project, because it would make of Williamsport what Cumberland is now.

ES, Sat. 3/27/86, p. 5. **The C. and O. Canal Lease Bill.** – The Chesapeake and Ohio canal bill was reported favorably to the Maryland senate yesterday by the joint special committee of Senators Bowles, Peter and Rusk, Delegates Crampton, Holle, Stonebraker, Bell, Schultz and Wright. An amendment was agreed upon in committee, which provides that the continued existence of the canals as a means of water transportation shall be maintained. As amended, the committee voted to report the bill favorably – 6 to 3. Mr. Holle offered an amendment with provided for “the continued existence of said canal throughout its entire length as a means of water transportation with complete facilities by way of a towpath for navigating the same by means of mule, horse or other power.” This was lost. The bill now comes up in the senate on its second reading for discussion.

Sun. 3/28/86, p. 3.¹ The project of substituting a railroad for the Chesapeake and Ohio Canal, to be constructed upon its right of way, is receiving much attention in Baltimore, while Washington City, which has a direct interest in the matter, seems to pay but little regard to it. It is undoubtedly true that the canal has not paid its operating expenses. Some say this has been due to its management as a political machine; other, that it cannot be made to pay. The loss of this channel of communication with Western Maryland would be a serious one to Washington. The canal appears to be moribund and within a few years will probably be sold. When that happens there ought to be a syndicate of Washington

¹ *Sunday Herald and Weekly National Intelligencer*, Washington, D. C.

capitalists ready to buy it in, and build a railroad in its place to connect with both the Pennsylvania and Baltimore and Ohio systems and tap the coal and lumber regions of West Virginia. A railroad on this route, where the right of way is already owned and most of the grading done, could be built very cheaply. Such a line would put new life into the coal trade at Georgetown and benefit property and business in the District in various ways.

ES, Wed. 3/31/86, p. 3. **A Bill for Leasing the C. and O. Canal** – The bill for the leasing of the Chesapeake and Ohio canal was amended in the state senate so as to require public notice to be given of the proposed lease and its award to the highest bidder, the unanimous consent of the board of public works to be also necessary before a lease can be effected.

ES, Sat. 4/3/86, p. 1. **The Potomac Flood.** The river at Harper’s Ferry continued to fall steadily yesterday and last night. The water along the Washington river front had fallen considerably this morning.

It was estimated at West Washington that the fall amounted to two feet. The river is still higher than usual, but the danger of a destructive flood has been averted.

Reports from along the Chesapeake and Ohio canal state that the damage to the Chesapeake and Ohio canal by the late floods from dam No.6, above Hancock, to West Washington, is serious. About one hundred feet of dam No. 6 is destroyed. There are two breaks on the seven-mile level, one of them fifty feet long and six to eight feet deep, and there is also a break at the foot of Little Pool, four miles east of Hancock. Several miles of the towpath are washed away on the Williamsport level; also, a considerable portion of the two-mile level below the four locks. Breaks of a serious character are reported at other points.

There is a very heavy wash at Great Falls, a break on Cabin John's level and two breaks about five miles above West Washington. Navigation, it is thought, will be suspended for about three weeks.

ES, Mon. 4/5/86, p. 4. **The Canal Lease Bill**

A special to the Baltimore *American*, from Annapolis, April 4, says: A number of politicians, who claim to be on intimate terms with the powers that be, have started a report that Governor Lloyd intends calling a special session of the legislature shortly after the adjournment of the body, which expires by limitation at midnight tomorrow. The object of the extra session is said to be the consideration of the bill for the lease of the Chesapeake and Ohio canal, which has met with such sturdy opposition this session. The friends of the extra session gave it out that something should be done with the canal. The report is not credited by the members of the legislature, who state the governor would scarcely lend himself to do so unpopular a thing as to call an extra session of the legislature, which, besides involving the state in heavy expenditure, would also open the way for numerous schemes defeated at the present session. The canal officials, it is said, appear to favor the extra session.

Ibid, p. 5. **The Damage to the C. and O. Canal** – Superintendent Biser and Paymaster Gambrell, of the Chesapeake and Ohio canal, were in consultation with President Baughman, in Frederick, Md., Saturday, in regard to the damage done to the canal by the floods of last week. The injury was reported to be of a very serious character, and instructions were given to begin the work of repair at once. It is thought that at least a month will be required to place the canal in anything like a navigable condition.

ES, Tue. 8/6/86, p. 3. **The River Flats Titles**

A *Star* reporter asked Senator Gorman today for information concerning the water lots of the Chesapeake and Ohio Canal Company, which are embraced, or alleged to be, in the proposed Potomac flats improvements. He replied: "The canal company owns a good many lots there, but it has been so long since I paid any attention to the matter that I could not now give you any details, as to the number, precise location, &c."

"But are there lots within the area contemplated for improvement?" asked the reporter.

"Certainly, they are." was the response.

"And does the canal company claim to hold a good title to them?"

"Yes, indeed. Some years ago – way back in 1830 some time – the government gave the canal company permission to build on these lots out to the water front. H. H. Dodge, of Georgetown, can give you information about them. He had a lease on some of the lots."

DNR, Tue. 4/6/86, p. 5. Navigation on the Chesapeake and Ohio canal will have to be suspended for some time in order to repair the damages done by the late storms, which involved a loss of nearly \$80,000.

DNR, Thu. 4/8/86, p. 4. **The Free Bridge Question.** – Congress has been in session four months, and no bill for a free bridge across the Potomac river has passed the House. The Riddleberger bill passed the Senate the first of the session. Mr. Barbour introduced a bill in the House Jan. 6, 1886. It was referred to the District committee, and has not been heard from since. What is the cause of this long delay? Why has not the bill been called up and acted upon before this? Are we to be defeated again in regard to a free bridge by the Aqueduct Bridge Company offering to sell their bridge to the government and asking "six months to make

a title?" The Aqueduct Bridge Company, representing a capital of only \$85,000 – most of which is held by three individuals – have been fighting the free bridge for seven years, and will continue to fight it as long as they can make 20 percent on their capital. In regard to their selling the Aqueduct bridge to the government, it is all bosh.

The Chesapeake and Ohio Canal Company own a strip of land at the terminus of the bridge in Georgetown, on which land part of the bridge rests. This strip of land the bridge company have no right to sell, therefore, they cannot give a title that the government would accept.

The citizens of Fairfax, Loudoun and Prince William counties, and those in the northern part of Alexandria county are deeply interested in the free bridge. They are subjected to a tax of several thousand dollars a year for toll. Some farmers pay as high as \$200 per year. The citizens of Georgetown also are very anxious to have a free bridge, and are using their influence in that direction. Strangers who come to Washington, and wish to visit the National cemetery at Arlington, in a carriage, are taxed thirty-five cents to cross the bridge. It is a shame and a disgrace that strangers, as well as citizens of Virginia, should be compelled to pay such an exorbitant tax to cross the Potomac river at Georgetown in order to go to and from Washington, the capital of the United States.

Sun, 4/11/86, p. 3.² The Chesapeake and Ohio Canal is in a bad way. The late freshets have damaged it so materially that the sum to repair the breaks and washouts is beyond the resources of the company. In no other way can the money be raised, except by the sale of more of the already too largely issued "repair bonds."

² *Sunday Herald and Weekly National Intelligencer*, Washington, D. C.

ES, Tue. 4/13/86, p. 4. **Inspecting the C. and O. Canal.** – Col. L. Victor Baughman today started from this place to make a personal inspection of the damages to the Chesapeake and Ohio canal by the recent freshet. The last heavy rains carried away 75 feet additional of dam No. 6, and now the whole body of the Potomac river is flowing through the break, 175 feet long. Col. Baughman is accompanied in the inspection by Superintendent Biser, Secretary Gambrill, Mr. Ayres and the bosses of the divisions. Mr. E. Mulvaney, superintendent Cumberland division, will join the party near Williamsport.

C&R, Tue. 4/13/86, p. 2. **The Flats' Improvements.** – A letter from the Department of Justice, signed by Solicitor-General Goode, containing information concerning the Department's action with reference to the Kidwell Flats, was yesterday sent to Representative Willis, chairman of the Rivers and Harbors Committee. The Chesapeake & Ohio Canal claims riparian rights along the shore between Easby's Point and Seventeenth street. Owners of certain lots located at the same points have similar claims. Mr. Goode thinks there would be no risk in continuing the improvement of the flats against which there are no claims. Mr. Morris' plan to transfer the title to the United States until the matters can be settled by the Curt of Claims is recommended to the committee. The contractors doing the work have spent \$200,000 in plant, believing that the Government would continue the improvement so well begun.

H&TL, Wed. 4/15/86, p. 3. **Inspection of the Canal** – On Tuesday, President Baughman, accompanied by Superintendent Biser, Secretary Gambrill, Mr. Ayers and the division bosses, started from Georgetown to make a personal inspection of the damages sustained by the Chesapeake and Ohio canal

during the recent floods. Mr. Mulvaney, superintendent of the Cumberland division, will join the party near Williamsport. In addition to the damages done to Dam No. 6, reported in last week's *Herald*, seventy-five feet more were carried away by the last freshet, and the entire volume of water in the Potomac river is rushing through a break one hundred and seventy-five feet long.

ES, Fri. 4/16/86, p. 5. **The Canal** – President Baughman, of the Chesapeake and Ohio canal, and his canal inspection party, are expected to reach Cumberland tomorrow. The repairs to the canal made necessary by the recent floods, between Cumberland and dam No. 6, at Woodmont, will, it is thought, be completed tonight and all the repairs by the first of May.

ES, Sat. 4/17/86, p. 2. **The Canal Seriously Damaged.** – President L. Victor Baughman, of the Chesapeake and Ohio canal, in company with Paymaster Gambrill, Superintendent Mulvaney and George W. Smith, a well-known engineer, arrived at Williamsport, Md., yesterday morning from the eastern terminus of the canal. The party was accompanied from Washington to Avis Mill, which is located on Big Slackwater, a distance of ninety miles from this city, by Superintendent Biser. A personal inspection was made of the damages on the canal, which were found to be more serious than heretofore reported. Three hundred men are engaged on Superintendent Biser's division in repairing breaks, clearing out bars and putting the canal in navigable condition. There are ninety horses and carts employed on the lower division. Navigation from Harper's Ferry to this District will not be opened before the 23rd instant. The repairs to the towpath cannot be completed for some months to come. The inspecting party have left for dam No. 6 on horseback to make a thorough inspection on the upper or

Cumberland division. The destruction to this dam is very serious, and practical canal men state that the entire dam will have to be rebuilt as the break is from 175 to 200 feet in length. This dam acts as the feeder for the canal for a distance of 27 miles.

ES, Mon. 4/19/86, p. 1. **The Chesapeake and Ohio Canal** – President Baughman, of the Chesapeake and Ohio canal, Paymaster Gambrill, Superintendent Mulvaney and Engineer George W. Smith arrived in Cumberland Saturday morning. They found that the destruction of the canal by the late floods on the Cumberland division was even greater than on the eastern division. Experienced canal men state that the damage done to the towpath is far greater than it was at the time of the great flood of 1877. At least 200 men with 55 carts, are at work, under competent bosses, filling breaks, removing sand bars and repairing the towpath. President Baughman has ordered 100 more men to be added to the force next week. As to the destruction of dam No. 6, it is well understood that it will be out of the question to think of repairing the wreck of the old dam. The abutments remain, but the face or body of the dam, of wood, is a complete wreck. The policy of President Baughman is to place the canal in simply navigable condition, without attempting at this time to determine upon the question of erecting a new dam. The board of directors will be called together in Baltimore next Thursday, and it is also understood the president will call a meeting of the stockholders at an early day. The reopening of the canal cannot occur until some time between May 1 and May 10.

DNR, Tue. 4/20/86, p. 5. The Chesapeake and Ohio canal is damaged to a greater extent than was at first supposed. It is thought that the repairs will not be completed before May 10.

C&R, Fri. 4/23/86, p. 4. **Damage to the Canal.** – A special meeting of the directors of the Chesapeake & Ohio Canal was held in Baltimore yesterday, and adjourned to meet at the Arlington Hotel in this city at twelve o'clock on the 27th instant. The presidents of the coal companies who use the canal for shipment, and the holders of bonds under the acts of 1844 and 1878 are requested to confer with the directors at that meeting. At the meeting yesterday it was stated that the actual damages to the canal by the recent freshets will be from \$25,000 to \$30,000, independent of the dam, which will cost about \$50,000 more. It is expected that there will be water in the canal by May 10, after which the towpath will have to be improved.

ES, Sat. 4/24/86, p. 3. **The Damage on the Canal.** – A meeting of the board of directors of the Chesapeake and Ohio canal was held in Baltimore Thursday. The reports of the superintendent and engineer in regard to the damages caused by the recent freshets were made, and the directors adopted a resolution approving the action of the president in relation to the repairs already made, and directing that the work of putting the canal in good condition for transportation be proceeded with. A resolution offered by Director Berret, of Washington, was adopted, to the effect that the next meeting of the board be held on Tuesday next, April 27th, at the Arlington Hotel, at Washington, and that the “presidents of the coal companies who use the Chesapeake and Ohio canal be requested to confer with the board at that meeting, when the board will be happy to see any holders of bonds under the act of 1844, the trustees representing the bondholders and those, under the act of 1878, who may desire to be informed concerning the condition of the canal and action of the board relating thereto.” It was stated that the damages by the freshet will amount to between \$25,000

and \$30,000, and to repair the dam will require \$50,00 additional, as it is said to be a complete wreck. It was also stated by the directors that a number of parties interested urged the board to maintain the canal so that shipments may be continued. The authorities expect to have water in the canal by May 10th. At the meeting to be held in Washington, it is understood that the sale of some repair bonds, in order to make the necessary repairs, will be considered.

C&R, Wed. 4/28/86, p. 4. **Improving the Canal.** – At a meeting of the directors of the Chesapeake and Ohio Canal Company yesterday, a resolution was adopted authorizing the issue of \$100,000 in bonds to raise funds for the repair of the canal. The engineer was directed to prepare plans and specification of the work necessary.

ES, Wed. 5/5/86, p. 7. **Advertisement.**

OFFICE CHESAPEAKE AND OHIO
CANAL COMPANY

Annapolis, May 3rd, 1886.

SEALED PROPOSALS FOR THE
REBUILDING OF DAMNO. 6 ON THE
CHESAPEAKE AND OHIO CANAL upon
such plan and specifications and at such cost
as the proposers may therein set forth, will be
received at the office of the Chesapeake and
Ohio Canal Company, in the city of
Annapolis, on or before TWELVE
O'CLOCK M., ON MONDAY, MAY
SEVEENTH, 1886. The said work of
rebuilding said Dam, upon the accepted plan
and specifications, must be completed within
ninety days from the date of such acceptance.
Good and sufficient bond or bonds with
sufficient sureties will be required from any
accepted bidders for the complete execution
of the work proposed for in the manner, upon
the terms and within the time indicated by
the accepted proposal and by this
advertisement. The proposers are requested
to state in said proposals what part, if any, of

the price of the said work they are willing to take in the bonds of this Company under the Maryland act of 1878, chapter 58.

L. VICTOR BAUGHMAN

President Chesapeake and Ohio Canal Co.
[Transcriber's Note: The above advertisement ran daily until May 17.]

H&TL, Thur. 5/6/86, p. 3. **Canal Repairs** – The Frederick *Citizen*, President Baughman's paper, says: "The president and directors of the Chesapeake and Ohio Canal have determined to place the canal in thorough navigable condition. The services of Engineer Martin, so well known through his connection with the Baltimore city water works, will be employed to get up plans and specifications for the repairs of Dam No. 6. The company will advertise for proposals, giving everyone a chance to bid for the work, and the responsible bidder, if he can do the work cheaper than the company, will be awarded the contract. Canal navigation will, it is hoped, be renewed by the tenth of May. The outlook for business this season is very gloomy. The strike in the mines will cause a loss of at least one hundred and fifty thousand dollars to the canal, if it continues.

To Repair the Canal – The State Board of Public Works gave unanimous assent to a proposition to the president and directors of the Chesapeake and Ohio Canal to negotiate the sale of \$100,000 of the six percent repair bonds, the money to be employed in repairing the recent damages to the canal.

DNR, Tue. 5/11/86, p. 2. **IS IT A FREE BRIDGE?** – A free bridge has been given Washington – or rather, Georgetown – at last. The House did it yesterday. After some routine business had been transacted, Chairman Barbour was recognized, and called up the free bridge bill. The bill provides that "\$365,000 be, and is hereby, appropriated for the purchase and

reconstruction of the bridge over the Potomac river at Georgetown, known as the Aqueduct Bridge," of the construction of a new bridge at the Three Sisters site, to cost \$220,000. Continuing, the bill says: That if the purchase of the Aqueduct Bridge under the first section, at any time, it shall deemed necessary to obtain from the Chesapeake and Ohio Canal Company, or its grantees, any release of conveyance of any portion of the ground upon which the northern abutment of the Aqueduct Bridge rests, or right to cross the Chesapeake and Ohio canal from the abutment to Bridge street, or if a good contract cannot be procured by contract to any property required in the construction of a bridge under the second section, the same shall be acquired by the Secretary of War by condemnation in the manner provided by the act approved May 8, 1872, entitled "An act making Appropriations for the legislative, executive and judicial expenses of the government for the year ending June 30, 1873, and for other purposes:" *Provided*, That the condemnation proceedings, if any such proceedings are necessary, shall not prevent the taking possession on payment of the purchase money, of the Aqueduct Bridge by the United States, and opening the same to the public as a free bridge, if the same shall be acquired under the first section: *Provided further*, That the sum of \$10,000 of the sum hereby appropriated shall be available to meet the payments under condemnation proceedings, if any shall be had.

There was some discussion over the bill, Messrs. Reagan, Cannon and King holding that the District should pay half the expense. The bill was then amended to require the District to pay one-half, but a motion to compel Alexandria county to pay one-fourth was lost. There was some other discussion over the second section providing for the adoption of the Three Sisters site in

case the Aqueduct bridge cannot be secured, but the bill was finally passed as amended.

Ibid, p. 5. **Repairs to the Chesapeake and Ohio Canal** – President A. Victor Baughman, of the Chesapeake and Ohio Canal Company, inspected the canal for some distance yesterday to ascertain the damage done by the recent freshets. He found that there were three breaks in the canal between this city and Great Falls, besides several washouts. The repairs on the canal will be begun during the present week and navigation shortly resumed. The repairs will not occupy more than a week.

ES, Wed. 5/19/86, p. 4. **Repairing Canal Damages** – Col. L. Victor Baughman, president of the Chesapeake and Ohio Canal company, was in Baltimore yesterday, and held a consultation with Mr. Stephen Gambrill, treasurer and general superintendent; Mr. John P. Ayers, assistant; Mr. Ed Mulvaney, superintendent of division No. 2; and Mr. Sam. Young, chief carpenter, respecting the rebuilding of dam No. 6. It was decided that the company would themselves rebuild dam No. 6, and will at once commence the work. It will take nearly four months to complete the dam, but navigation can be resumed in ten days or two weeks, as there will be water enough through temporary arrangements for the purpose, when the breaks are repaired. President Baughman was prepared to open the bids for \$100,000 of the repair bonds which had been asked for, but no tenders were received. This fact will not, however, prevent the company from prosecuting the work.

ES, Sat. 5/22/86, p. 2. **Damage to the Canal at Great Falls.** - Col. L. Victor Baughman, president of the Chesapeake and Ohio Canal, called upon members of the House committee appropriations yesterday and

proposed that the damage at Great Falls be repaired by the government.

DNR, Mon. 5/24/86, p. 4. **The Chesapeake and Ohio Canal.** – Col. L. Victor Baughman, the president of the Chesapeake and Ohio Canal, left Georgetown Saturday in a tug for Harper's Ferry. The trip is one for the inspection of the canal and the various breaks made in it since the commencement of the high waters which have raged along the canal for the past four or five weeks.

ES, Wed. 5/26/86, p. 2. **The Canal.** President Baughman has arrived at Cumberland from an inspection of the Chesapeake and Ohio canal. It is expected the entire line of the canal will be open in a few days.

H&TL, 5/27/86. **The Canal Repairs.** – Boss Carpenter S. D. Young will have charge of the repairs at Dam No. 6, which will be prosecuted vigorously. Shanties for the shelter of two hundred hands are being erected. In order to facilitate feeding the canal, coffer dams on the Virginia side will be constructed so as to farce as much water as possible towards the Maryland shore. The break at Miller's basin below Shepherdstown, is the worst of the season and, in the opinion of many, the worst the canal ever suffered. It is 150 feet long, and it is necessary to go 20 feet below the bottom of the canal in order to repair it properly. A large force of hands is working at it day and night with the hope of completing it and having the entire line open to navigation today. The cost of repairing this break will not exceed three thousand dollars.

H&TL, Tue, 6/1/86, p. 3. **Still Another Break** – Another break, fifty feet long and extending six feet below the bottom of the canal, occurred last week on the two-mile level, near Oldtown. A large number of

hands were put upon the repairs immediately and navigation is now uninterrupted. Boats are running freely, as though endeavoring to compensate for time lost by the destructive spring floods.

ES, Tue. 6/1/86, p. 3. **The Canal**
President Baughman and Paymaster Gambrill, of the Chesapeake and Ohio canal, arrived at Cumberland last evening, and left today for dam No. 6, to superintend the work in progress there. Navigation on the canal is now open from Cumberland to this place, and there will be no further delay in boats getting through.

C&R, Tue. 6/1/86, p. 5. President Baughman of the Chesapeake and Ohio Canal, visits dam No. 6 today to superintend the work in progress there.

AG, Tue, 6/1/86, p. 3. **The Cumberland** miners not only strike, and thereby deprive thousands of other laborers, who earn livings by the coal trade, of employment, but they also, as regularly as the Congressional elections come, vote for the protection candidate, and that, too, though under the protective tariff their daily wages average but little more than the duty upon one ton of coal. But the coal miners referred to are no blinder than any of the other laborers who strike or vote for protectionists.

AG, Mon. 6/7/86, p. 3. **The Cumberland** coal trade this year has had to contend with a protective tariff, a strike of miners, and a stoppage of canal navigation. If it can overcome all these, its future success is only dependent upon the capacity of its mines, for it need fear no other dangers.

Ibid, p. 4. **Another Break in the Canal.** – Another break occurred in the Chesapeake and Ohio Canal on the seven-mile level, near Hancock, Friday night. It

was twenty feet long and eight feet deep. The cause is unknown. A good force was at once put to work, and the damage is expected to be repaired by tomorrow. It is thought that water will be put in, and that boats can resume running past the point by the last of this week. Canal shipments at Cumberland are brisk, and the delay is much regretted.

AG, Thu. 6/10/86, p. 4. **The C. & O. Canal.** The break in the seven-mile level on the Chesapeake and Ohio Canal has been repaired, and boats are now passing that point both ways. The levels are now full of water and shipping has been resumed at Cumberland.

AG, Tue. 6/15/86, p. 4. **Proposed Railroads** Washington, it is said, will soon be a great railroad centre, and among the proposed roads is the Western Maryland. This road will extend from Georgetown to the Great Falls; thence into the coal fields of Maryland, following closely the line of the Chesapeake and Ohio Canal. Another enterprise is the Washington and Chesapeake, which will connect that city with the bay by a run of twenty-nine miles. The road will run through Marlboro to Chesapeake Beach, where a hotel will be built. It is said by some that if the government builds a new bridge at the "Three Sisters," above Georgetown, the aqueduct bridge will be bought by the Richmond and Danville road. Entrance to Washington could thus be secured and connection made with the Baltimore and Ohio, which runs north of the city.

AG, Wed. 6/16/86, p. 4. **Active Canal Business** – Col. Baughman, of the Chesapeake and Ohio Canal, was in Baltimore last night on his way to New York to meet the Cumberland coal people there and look after business for the canal. He had been to Georgetown, where the loaded boats are arriving this week at the rate of about 20

a day. This is the first business the canal has done this year, and President Baughman, notwithstanding adversities, expects to make a good showing at the end of the season. The succession of serious breaks from the floods have been repaired at the smallest practicable cost, and at a meeting of the directors, to be held in Washington on June 29, he proposes to exhibit a most economical showing. The dwellings and premises of the employees on the line of the canal have been put in good shape, and there is a general air of neatness that is favorably commented upon by the boatmen, who are now making their first trips for the year. The president superintended in person the repairs that have been made at the several breaks.

AG, Mon. 6/21/86, p. 3. As it is stipulated in the contract by which the lessees of the Alexandria Canal got possession of that property, that upon the failure of the lessees to keep it in navigable order, it should revert to the Alexandria Canal Company, and as though canal boats from Cumberland are now, and have been for some time past, arriving at Georgetown by the Chesapeake and Ohio Cana, the Alexandria canal is not navigable, it would seem to ordinary people that unless the lessees can present good and just reasons for their failing to comply with the terms of their contract, that contract should be declared null and void, and that the Alexandria Canal Company should re-enter upon the possession of their own property.

ES, Wed. 6/23/86, p. 4. **The Chesapeake and Ohio Canal.** – At a meeting of the directors of the Chesapeake and Ohio canal company, held yesterday, Messrs. W. W. Corcoran, C. M. Matthews and Henry Dodge, of Washington, were before the board in reference to business matters connected with the Potomac Lock and Dock company. The president submitted a financial statement showing that during the

past year, including all expenses incident to the late floods, including repeated breaks, the heaviest ever known on the canal, miles of towpath completely washed away; the purchase of all kinds of materials and the employment of over eight hundred extra hands, the expenses amounted only to \$83,000. The expenses of the late flood were but \$30,000, far below what was anticipated. The present year, it is stated, will demonstrate whether the canal can be accepted as a future competitor in the coal-carrying trade of Maryland.

AG, Wed. 6/23/86, p. 4. **Chesapeake and Ohio Canal Meeting.** – The president and directors of the Chesapeake and Ohio Canal met in Washington yesterday. Messrs. W. W. Corcoran, C. M. Matthews and Henry Dodge, of Washington, were before the board in reference to business matters connected with the Potomac Lock and Dock Company. The president submitted a statement exhibiting the expenditures during the late unprecedented freshets. The expenditures of the canal company for the year 1882, from January to the first of June amounted to \$80,429. The expenses for 1883, for the same number of months was \$99,520. For 1884, for the same number of months, it was \$84,094. In 1885 the present administration assumed charge of the canal, and reduced the expenses for the same months to \$62,100. This year, including all the expenses incident to the late floods, which included repeated breaks, the heaviest known on the canal, miles of towpath completely washed away, the purchase of all kinds of material and employment of over eight hundred extra hands, the expenses amounted to only \$83,000. The expenses of the late floods were but \$30,000, far below what was anticipated. It has endeavored to conduct its affairs on strictly business principles, and has made a most satisfactory showing in spite of the many disasters it had

to contend with. The present year will demonstrate whether the canal can be accepted as a future competitor in the coal-carrying trade of Maryland.

ES, Thu. 6/24/86, p. 4. **Another Break in the Canal.** – Another break has occurred in the Chesapeake and Ohio canal at the two-mile level, near Oldtown, Allegany county, Md. It is fifty feet long and six feet below the bottom of the canal. Its cause is unknown. Supt. Mulvaney has a force at work and expects to have the damage repaired by Saturday.

DNR, Thu. 6/24/86, p. 5. **Chesapeake and Ohio Canal** – At a meeting of the directors of the Chesapeake and Ohio Canal Company held on Tuesday, the president submitted a financial statement showing that during the past year, including all the expenses incident to the late floods, which included repeated breaks, the heaviest ever known on the canal, miles of tow path completely washed away, the purchase of all kinds of materials, and the employment of over 800 extra hands, the expenses amounted only to \$88,000. The expenses of the late flood were but \$30,000, far below what was anticipated. The present year, it is stated, will demonstrate whether the canal can be accepted as a future competitor in the coal-carrying trade of Maryland.

AG, Thu. 6/24/86, p. 4. **Break in the Canal** Another break has occurred in the Chesapeake and Ohio canal, this time on the two-mile level, near Oldtown, Alleghany county. It is fifty feet long and six feet below the bottom of the canal. Its cause is unknown. Superintendent Mulvaney has a force at work and expects to have the damage repaired by Saturday. The water will be fed in as the work progresses, and it is expected boats can pass the point by the early part of next week.

Mon. 6/28/86, p. 4. **Affairs in West Washington – Grain Receipts** – Canal boat Beulah arrived this morning with 2,500 bushels of corn and 1,500 bushels of wheat for Hartley Bros.

C&R, Tue. 7/13/86, p. 4. **ANOTHER RAILWAY PROJECT – The Chesapeake and Ohio Canal to be Converted into a Railroad.** – It is reported that a number of the bondholders of the Chesapeake and Ohio Canal Company, being satisfied that the enterprise as a canal can never again produce a source of revenue, even sufficient to keep up the necessary repairs, are in favor of a scheme of converting this important short line from the Cumberland coal fields to the navigable waters of the Potomac at Georgetown, into a railroad. They urge in advocacy of the proposed scheme that the canal bed can be converted into a railroad track at a comparatively small expense and that Cumberland coal and other traffic tributary to the line can be transported in competition with the B. & O. Railroad at remunerative rates.

If this project is carried out, it will give the National Capital another important railroad outlet connecting with the network of railroads in the North, and place us in immediate communication with a large section of country rich in agricultural resources and mineral wealth. It is in contemplation to call a meeting of the canal bondholders at an early date to consider this important project. The United States Government is a large holder of the old bonds of the Canal Company.

DNR, Wed. 7/14/86, p. 5. During the past three months 1,200 men have been employed repairing the Chesapeake and Ohio canal. The expenses of the work will not exceed \$41,000.

C&R, Wed. 7/14/86, p. 5. **CITY NEWS**
The damage caused to the Chesapeake and Ohio Canal by the spring freshets has been nearly repaired, and navigation will be resumed in a few days.

C&R, Mon. 7/19/86, p. 3. **Opposed to Narrow-Gauge Roads.** – Says the *Sunday Herald* of yesterday: “Congress will make a mistake if it grants an act of incorporation to construct a narrow-gauge steam railroad from Georgetown to the Great Falls, along the line of the conduit road. The road should be of the gauge that is now become of uniform use in this country, so as to be capable of extension further westward, where it could make profitable connections. And neither this nor any other steam railroad should be permitted to occupy the public roadway. Any railroad company should be compelled to condemn the right of way, if it cannot make an arrangement for the purpose with the Chesapeake and Ohio Canal.”

News, Sat. 7/31/86, p. 4. **Presentation.**
The Bosses engaged in the rebuilding of dam No. 6, Chesapeake and Ohio canal, yesterday presented to Samuel D. Young, of Cumberland, who had general charge of the work, a handsome silver tea service. The urn bears this inscription: "Presented to Samuel D. Young by bosses associated with him at dam No. 6, on the 30th day of July, 1886." The names of the subscribers are also on the inscription as follows: J. W. Burgess, Lewis C. Hettenhouser, James E. Hughes, J. R. Cruzen, Samuel Sterling, John F. Sterling, W. H. Riley, Samuel A. Kelly, Jacob A. Wolf, C. H. Eckstein and T. C. Landerkin of this city.

ES, Sat. 7/31/86, p. 2. **BY CANAL TO THE FALLS** – To the stranger who pays Washington a flying visit and even to a majority of its residents, it never occurs that there might be something worth seeing by

following the waters of the Chesapeake and Ohio canal, which lead to the Little and Big, or Great Falls, and the lakes which supply the city with water. During the past few years canal men have improved on the old “mule” system of crawling their boats over the many miles of smooth water, and have placed engines in the boats, giving them the benefit of that portion of the boat formerly used as a stable for the mules. There have also been built several boats for carrying excursionists and now regular trips are made as far up as the Great Falls. Often times these boats take fishing parties as far as Seneca and Point of Rocks. Leaving the banks of the canal at the foot of Congress street, the steam packet makes its way towards the Falls. After a run of five minutes the captain shouts

“LOW BRIDGE.”

Strangers on the boat who do not notice the bridge ahead, while engaged in conversation, are suddenly surprised by the falling of the awning which covers the boat. “Captain, stop that boat, somebody has lost a hat,” shouts one of the excited women. The captain sees the hat, and a stop is made. The hat is fished out and the boat keeps on its course until it reaches the collector’s office, when another stop is made and the captain pays his toll. The packet headed for the west then steams off towards the Falls. After a three-mile run to the Chain bridge, a stop is made to accommodate fishermen, who intend to try their luck in the rough water on the Virginia side. Usually, several young county couples get on board here. In a few minutes the first of Moore’s lock is passed. Another mile and the boat passes through the second lock at “Jim Dicks,” the headquarters of the Sycamore island pleasure and fishing club, a famous place for anglers during the pleasant months, and where oyster roasts are given before the water is frozen in the winter. Visitors to Park hotel also get off at “Jim Dicks” and walk up the hill a distance of

about a quarter of a mile. The islands about this lock are covered with the

RAREST WILD FLOWERS

about Washington, and are frequented by a number of ladies and children and small picnic parties.

After passing the mills along the canal above Georgetown, and being raised through two locks, there is a mile run to the third lock, above which a stop is made for the passengers who intend spending the day at Cabin John bridge. Leaving the wharf below Cabin John's, a run through a region of beautiful scenery is made without interruption until the packet arrives at the first of the seven locks, which are close together. At this lock most of the passengers get out and walk along the towpath until the boat reaches the last of the seven locks, when the passengers again get on board and a start is made on the four-mile level, passing through wide-water to "Jo" West's lock, the first of the six locks, which end in front of Carroll's hotel at the Falls. On this level the speed of the boat is increased, there being no danger of washing away any of the towpath. At wide-water, the canal is very wide and the water very deep.

THE ROCKS

which project out of the water are usually covered with frogs and large turtles, which disappear as the boat approaches. On one side of the canal, through wide water, the rocks rise from the level of the water to a height of 75 feet. The faces of the rock are covered with green and gray mosses and running vines. On the river side of the canal the bank slopes down to the river. Upon nearing the falls, the view towards the city opens finely. One can look down the Potomac for several miles, the large rocks and islands in the river making most picturesque effects.

VIEW OF THE FALLS.

By crossing the river in a boat to the island near by and climbing the rocks, a good view

of the falls can be had. During the summer months, when the water is low, the Virginia shore can be reached by walking across the dam above the fish-way.

Many parties who go to get a good view of the falls, get off at "Jo" West's lock and cross the river to a large mansion on the bank of the river sufficiently elevated to afford an excellent view of the falls. The return trip is made with a stop at Cabin John, giving the passengers enough time to visit the bridge and get home by dark.

Ibid, p. 4. **The Chesapeake and Ohio Canal.** – The Frederick (Md.) *Citizen* this week says: - "The showing this year will be most flattering, yet it is impossible to keep up this great highway unless a certain amount of business is transacted. The freights have been put down to the lowest figures in compliance with the demand of the boatmen and people of Allegany, who are directly interested in the maintenance of this great work. Everything has been done to keep alive the interest of the people in the canal. The coal companies alone can prevent the grasping railroads from ending forever the days of the canal. If the present management fail this year in receiving a fair and just share of the coal shipped from Allegany, the people of the state may as well start in and consider the question as to what shall be done with our great water highway."

Ibid, p. 8. **Alexandria Affairs.**
A Canal Break – A slight break in the Alexandria canal basin was discovered yesterday in time to prevent damage. The basin is built over a marsh, and towers forty feet above that valley that it crosses. A number of springs, notably the old Spa spring, were filled over when the basin was first constructed, some forty years ago. They soon undermined the arch under the basin, and the canal was emptied one night with a great rush and roar of waters, through

Yeaton's marsh, a quarter of a mile, into the river. The elevation of the canal would be of great value in supplying water power, but the Alexandria canal has no water power rights, the right belongs to the C. & O. Canal Co. at Georgetown.

ES, Wed. 8/4/86, p. 5. **The Coal Trade on the C. and O. Canal.** – The shipments from the mines of the Cumberland coal region over the Chesapeake and Ohio canal during the past week amounted to 12,138 tons, and for the year to date 82,011, showing a decrease of 91,991 tons. The total shipments for the year showed a large decrease as compared with the same period last year.

AG, Wed. 8/4/86, p. 3. If the coal companies doing business at Cumberland be wise, they will follow the sound advice of the president of the Chesapeake and Ohio Canal, and ship as much coal by that canal as possible, for if the canal be closed, as it must be if its income be insufficient to meet its expenses, all competition for the carrying trade will be withdrawn from the railroads, which, then having a monopoly of that trade, will be enabled to raise their freight charges to any figures they may desire, at the expense of the coal companies as well as of the public.

ES, Fri. 8/6/86, p. 5. **C. & O. Canal Affairs.** The board of directors of the Chesapeake and Ohio canal company met yesterday in Baltimore, and the condition of the company as exhibited showed that the coal companies are not interested in the future of the canal and in spite of the reduction of the tolls from 36 to 26 cents, the canal company finds it impossible to compete with the low freights of the railroads. The late disasters have been very serious, involving a heavy expenditure of money. The canal company will be obliged to make a further sale of bonds in order to meet the heavy expenditures on the canal. The July interest on the repair bonds

of 1878 has not been paid, for the reason that the revenues of the canal have so far been so light that the present administration have determined on the policy of providing for the payment of the workingmen in preference to the bondholders, and until the indebtedness to the laborers is discharged there will be no payment to the bondholders. Propositions for the further sale of the repair bonds, it was stated, have been made, and this matter was up at the meeting of the board, but owing to the low rates offered none of the propositions had been accepted. Hon. Henry G. Davis, president of the West Virginia Central railway company, was before the canal board and made an explanation of the wishes of his company in relation to its proposed route for the Cumberland and Piedmont railroad over a part of the property of the canal company in making the connections which it desires with the canal and with the Pennsylvania railroad system at Cumberland. The board decided to make no concessions, but to allow the railroad to acquire such rights of way by proceedings for condemnation under the laws of the state.

AG, Fri. 8/6/86, p. 3. **The C. and O. Canal.** A meeting of the board of directors of the Chesapeake and Ohio Canal Company was held yesterday, in Baltimore. Hon. Henry G. Davis was before the board and made an explanation of the proposed route for the Cumberland and Piedmont railroad over the property of the canal company. The canal directors were of the opinion that the railroad ought to acquire such rights of way as it might need by condemnation. The canal managers say that in view of the low freights made by the railroads it is almost impossible to compete with them. The coal companies are doing but little to keep it from ending its days by a want of sufficient trade. The canal company will be obliged to make a further sale of bonds in order to meet heavy expenditures. The obligations for the repairs

at Dam No. 6 will be met, and the indebtedness for 1886 will soon be settled.

The July interest on the repair bonds of 1878 has not been paid. The present administration has determined on the policy of providing for the payment of the working men in preference to the bondholders, and until the indebtedness to the laborers is discharged there will be no payment to the bondholders.

AG, Wed. 8/11/86, p. 3. **An Effort** has been started to make the Chesapeake and Ohio Canal a free waterway. Maryland would conduce to her own best interests were she to follow this effort to succeed. The whole State of New York, but especially New York City, has been benefited by making the Erie Canal free, and such would be the case with Maryland and Baltimore were a similar course pursued toward the Chesapeake and Ohio. The canal is the only competitor the railroads have. If it be closed, the railroads will have a monopoly of the coal-carrying trade, and can and will raise their freights at the expense of the consumers. Cheap freights always result advantageously to every community they supply.

ES, Fri. 8/13/86, p. 5. **The C. and O. Canal.** A public meeting was held in the Academy of Music, Cumberland, last evening in the interest of the Baltimore [*sic*. Chesapeake] and Ohio Canal Company. J. W. Shuck, mayor of Cumberland, acted as chairman. He stated that its object was the selection of delegates to the Syracuse canal convention, the ultimate end being to get the aid of the national government in making the canal a free institution. J. W. Thomas, George J. Wellington, Colonel Baughman and William Brace made addresses. One of the speakers suggested that if the state would release to the canal its mortgage for \$3,000,000, which she now considers practically worthless, an additional mortgage of \$1,000,000 on the

coupons of the canal could be placed, which would make the whole debt of the canal a million and a half. This million would put the canal in a thoroughly efficient condition. With proper management the canal could be made to earn revenue enough to pay its way and be profitable.

Mr. Baughman, the president of the canal company, in the course of his remarks, asked if the speaker who proposed to put a new loan of a million on the canal did not know that they were a part of the \$500,000 repair bonds now on the market and that they cannot be sold at par. Continuing, Col. Baughman said that he had required that the canal tolls should be reduced to twenty-six cents. The coal shippers had promised to give their coal to the canal at these rates, but they lied. They used the canal as a club to hold over the railroads. The railroads have put down their rates until it is impossible for the canal to compete. The old Banquo's ghost of politics still haunts the minds of some. Can they say that in the two years of the present administration there has been any politics in it? He had kept the promises he made on going in and paid a debt of nearly \$100,000. In his efforts to dispose of the repair bonds, he had asked coal companies and capitalists in the great cities to buy them but they decline. If they cannot be sold, what then? Every business man in Cumberland knows the canal is in condition to handle a million tons of coal if the coal companies would ship it that way. The question must be settled and the struggles of the canal with its enemies, the railroads, must be met. How can the canal be made free with the obligations against it? Is it practicable for the national government to make a free canal? There must be three defalcations in the interest of the repair bonds of 1878.

Mr. Wm. Brace said the state constitution would preclude the state from making the canal free, and he doubted the practicability of appealing to the national

government for aid. The remedy he suggested was to take the canal out of politics. He was convinced that so long as Col. Baughman remained in office the canal would be run honestly, and he was sorry his regime had not been inaugurated years ago. The canal should be run on business principles.

The names of the delegates to the Syracuse convention were presented as follows: Messrs. Henry Thomas Weld, Frederick Mertens, Wm. S. Coulehan, P. W. Averitt, J. W. Thomas, G. L. Wellington, W. T. Cowden, Wm. E. Walsh, David Lynn, Hon. H. W. Hoffman, Andrew Spier, R. D. Johnson, Hon. Lloyd Lowndes and Wm. Young. They were unanimously selected, and the meeting adjourned.\

The canal board will meet in Cumberland next Tuesday to ascertain the cost of the recent freshets and to receive the report of the Cumberland convention.

ES, Sat. 8/14/86, p. 1. **The Chesapeake & Ohio Canal.** – The object had in view by the members of the convention called to meet yesterday in Cumberland was to ensure the perpetuity of the Chesapeake and Ohio Canal as a waterway – an object in which every consumer, shipper and exporter of cheap bituminous coal in Maryland and the Atlantic coast cities has a practical interest. As long as the canal is open as a public highway upon which any one that choses may transport coal, with or without the payment of toll, competition will operate to prevent its rival, the Baltimore and Ohio, from putting freight rates on coal too high, and from acquiring, in conjunction with the Pennsylvania company and the bituminous coal pool, absolute control of the coal supply. The advantage of cheap fuel for steam engines is one that every industrial interest of the state will appreciate. This advantage our manufacturers and ship-owners enjoy at present without caring, perhaps, to trace its history. Few of them

probably are aware that it is to the disposition of the Baltimore and Ohio to take business from the Chesapeake and Ohio Canal company and deprive it of revenues that they owe the existing rates. The rapidity with which the existing railroad rate would double or treble itself if the canal should ever be closed or fail under railroad control would reveal to the indifferent shipper, when too late, its present value to his business and the object of the railroad in making rates so low. The canal, though much abused and little employed, operates by its presence. Since its facilities cannot be monopolized, it is a continual obstacle while it lasts to the establishment of excessive tariffs. Should the Baltimore and Ohio double its rates on coal the canal would get business and prosper. That it does not at present prosper is due to the fact that it is conferring that factor of prosperity, competitive rates, on others. And this it does, though it should not carry an ounce of coal, by its menace of competition, in case its rivals should put up prices. In the absence of effective railroad laws prohibiting excessive charges and discriminations, immunity from such disadvantages is secured to the public only by the law of competition. What the canal's services to the public are worth is not therefore adequately indicated by the profit and loss item of its annual reports. In 1883 the canal carried 707,166 tons of coal; in 1884 but 378,352 tons.

But it would be a superficial view of the situation to suppose the utility of the canal to the general public was measured in either year by the number of tons carried. Stock and bondholders have a right, no doubt, to feel disgusted when net earnings vanish, but the manufacturing, shipping and exporting interests of the state are benefitted all the same by the constant threat of competition which the canal flourishes in the face of the railroads. So convinced were the people of New York city and state of the

value of the Erie canal to them as a regulator of railroad charges that they made the canal free. They collect no tolls and pay the expenses of keeping the canal in repair, not caring whether a bushel of grain per year is carried through it, but looking to the vast saving on railroad freight bills that the existence of the canal secures to them.

The Cumberland convention has been impressed with this example, and will send delegates to the national canal convention to be held at Syracuse on the 25th of the present month “to find out how the New Yorkers did it.” This is a very proper subject for investigation. They are probably aware, however, that the position and claims of the Chesapeake and Ohio and Erie canals respectively upon public support are not precisely identical. Whether they are sufficiently alike to demand like treatment is a question that must remain for a long time open to discussion. It is not, at any rate, a question to be decided off-hand. The public interest in preserving the independent existence of the canal as an active or passive competitor to the railroads is undeniably very great. Whether it is sufficiently great to justify shouldering its bonded debt and operating expenses is a question which is yet to be threshed out. The items of advantage and disadvantage on either side must be collated and thoroughly studied before even a tentative opinion on the matter can be formed.

DNR, Wed. 8/18/86, p. 5. Paymaster Gambrell, of the Chesapeake and Ohio canal, is paying off the employees the balance of wages due for the month of June last, amounting to about \$2,000.

ES, Thu. 8/19/86, p. 5. **The Shipments** from the mines of the Cumberland coal region for the week ending August 14, were 76,763 tons, and for the year to that date 1,258,748 tons, a decrease of 395,627 tons as compared

with the corresponding period of 1885. The Chesapeake and Ohio canal company for the week 12,848 tons, and the year 106,728 tons, a decrease of 84,766 tons as compared with last year.

ES, Tue. 8/24/86, p. 1. **The Sixth Maryland District.** – There is sharp competition for the democratic nomination for Congress in the sixth Maryland district, notwithstanding the republican majority it usually gives. President Baughman, of the Chesapeake and Ohio Canal company, and Mr. Walsh, a former representative of the district, are the leading aspirants. Mr. Baughman seems to have the inside track. He has been a faithful democratic worker, is a good speaker and has strong friends. He is a son-in-law of Mr. Abell, of the Baltimore *Sun*, and it is the impression in the district that the wealthy newspaper publisher will aid Baughman financially in the event he gets the nomination.

ES, Fri. 8/27/86, p. 4. **The C. & O. Canal Affairs** – At a called meeting of the Chesapeake and Ohio canal board in Baltimore yesterday, arrangements were made to pay wages for the remaining back months of 1886 still due the employees. A sale of \$75,000 of the repair bonds of 1878 was made to John A, Hambleton & Co. for 78 percent of the face value, without any conditions whatever. The proceeds of the sale will be devoted to repairs, for which the bonds were issued. The reports from the superintendents and the various bosses were represented to be all most encouraging, and the canal was stated to be in splendid condition for business. Unfortunately, there is but a limited number of boats and fewer teams to do the work. No boats have been built this year. The decrease in tonnage up to the first of August over the year 1885 is about 80,000 tons. The company is now making an effort to keep the expenses of the

present year within the present receipts. 123,453 tons of coal had been shipped on the canal up to the 1st of August.

AG, Fri. 8/27/86, p. 4. **Chesapeake and Ohio Canal Meeting.** – A called meeting of the Chesapeake and Ohio Canal Board was held in Baltimore yesterday. A great deal of routine business was transacted and arrangements made to pay the remaining back months of 1886 still due the employees. The action of the Syracuse convention was generally discussed, but no action could be taken by the canal board by which the canal could be placed in any other position than that which it occupies today. A sale of seventy-five thousand dollars of repair bonds of 1878 was made to John A. Hambleton & Co. for 78 percent of the face value, without any conditions whatever. The proceed of the sale will be devoted to repairs, for which the bonds were issued. The reports from the superintendents and the various bosses were represented to all to be most encouraging, and the canal was stated to be in a splendid condition for business. Unfortunately, there are but a limited number of boats and fewer teams to do the work. No boats have been built this year. The decrease in tonnage up to the first of August over the year 1885 is about eighty thousand tons. The company is now making an effort to keep the expenses of the present year within the present receipts. One hundred and twenty-three thousand, four hundred and fifty-three tons of coal have been shipped on the canal up to the first of August.

DNR, Sat. 8/28/86, p. 4. **Paying Canal Hands in Full** – The directors of the Chesapeake and Ohio canal, at a meeting held in Baltimore, arranged to pay off their hands wages due for the back months of 1886. A sale of \$75,000 of repair bonds of 1878 was made to John A. Hambleton & Co. for 78 percent of the face value without

conditions. The canal was reported to be in good condition. During the past year the decrease in tonnage over 1885 was 80,000 tons. Up to the 1st instant, 123,453 tons of coal had shipped on the canal.

ES, Thu. 9/9/86, p. 2. **The Canal** – Chesapeake and Ohio canal employees will be paid off next week for February, March and July. The shipments of coal from Cumberland by canal last week amounted to 11,140 tons, year 142,926 tons; decrease 78,580 tons.

AG, Thu. 9/16/86, p. 3. From the Cumberland district, in Maryland, it is learned that if Col. Baughman, president of the Chesapeake and Ohio Canal, be given the democratic congressional nomination in that district, he will be elected, as he will receive the entire vote of his party, while McComas can not again get the whole republican vote.

C&R, Fri. 9/17/86, p. 2. **THE AQUEDUCT BRIDGE – No Steps yet taken for its acquisition by the Government.** – Nothing has yet been attempted looking to the acquirement of the Aqueduct Bridge by the United States, and papers remain carefully pigeon-holed in the War Department, regardless of the bill passed by Congress at its last session. Provision was made that six months should be allowed in which to settle all question as to title, and if at the end of that time the piers were not transferred, the Three Sisters site should be inquired into with a view of purchasing and placing a bridge at that point. Meanwhile the ramshackle structure known as the Aqueduct Bridge still remains the principal means of communication between Virginia and the District.

Three corporations are interested in the Aqueduct Bridge – the Alexandria Canal Company, the Aqueduct Bridge Company and the Chesapeake and Ohio Canal

Company. To the latter belongs the north abutment of the bridge, and in the event of their not wanting to acquiesce in the provisions of the statue on the subject, a jury of condemnation was to be selected to make a proper award. But for some reason there has been a studied neglect of the public, and neither the War Department nor the Department of Justice seems to take action. As soon as the officials of the former consider the subject it will be referred to the Attorney-General for a settlement of the site controversy, and there should be no further delay in providing better accommodations, not only for farmers in the vicinity, but for tourists who desire to visit Arlington.

ES, Sat. 9/18/86, p. 6. **The Aqueduct Bridge** – The Alexandria Canal and Bridge Company are processing arrangements by which the title may be given the United States in the canal aqueduct and bridge across the Potomac river at Georgetown. They have settled all the outstanding deeds of trust held by the common council of Alexandria on the canal, and they hope to get such decrees of court within a few months as will insure the erection of the free bridge at the aqueduct.

AG, Fri. 9/17/86, p. 4. **The Potomac Flats.** The Department of Justice has ordered District Attorney Worthington to begin suit in equity in the Supreme Court of the District to quit title to the Potomac flats. Mr. Worthington is now preparing the bill and hopes to be ready to file in about ten days. It calls upon the Chesapeake and Ohio Canal Company, Kidwell heirs, who claim title to about sixty acres, and various other persons who claim riparian rights along the river front to prove that the land does not belong entirely to the Government of the United States.

AG, Sat. 9/18/86, p. 3. **The Coal** shipments by the Chesapeake and Ohio Canal up to date show a considerable decrease as compared with those of the corresponding period last year, and this, too, though the freight charges were as low if not lower than those of the railroad. When the canal shall be closed for lack of revenue to keep it open, and the railroads, having no competition, shall raise their freights to any figures they choose, the coal shippers will realize their folly, but it will then be too late.

AG, Tue. 9/21/86, p. 4. **Break in the Aqueduct.** – A serious break in the Aqueduct bridge occurred yesterday afternoon, which let all the water at that point in the canal into the river, and which will probably cause a suspension of traffic over the canal for a week at least. The break occurred shortly after three o'clock in the afternoon. A rush was made to ascertain the cause, when it was perceived that a break about twenty feet square had occurred in the floor of the aqueduct between the first and second piers of the bridge. The water was rushing through in a solid column with a roar that resembled a good-sized cataract, and which bid fair to empty the whole canal in very short order. The lock at Georgetown end of the bridge was lowered, and as the lock on the Virginia side was down, it was not long before the intermediate space was emptied and an opportunity offered to inspect the damage. Then it was found that joists which rest on the heavy timbers of the bridge had become partially rotten, and had given way beneath the weight of water they sustained, but that no injury whatever had been done to the bridge itself. The damage is only slight, and can probably be repaired during the present week.

The accident is one which Secretary Dungan, of the Canal company, states is liable to occur to any similar structure, so that the company is not at all surprised at the

occurrence. He was in the city today and says the necessary repairs will be commenced at once.

It is said that in ten days' time the break can be repaired and the cost will not likely exceed \$150. The rumor that the bridge had fallen soon spread over Washington and caused many people to flock to the scene. It was stated that a canal boat had a few minutes prior to the accident passed over the spot, but this was denied by the watchmen in charge of the bridge.

AG, Thu. 9/23/86, p. 3. Col. L. Victor Baughman, President of the Chesapeake and Ohio Canal, was nominated for Congress by the democratic convention of the sixth Maryland district yesterday.

ES, Wed. 10/6/86, p. 1. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended October 2 were 76,492 tons, and for the year to date 1,755,957 tons – a decrease of 323,716 tons, as compared with the corresponding month last year. By Chesapeake and Ohio canal, week 11,024 tons; year 189,310 tons; decrease 72,199 tons.

AG, Wed. 10/6/86, p. 3. When the directors of the Alexandria Canal Company shall meet to determine whether or not to call a meeting of the stockholders of that company in order to let the lessees of the canal sell the aqueduct to the Government, and thereby destroy the canal, they should know that a strong movement is now on foot in Pennsylvania to build a canal from Pittsburg, and the mines on the Monongahela above, to Cumberland, there to connect with the Chesapeake and Ohio canal, and that as Alexandria is a better shipping port in every respect than Georgetown, it must necessarily receive a large, if not the larger, share of all the immense freight that will come over the

two canals mentioned, if the Alexandria canal be maintained, and that consequently the value of their canal will be greatly increased. If the aqueduct be sold, the whole canal will be destroyed, and the canal company not be profited to the amount of a single cent.

ES, Wed. 10/20/86, p. 1. **The Aqueduct Bridge Matter.** – The Alexandria canal directors, having yesterday formally ordered the signing and sealing of the agreement between themselves and the lessees, a meeting of the Canal company will be called as soon as the exchange of these agreements under signature and seal are made. There is no doubt that the Canal company will ratify the action of the directors, and take measures to utilize, if possible, or sell, such portion of the canal as may remain to the company.

ES, Thu. 10/21/86, p. 4. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday October 16, were 70,700 tons, and for the year to date 1,899,985 tons – a decrease of 281,896 tons, as compared with the corresponding period of 1885. By Chesapeake and Ohio canal, week 12,442 tons; year 211,842 tons; decrease 69,098 tons.

ES, Fri. 10/22/86, p. 2. **Alexandria Affairs Canal Forecasts** – Since the fact that the Alexandria canal is to be without water for navigation hereafter has been settled, many inquiries are made as to the uses to which it will be put. Its capacity for railroad purposes is evident, and a very short line across the marsh at Alexander's island would bring a road along its bed to the south end of the Long bridge. Heretofore, owing to the fact that the canal water came almost entirely from the Chesapeake & Ohio canal, not even its waste water could be used as water power, but it is thought that now the brooks of

Alexandria creek above the canal level may be made feeders to a small stream along its bed that, delivered at the height of the basin on Washington street here, may be utilized for manufacturing purposes in the valley of Yeaton's marsh. It is understood that Mayor Smoot has suggested that a smooth carriage road could be made on it, away from the dangers of the railroad and capable of being of special utility if the great memorial bridge across the Potomac is constructed.

AG, Sat. 10/23/86, p. 6. **Canal Forecasts.** The Alexandria correspondent to the Washington *Star* says: "Since the fact that the Alexandria canal is to be without water for navigation hereafter has been settled, many inquiries are made as to the uses to which it will be put. Its capacity for railroad purposes is evident, and a very short line across the marsh at Alexander's island would bring a road along its bed to the south end of the Long bridge. Heretofore, owing to the fact that the canal water came almost entirely from the Chesapeake and Ohio canal, not even its waste water could be used as water power, but it is thought that now the brooks of Alexandria county above the canal level may be made feeders to a small stream along its bed that, delivered at the height of the basin on Washington street here, may be utilized for manufacturing purposes in the valley of Yeaton's marsh. It is understood that Mayor Smoot has suggested that a smooth carriage road could be made on it, away from the dangers of the railroad and capable of being of special utility if the great memorial bridge across the Potomac is constructed."

ES, Wed. 10/27/86, p. 5. **Coal Trade** – The shipments from the mines of the Cumberland coal region during the week ended Saturday, October 23, were 67,282 tons, and for the year to date 1,967,267 tons – a decrease of 276,492 tons, as compared with the

corresponding period of 1885. By Chesapeake and Ohio canal, week 11,166 tons; year 223,009 tons; decrease 70,104 tons.

ES, Fri. 11/5/86, p. 3. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended October 30 were 70,761 tons, and for the year to that date 2,038,028 tons – a decrease of 267,129 tons, as compared with the corresponding period of 1885. By Chesapeake and Ohio canal, week 11,990 tons; year 234,999 tons; decrease 70,362 tons.

ES, Wed. 11/10/86, p. 4. **Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended November 6 were 70,591 tons, and for the year to date 2,108,618 tons – a decrease of 257,137 tons, as compared with the corresponding period of last year. By Chesapeake and Ohio canal, week 11,548 tons; year 240,547 tons; decrease 70,059 tons.

C&R, Wed. 11/10/86, p. 5. The coal shipments from the Cumberland mines by the Baltimore and Ohio Railroad during the last week were 51,781 tons; for the year ending Nov. 6: 1,646,083, a decrease of 49,288. Shipments by the Chesapeake and Ohio Canal were 11,548 tons for the week and 246,547 for the year, a decrease of 70,059.

AG, Sat. 11/20/86, p. 4. President Baughman, of the Chesapeake and Ohio Canal, left Georgetown yesterday in the packet steamer for a trip up the canal to Cumberland. This will be the final inspection trip of the president along the canal for the season, which closes in December.

ES, Mon. 11/22/86, p. 5. Hon. Lewis C. Smith, ex-speaker of the Maryland House of

Delegates and ex-president of the Chesapeake and Ohio canal, died at Hagerstown Saturday afternoon.

Thomas Houck, a Chesapeake and Ohio canal boatman, was drowned at Weverton Saturday.

C&R, Mon. 11/22/86, p. 3. It is stated that Mr. S. B. Elkins and others, who arrived in Hagerstown, Md., Saturday, are engaged in an inspection of the bed of the Chesapeake and Ohio Canal, with a view to determining its suitability as the location of a railroad, to connect with a road recently opened in West Virginia. The opinion has been often expressed by engineers and others that the conversion of this canal into a railroad would be the best use to which it could be put.

ES, Tue. 11/23/86, p. 6. **Looking at the Bed of the Canal.** – A special to the *Baltimore American* from Hagerstown, November 20, says: Hon. Steve B. Elkins, of West Virginia, and J. W. Crawford, of Philadelphia, arrived here this afternoon from Williamsport, and are now quartered at the Baldwin. It is reported that they were examining the Chesapeake and Ohio canal as a future location for a railroad over its bed, to connect with a road that has been recently opened in West Virginia.

ES, Wed. 11/24/86, p. 3. **Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, November 20, 1886, were 61,788 tons, and for the year to that date 2,228,141 tons, a decrease of 259,440 tons, as compared with the corresponding period of last year. By Chesapeake and Ohio canal, week 12,725 tons; year 269,491 tons; decrease 73,274 tons.

Sat. 11/27/1886, p. 2. Lewis C. Smith died at his residence at Hagerstown last Saturday, aged 43 years. He was a lawyer by profession, was chosen Speaker of the House of Delegates in 1876 and was President of the Chesapeake and Ohio Canal for two terms, succeeding Mr. Gorman.³

AG, Tue. 11/30/86, p. 4. **Chesapeake and Ohio Canal** – President Baughman, of the Chesapeake and Ohio Canal, was in Baltimore yesterday arranging for the September and October payment of the canal employees. He has gone to New York on canal business, and paymaster Gambrill will make the disbursements. No more way bills will be issued after Dec. 11, and the water will be let out of the canal on December 20 for the winter. The cost of the operation of the canal for the present year is stated to have been \$20,000 less than for 1885, although the expenditures then were on an economical scale.

DNR, Wed. 12/1/86, p. 4. **Closing the Canal for Repairs** – The Chesapeake and Ohio Canal will be closed on December 24 for repairs and no more way bills will be issued after December 11. The cost of operations of the canal for the present year is said to be \$20,000 less than for 1885.

ES, Thu. 12/2/86, p. 5. **Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ended Saturday, November 27, 1886, were 62,294 tons, and for the year to that date 2,290,434 tons, a decrease of 264,173 tons, as compared with the corresponding period of 1885. Chesapeake and Ohio canal, week 9,371 tons; year 278,862 tons; decrease 75,547 tons.

ES, Wed. 12/8/86, p. 4. **Cumberland Coal Trade** – The shipments from the mines of

³ *The Democratic Advocate*, Westminster, Md.

the Cumberland coal region for the week ended Saturday, December 4, were 56,175 tons, and for the year to that date 2,346,609 tons, a decrease of 2784,650 tons, as compared with the corresponding period of 1885. By Chesapeake and Ohio canal, week 5,092 tons; year 283,954 tons; decrease 82,506 tons. The ice-breaker's work on the C. and O. canal has enabled boats to move again.

ES, Thu. 12/9/86, p. 1. **Alexandria Affairs. The coming Canal Meeting** – The Alexandria Canal directors are now canvassing the future of the canal with a view to some action at the adjourned meeting of the stockholders which will take place shortly before Christmas. The Virginia fragment of the canal will still have some small sources of revenue from rents, and as there will be no canal to keep up, these funds will be available for other purposes. The canal has for years been the great ice pond from which Alexandria ice dealers gather supplies with more certainty and ease than from Hunting creek of the river. In this respect its usefulness will not be but slightly impaired at there will always be ponds of water in the canal bed from surface drainage. It has been claimed here that the stockholders have no power to sell out and destroy the canal, and that in doing so the charter becomes forfeit and the company ceases to exist, but this view, it is said, will not affect the transactions of the Alexandria Canal company.

DNR, Wed. 12/8/86, p. 4. A committee was appointed to devise a proper medal to be presented to Capt. David Knode in recognition of his humane treatment of mules on the Chesapeake and Ohio canal. He has used four mules constantly for nineteen years; three of them are 24 years old each, and one is 27. None of these mules have been left off the boat on account of sickness,

lameness or sore shoulders. Such good care has been taken of these mules by the humane captain that four canal boats have worn out during the nineteen years, and the mules are still in fine condition.

ES, Fri. 12/10/86, p. 4. **Chesapeake and Ohio Canal** – A Frederick special to the Baltimore *Sun* last night says: From the effects of the recent sudden and severe freeze, there are at present between fifty and sixth heavily loaded boats ice-bound in the Chesapeake and Ohio canal, between Cumberland and Georgetown. President Baughman stated today that measure had been taken to release the boats and enable them to reach their destination. No more way-bills will be issued after the 16th instant, and navigation will be suspended entirely on the 20th, when a meeting of the canal board will be held in Washington. In reviewing the work of the canal during the past twelve months, Colonel Baughman says the year has been remarkable, inasmuch as storms and floods have caused more destruction to the great public work than has ever been known in its history. Strikes and demoralization among the miners also lent their weight of fear and trouble about the future, but by untiring energy and personal supervision all difficulties were overcome, and the damage along the line at different times, estimated by competent engineers to amount to at least \$180,000, was promptly repaired, and at a saving to the state and bondholders of nearly one-half of that sum. The tonnage this year was considerably less than last, owing to the strikes and other causes. The ordinary expenses for running the canal were reduced, however, twenty-odd thousand dollars less than they were in 1885, when they were less than ever before. When the present management assumed charge there was an indebtedness of \$176,000 due to labor, left as a legacy by former administrations. Of this sum, over \$120,000 has been paid, besides

paying all labor and all debts contracted by the present administration up to the 1st of November. Credit has been renewed; the homes of the employees have been made comfortable; but now the great question to be presented to the people of Maryland is what is to become of the canal? The citizens of the western section of the state, Colonel Baughman says, are deeply interested in this matter. Hundreds of thousands of dollars have been invested along the line, and every effort will be made to devise some means by which this work shall be kept a living, going concern. The interest which Maryland has in the canal, amounting to many million of dollars, the large interest held by the government and the state of Virginia, should, he thinks, cause the question as to its future to be seriously considered. Local suits in Washington county have greatly embarrassed the present management, and if they are continued the only solution will be the appointment of a receiver. The repair bonds have been well nigh exhausted. Another flood, involving a heavy expenditure, would come near ending the canal. All phases of this question, Col. Baughman thinks, should be considered, and steps taken to prevent the canal from falling into the hands of railroad corporations, and to maintain it always as a waterway, by which untold benefits would result to the people of western Maryland.

C&R, Fri. 12/10/86, p. 5. **Maryland Matters**
About fifty boats are frozen up in the Chesapeake and Ohio Canal.

C&R, Wed. 12/15/86, p. 2. **THE CANAL'S FINANCES – A Deficiency of \$30,000 for the Past Year.** – At a meeting of the directors of the Chesapeake and Ohio Canal Company yesterday at the Arlington Hotel, it was reported that the receipts for the past year showed a deficiency of \$30,000. This was occasioned by the strike in the coal mines, much of the trade being diverted from

the canal by the strike, and by the general destruction caused to the canal by the freshets and floods during the past spring. The tonnage of the canal has fallen off nearly 100,000 tons in consequence.

The expenditures of the canal in 1884 were \$202,060; in 1885 they were \$184,000; in 1886 they will be about \$154,000, showing a marked decrease in the ordinary expenditures of the canal. It was stated that the lowering of tolls had greatly decreased receipts. The most rigid economy will be observed. All the bosses will be dispensed with during January and February. The Government dam at Great Falls has backed the water up to such an extent that the slightest rise in the river subjects the canal to overflow. The Government will be asked for money to raise the tow-path at this point. The present management has paid \$126,000 of the \$176,000 debt, which confronted it when it assumed control.

ES, Thu. 12/16/86, p. 6. **Humane Treatment of Mules.** – To the Editor of the *Evening Star*. – I have read with pleasure the articles referring to the medal proposed to be given to Cap. Knode for his humane treatment of mules placed in his charge. I fully approve of the example being made public, that other captains may do likewise; but I think the selection for such an example on the Chesapeake and Ohio canal is not a fair one. Knode runs a wheat boat, making on average his travel on the canal less than 250 miles per month. When home, his mules are in the stable six or more days resting; when they arrive in Georgetown, resting again from three to five days after working only three days coming down. Now, the captains who run coal boats make an average of 736 miles per month, only allowing two trips per month. Now, for the example to be a practical one, and one that the boatmen would be likely to imitate, there should be a selection from one of the regular coal boat

captains – and there are quite a number of them if sought for. The towing of the coal boats is where the mules mostly suffer, as the poor animals are constantly on the move (or nearly so); and as the mules are in many cases hired, the captains are too careless in their treatment of them. Give a medal to the best team on some prominent coal-carrying boat, and then the object will be reached as far as the example goes. Fair Play.

Chesapeake and Ohio Canal.

The directors of the Chesapeake and Ohio canal met at the Arlington hotel Tuesday. Their counsel has been instructed to look after the company's interest in the Potomac flats. The receipts of the canal company for the year just closed will not meet the ordinary expenses of the company, there being a deficiency of some \$30,000. This was occasioned by the strike in the coal mines, much of the trade being diverted from the canal by the strike, and by the general destruction caused to the canal by the freshets and floods during the past spring. The tonnage of the canal fell off nearly one hundred thousand tons in consequence of the causes mentioned. The expenditures of the canal in 1884 were \$202,000; in 1885 they were \$184,000; in 1886 they will be about \$154,000, showing a marked decrease in the ordinary expenses of the canal. Orders have been issued to dispense with all the bosses along the line during the months of January and February, as well as other employees. The government will be called on to make an appropriation for the canal in order to raise the towpath at the Great Falls, where the new government dam has backed the water up to such an extent that the slightest rise in the river subjects the canal at this place to overflow. The next meeting of the canal board will be at Annapolis in January, when a president will be elected for the year 1887. When the present administration assumed control of the affairs of the canal there was

an indebtedness of \$176,000. Of this sum over \$126,000 has been paid, besides all the indebtedness of the present administration up to the first of November, which will be paid.

C&R, Thu. 12/16/86, p. 2. **The Canal's Rights.** – In the case of the United States to test the legality of parties to title in the Potomac flats, General Benjamin F. Butler has entered his appearance for Henry Dodge, lessee of all the rights of the Chesapeake and Ohio Canal Company to all the lands and water rights belonging or appertaining to the company in connection with the Potomac River in this city and Georgetown.

AG, Thu. 12/16/86, p. 4. **C. and O. Canal.** The directors of the Chesapeake and Ohio Canal met in Washington Tuesday. President Baughman and a full board were present. The directors of the canal claim that it has large interest in the Potomac flats, and their counsel has been instructed to look after the company's interest. The receipts of the canal company for the year just closed will not meet the ordinary expenses of the company, there being a deficiency of some \$30,000. This was occasioned by the strike in the coal mines, much of the trade being diverted from the canal by the strike, and by the general destruction caused to the canal by the freshets and floods during the past spring. The tonnage of the canal has fallen by nearly one hundred thousand tons in consequence of the causes above mentioned. The expenditures of the canal in 1884 were \$202,00; in 1885 they were \$184,000; in 1886 they will be about \$154,000, showing a marked decrease in the ordinary expenditures of the canal. The tolls have been put down to the lowest possible sums in order to gratify the demands made sometime ago by the boatmen and citizens of Alleghany. It has proven a bad move, as it clearly demonstrates the fact that the canal cannot pay expenses,

taking all contingencies into the question.
[illegible]

The most rigid economy in every department has been inaugurated. The government will be called on to make an appropriation for the canal in order to raise the towpath above the Great Falls, where a new government dam has backed the water up to such an extent that the slightest rise in the river subjects the canal at this point to overflow. The next meeting of the board will be at Annapolis in January, when a president will be elected for the year 1887. The superintendents submitted their several reports. When the present administration assumed control of the affairs of the canal, there was an indebtedness of \$176,000. Of this sum, over \$126,000 has been paid, besides all the indebtedness of the present administration up to the first of November, which will be paid.

AG, Fri. 12/17/86, p. 4. In the case brought by the United States against M. F. Morris, et. al., to settle the title to the Potomac flats (Kidwell Meadows), Gen. Butler has entered his appearance for Henry Dodge, lessee of the rights of the Chesapeake and Ohio Canal Co., to lands and water rights.

The Secretary of War yesterday referred the opinion of the Attorney General on the validity of the title of the aqueduct bridge to the chief of engineers, who will be the agent of the government in securing the transfer of the property to the United States.

The committee on rivers and harbors of the House of Representatives yesterday reached the Potomac flats item, but suspended action upon it until information could be received from the Secretary of War and the Attorney General, as to what, if anything, had been done to settle the title of the United States to the flats, as requested by Congress.

ES, Wed. 12/22/86, p. 1. **Cumberland Coal Trade** – The shipments from the mines of

the Cumberland coal region for the week ended Saturday, Dec. 18, were 55,079 tons, and for the year to that date 2,446,765 tons, a decrease of 268,679 tons, as compared with the corresponding period of 1885. By Chesapeake and Ohio canal, week no shipments; year 284,525 tons; decrease 83,634 tons.

AG, Wed. 12/22/86, p. 3. As the annual revenues of the Chesapeake and Ohio Canal are now many thousands of dollars less than the expenses, that canal will soon have to be abandoned, as the Alexandria Canal has just been, unless either Congress or the legislature of Maryland, or both, shall come to its aid. One of the best things Congress could do, with a little of the immense Treasury surplus it is now trying to dissipate would be to provide for the extension of the canal to the Ohio, and thus carry out the plan of General Washington, and have a water way from the West to the national capital, the business of which would rival that of the great Erie Canal.

H&TL, 12/23/86, p. 2. **Compliments of the Season** – Col. L. Victor Baughman will present to his fellow officers of the Chesapeake and Ohio Canal portraits of himself. The Colonel is as handsome as he is popular, and he has good taste in the selection of his Christmas gifts. He might send one to Mr. McComas as a souvenir of a little affair that came off in the Sixth district last fall. – *Baltimore American*.

ES, Fri. 12/24/86, p. 13. **The Deed of the Aqueduct.** – The deed of the Alexandria Canal company – H. H. Wells and W. W. Dungan and H. H. Wells, Jr., trustees – to the United States of the Aqueduct bridge was recorded today. It bears the date of December 18th, and for the consideration of \$125,000 conveys the structure, with piers and approaches to the same.

C&R, Thu. 12/30/86, p. 4. **Maryland Matters** – Cumberland, Dec. 30. – The condemnation proceedings of the Cumberland and Piedmont Railroad to secure right of way over Chesapeake and Ohio Canal property began yesterday.