

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
*SHEPHERDSTOWN REGISTER*  
a Shepherdstown, WV newspaper  
and  
*BALTIMORE SUN*  
a Baltimore, Md. newspaper  
and  
*DEMOCRATIC ADVOCATE*  
a Westminster, Md. newspaper  
and  
*EVENING CAPITAL*  
an Annapolis, Md. newspaper  
and  
*EVENING STAR*  
a Washington, D. C. newspaper  
and  
*ALEXANDRIA GAZETTE*  
an Alexandria, Va. newspaper  
1889

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OCTOBER 2020  
Revision 1, MARCH 2022  
Revision 2, SEPTEMBER 2023

A. PREFACE

In this compilation, articles were transcribed from the *Shepherdstown Register* a Shepherdstown, WV, newspaper, the *Baltimore Sun* a Baltimore, Md. newspaper, the *Democratic Advocate* a Westminster, Md., newspaper, the *Evening Capital* an Annapolis, Md. newspaper, the *Evening Star*, a Washington, D. C. newspaper, and the *Alexandria Gazette* an Alexandria, Va. newspaper of 1889. I have marked the articles from the *Shepherdstown Register* with SR prior to the date, those from the *Baltimore Sun* with Sun prior to the date, those from the *Democratic Advocate* are marked with DA prior to the date, those from the *Evening Capital* are marked with EC prior to the date, those from the *Evening Star* are marked with ES prior to the date and those from the *Alexandria Gazette* are marked by AG prior to the date.

All the newspapers were found on-line.

Revision 1 includes articles from *Shepherdstown Register*.

Revision 2 includes 20 articles from the *Evening Star* regarding grain receipts at Georgetown, which was lively until the flood.

I had not written a Canal Trade – 1889 report previously because the canal was closed that year and I did not expect to find any coal commerce. But after writing Canal Trade 1890, this earlier report became necessary. There still wasn't much coal commerce, but there are articles on Maryland legislation and politics. This is what I found.

Feel free to send additional observations for the benefit of others.

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OCTOBER 2020  
Revision 1, MARCH 2022  
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## Canal Trade – 1889

ES, Tue. 1/1/89, p. 1. **A CENTENNIAL RESOLUTION** – William Baron offered the following resolution, which was adopted: “The Oldest Inhabitants’ Association of the District of Columbia hail with exceeding joy the advent of the constitutional centennial of our country, the United States of America, to be fostered by our children as long as time endures.”

A committee, consisting of Messrs. Ball, Winebarger and Pilling, was appointed to make arrangements for the celebration of Washington’s birthday.

The president, in behalf of W. Baron, presented Mr. P. L. Rodier an old volume which had once belonged to Mr. Rodier’s father, who will be remembered by the old residents of West Washington as the engineer of the Chesapeake and Ohio canal. Mr. Rodier expressed his gratification at receiving the book, which was valuable to him because of its association with his father.

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*Ibid*, p. 3. **CANALS IN THE DISTRICT** – The uncovered portion of James Creek canal was pronounced a nuisance.

The Chesapeake and Ohio canal, in which the District is deeply interested, gave indications of its bad financial condition. Efforts were made to obtain aid from the United States government or Maryland. A bill to lease part of the canal was killed in the Maryland legislature. The canal still labors under its old difficulties, with no present prospect of escape from them.

Rock creek, within the city limits, is practically a canal or open sewer. The Commissioners have proposed a plan of diverting the stream through a tunnel in the city. The scheme was suggested in 1887, but the bill to accomplish it was not introduced until April, 1888, and still hangs in Congress. The opposition to the bill recognizes that eventually the improvement ought to be and is likely to be made, but calls for delay until more pressing current needs of the city are met, and until some

plan can be devised of putting a proper share of the expense of reclaiming the bed of Rock creek upon the owners of the land to be reclaimed, whose property will be immensely increased in value thereby.

SR, Fri. 1/4/89, p. 4. Last year 289,237 tons of coal were shipped Cumberland over the Chesapeake & Ohio Canal, being an increase over 1887 of 8,417 tons.

*Sun*, Thu. 1/10/89, p. Suppl. 1. **CHESAPEAKE AND OHIO CANAL** –

The failure of the passage of the bill providing for the lease of the Chesapeake and Ohio canal to the Western Maryland Railroad Co. was a great disappointment to the association. In the language of your committee: “If the canal should fall into the hands of other parties than the Western Maryland Railroad Co. the millions of dollars contributed by the city toward its construction will be sacrificed and the whole length of the canal operated against its principal creator. Such results following the failure of this measure would be a calamity to the city and State,” and those instrumental in defeating the measure should not be forgotten.

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*Ibid*, p. Suppl. 2. **The Canal Paid Expenses** – Annapolis, Jan. 9. – President Stephen Gambrill of the Chesapeake and Ohio Canal, and a number of the directors of the company are here tonight for the annual meeting of the stockholders, which will take place tomorrow, at the executive chamber. President Gambrill’s report, which will be submitted, will show that the canal has about paid expenses during the past year, the first time since 1883. The tonnage on the canal, however, has not been as satisfactory as desired. The election of officers, it is thought, will be deferred until June, which is the time appointed by the constitution.

The directors of the canal held a meeting tonight in the Maryland Hotel, President Gambrill, James A. L. McClure, John A. Altman, George W. Dobbin, Patrick Hamill

being present. The president submitted his report to be presented to the stockholders' meeting tomorrow, and after consideration, it was adopted.

EC, Thu. 1/10/89, p. 5. **Meeting of Canal Directors.** – The annual meeting of the directors of the Chesapeake and Ohio Canal was held this morning at the executive chamber, at which President Gambrill submitted his report, which shows that the canal has about paid expenses during the past year, for the first time since 1883. The tonnage of the canal, however, has not been as satisfactory as desired. The election of officers was deferred until June, which is the time appointed by the constitution. Among the stockholders present at the meeting today were James A. L. McClure, John A. Altman, George W. Dobbin and Patrick Hamill.

SR, Fri. 1/11/89, p. 4. President Gambrill's report on the Chesapeake & Ohio Canal will show that the canal last year about paid expenses, for the first time since 1883.

Sun, Fri. 1/11/89, p. Suppl. 1. **MARYLAND'S BIG CANAL** – A meeting of the stockholders of the Chesapeake and Ohio Canal Company was held yesterday in the State House at Annapolis. The advertised call was for a meeting to receive the annual report and for the election of a president and board of directors. But it appears the charter calls for the annual elections to take place the first week of June, and because of the resignations of canal presidents and for other reasons, heretofore this date has not always been followed. The board decided only to have the report presented yesterday and to issue the call for the election in June. Comptroller Baughman and Treasurer Archer, as members of the board of public works, represented the stock of the State, and Mr. James A. L. McClure was the only representative of private stockholders present. He is also a director. President Stephen Gambrill, Directors P. Hamill, Daniel Annan, John D. Ahalt, Robert A. Dobbin, Treasurer

Spencer Watkins, Accountant John P. Ayers, Clerk Wm. Snowden and a few lookers-on made up the group in the room during the meeting. Comptroller Baughman was called to the chair, Mr. Watkins being secretary.

President Gambrill read his report, which was accepted and adopted, and the usual number of copies were ordered to be printed. The meeting then adjourned until the first Monday in June. The report of President Gambrill is as follows:

In submitting this the sixty-first annual report of the company for the year 1888, the president and directors do not deem it necessary to give a review of the history of this great work from its inception to the present time. The stockholders, bondholders, and all financially interested have had that information through the annual reports of our predecessors, while through the public press the people generally have been made acquainted with its affairs, of the legislation of our State and government in its interests, of the great expectation of its projectors, the immense benefits and results hoped to be derived after its completion, its trials and struggles through prosperity and adversity from its commencement to this period. We will, therefore, only give in our report a plain statement of the affairs of the company from the time it was placed in our hands, showing the tonnage, revenue and expenditures for the year, and what has occurred affecting its interests, and our opinion as to its future.

**FINANCIAL CONDITION**

The earnings of the canal for the year 1888 were:

From tolls	\$121,218.25	
Less rebates for coastwise and otherwise	-14,505.31	
		\$106,712.94
From wharfage on 286,813 tons at 4 cents	\$11,472.55	
Less amount to consolidation wharf	-5,758.55	
		\$5,714.00
Less boat trimming		1,648.40
Less water rents		9,357.03
Less land rents		5,985.26
Less miscellaneous revenue		52.24

Canal Trade - 1889

Total accrued revenue from all sources	\$129,469.87
The total expenditures for ordinary and extraordinary repairs, pay of officers, operating basin wharf, legal expenses, rent of outlet, lock and telephone	<u>126,769.90</u>
Making revenue over all debts contracted	\$2,699.97

Showing that for the first time since 1883 our earnings have exceeded our expenditures; also, that the expenses for maintaining the canal, if we deduct rent of outlet lock, were less than for any year since its completion. The apparent decrease of \$1,674.24 over last year in rents is owing to the fact that all back rents were collected the year previous; therefore, we only had rents for 1888 to collect.

In miscellaneous revenue there is less than for 1887, which is accounted for by the fact that for the year we had from the West Virginia C. F. R. Co., \$3,556 for condemnations at Cumberland.

On January 1, 1888, there was a floating debt due for labor, material and the Potomac Lock and Dock Company.	\$71,569.13
Exclusive of amount due for coupons on repair bonds of 1878, amounting to	\$30,000.00
The balance in the treasury January 1, 1888, was	6,456.69
The receipts into the treasury from all sources during the year were	<u>\$128,108.06</u>
Total	\$134,564.73
Which is accounted for thus:	
Paid on account of debts for 1883	\$6,906.42
Paid on account of debts for 1884	9,799.42
Paid on account of debts for 1887	24,381.55
Paid on account of expenses for 1888	<u>86,406.91</u>
	<u>\$127,494.30</u>
Balance on hand	\$7,070.45

The inability of the canal for some years heretofore to pay its current expenses greatly affected its credit, and consequently many suits were brought against the company. In many cases but little consideration was extended to it, judgments were freely rendered against it upon slight and uncertain evidence, and often times when the company had not the opportunity to be heard or time to produce its evidence. Consequently, very many judgments, including

large amounts of interest and costs, had been obtained against the company. These were a source of much embarrassment and annoyance. Attachments were frequently being issued, and company funds in banks and in the hands of shippers tied up. After great trouble and labor, we succeeded finally in paying off all these debts by applying to their satisfaction monthly whatever money could be spared for that purpose. To so apportion and pay out the money as received so as to satisfy these claims and our employees has been a hard and vexatious task.

**CANAL TONNAGE AND RATES**

The number of tons of coal shipped during the year was 286,813 tons, an increase over 1887 of 8,417 tons.

The rate of tolls on coal from Cumberland to Georgetown for the year was 40 cents for tolls and 4 cents wharfage, on which a rebate of 10 cents per ton was allowed on all coastwise shipments.

At the commencement of the season we had just reasons for believing that our tonnage would be much larger. This, however, did not materialize, because of the great scarcity of coast wise vessels at Georgetown. The shippers at both Georgetown and Baltimore, it seems, did not make any contracts for vessels for the season. The consequence was that they went to Philadelphia, Newport News and to Norfolk. By our coal shippers not being able to get vessels, we were probably deprived of 100,000 tons.

**CONDITION OF THE CANAL**

We have maintained the canal in good condition throughout its entire length during the season, and will have only such repairs to make this winter as could not be made during navigation, the most of which, on division No. 1, is rebuilding of wall and grouting bottom of lock No. 2, Georgetown; new machinery at lock No. 6; renewing floor and part of wall at lock No. 24; repair of culvert at White's Ferry; building new trunk over creek below Edward's Ferry; building of two new flumes; stopping leaks; and some cleaning out.

On division No. 2, repair several bridges; building three new waste weirs; repair several locks; and dredging basin at Cumberland.

These repairs can be made at comparatively small cost. The material has all been put at the various places and paid for.

During the year there were 286,813 tons of coal shipped, which was carried by 2,518 boats, making the average per boat 114 tons, as high an average as any previous year, which shows the waterway to be in good condition.

#### **THE CUMBERLAND BASIN**

You are aware of the fact that in 1878 the canal company purchased from Messrs. Wm. Walsh and Thomas J. McKaig, the Basin wharf property in Cumberland for \$100,000. They were paid part in cash, and the company gave mortgage notes for the remainder. It was subject to a mortgage of \$156,000 held by Isaac Long, and a Mrs. McIntire had possession of a part of it, which she refused to surrender. The canal company, to protect itself, had an agreement with Messrs. Walsh and McKaig that they should retain two of the mortgage notes amounting to \$16,013.57 to cover the Long mortgage, and two other notes, amounting to \$6,236.43, were to be held until Mrs. McIntire should give possession or return to the company. In 1887 Messrs. Walsh and McKaig filed a bill to foreclose the mortgage upon the property because of the unpaid balance. The case finally reached a hearing in October last, and a decree was entered against the company for the amount of the unpaid purchase money and interest on the \$6,236.43, the Long interest having been paid by the canal company. This amount, computed on the basis fixed by the decree, aggregated \$25,627.95.

Mr. James Sloan, Jr., of Baltimore, was requested to aid the company in this crisis, and did so by purchasing the claims of those interested in the decrees which had been obtained against the company, thus affording it further time in which to discharge the debt.

#### **GENERAL REMARKS**

Notwithstanding the decreased revenue of the company, and therefore the decreased

expenditures on betterments, the canal is in comparatively good condition, and with equipment and boats sufficient to transport from Cumberland to Georgetown from five to six hundred thousand tons of coal per annum, but the low rates charged by competing lines of railroad and the sharp competition in the soft coal trade prevent the canal from receiving more than half the coal tonnage it is capable of moving.

While we have made every effort to induce shippers to use the canal, and have fixed our tolls at the lowest possible rates, it has not been in our power to increase materially its tonnage. With the low rates charged by other transportation lines, it is impossible for the canal in its present condition to successfully meet such competition.

In 1878 the General Assembly passed an act, chapter 58, authorizing the issue of five hundred thousand dollars of repair bonds, which are a first lien upon the revenues and corpus of the canal. When the present board took charge of the affairs of the company, all of these bonds except seven, one thousand dollars each, (seven thousand dollars,) had been sold, and the proceeds used to make extraordinary repairs and pay the past and current expenses of the company. The interest on said bonds have been paid except the last four coupons, making the amount of interest overdue January 1, \$80,000. By the terms of the act authorizing the issue of these bonds, the holder or holders of a majority of said bonds are authorized to foreclose the mortgage whenever three successive coupons shall be in default. Up to this time the holders have not taken action, but a majority of these bonds are held by the Baltimore and Ohio Railroad Company, we do not anticipate any action will be taken in the near future.

In addition to this, there is a floating debt of \$81,768.87 which, with the collectable assets, we will reduce to about \$12,000, making it practically the amount which was due on said account when we became responsible for the company's affairs.

The inability of the canal company to successfully compete with other lines of transportation, and its impoverished financial condition, were brought to the attention of the last General Assembly of Maryland, and various propositions were considered for its relief. That some action must be taken at an early day does not admit of doubt. If the bondholders of 1878 were to enforce their lien, the State would probably be powerless to protect its interest. Of the measures that were pending before the last session of the General Assembly, there was one looking to abandoning the canal from Williamsport to Cumberland and leasing it to a railroad company. We used what influence we had to prevent such action, as it would have been disastrous to all interests to have had a portion of the canal abandoned. If any such legislation is to be had, it ought to include a disposition of the entire canal from Cumberland to Georgetown.

These are matters of so great concern to the State of Maryland, to the bondholders of 1884 [sic 1844] and 1878, and to the judgment creditors, that we will at a future day present to the bondholders a special report upon this subject.

It affords the president and directors pleasure to say that great credit is due to the officers and employees of the company for the faithful and efficient manner in which they have discharged their duties with considerable back pay due them and doubts as to that of the future, they have stood by the company and worked as honestly and zealously as men could possibly do.

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**What is Said of the Report**

The canal report was looked forward to with some interest by persons who have become rather intimately acquainted with its affairs through the discussions in the General Assembly. Here is an opinion that was given after the report was read:

“President Gambrill, as he says, will hereafter present a special report upon the subject of the final disposition of the canal. He also explains that when three coupons are in

default upon the \$500,000 of repair bonds of 1878, the bondholders can foreclose the mortgage. Four coupons are now in default. The Baltimore and Ohio Railroad Company holds a majority of these bonds, and can foreclose, but such action is not anticipated in the near future. President Gambrill says the canal board used their influence to defeat the proposition in the Legislature for the abandoning the canal from Williamsport to Cumberland and leasing it to a railroad company. If such legislation is to be had, it ought, in his judgment, to include a disposition of the entire canal from Cumberland to Georgetown. The admitted fact that the Baltimore and Ohio Railroad Company has the power to foreclose the mortgage upon the revenues and corpus of the canal is an important matter for consideration in connection with the report. Although the canal has earned its operating expenses, a large floating debt remains from former years. What other railroad than the Baltimore and Ohio can, under existing circumstances, get hold of the canal from Cumberland to Georgetown it will remain for President Gambrill to show in his special report. There is a striking similarity between this case and that of the other corporations which finally landed in the hands of receivers. The Cincinnati, Baltimore and Washington Railroad Company was a recent example. The canal, once in the control of receivers under such foreclosure, would, no doubt, get all the coal-carrying that the railroad might wish it to have, and it would be maintained as a waterway as long as that condition might be desirable. As the Baltimore and Ohio has a road from Cumberland to Washington, it will not want to build another. Therefore, the existence of the canal might be continued.”

ES, Fri. 1/11/89, p. 4. The report of the Chesapeake and Ohio Canal shows that its current receipts have, for the year, slightly exceeded its current running expenses, a more favorable showing than has been made for some

time. But heavy debt weighs upon the company, and its future is gloomy in the extreme.

DA, Sat. 1/12/89, p. 3. For the first time since 1883 the Chesapeake and Ohio Canal paid expenses last year.

AG, Thu. 1/17/89, p. 5. **The Chesapeake and Ohio Canal** – According to the report of the president of the Chesapeake and Ohio canal, the earnings are a little in excess of the cost of running it. They are hopelessly below the amount necessary to keep up its fixed charges, and it is only a question of time when it must be disposed of by lease or sold at auction to the highest bidder. The report states that every effort has been made to induce shippers to use the canal, and that the lowest possible rates have been fixed, but that owing to the low cost of transportation on the railroads, it is impossible to meet such competition. The repair bonds issued under authority of the act of 1878 constitute a lien not only on the revenues of the canal, but on the canal itself. Default in the payment of three successive coupons entitles the holders of this mortgage to foreclose and sell the canal, and it now appears that four coupons remain unpaid, and that as a consequence the canal is now operated at the mere sufferance of those who own this mortgage. A controlling interest in these bonds is owned by the Baltimore and Ohio Railroad Company.

Sun, Wed. 1/30/89, p. 4. President Gambrill, of the Chesapeake and Ohio canal, who was in Baltimore yesterday, said repairs on the canal are being made and that work will be in shape for an early opening of navigation. The canal charges for coal carrying will be fixed upon the same basis as last year.

SR, Fri. 2/1/89, p. 4. President Gambrill, of the Chesapeake and Ohio canal, has issued orders to his division superintendents to begin making necessary repairs at once, so as to have the canal

in readiness for letting in water on the 15<sup>th</sup> of March.

ES, Sat. 2/9/89, p. 11. UNITED STATES MARSHAL SALE – BY VIRTUE of an order of sale, issued out of the Clerk’s office of the Supreme Court of the District of Columbia, holding a District Court in admiralty cause No. 347 and 348, George Boswell and George W. Gray, libellants, against the steamer *Thomas Venners*, her tackle, apparel, furniture and engine, I will sell at public sale of *cash*, at the boat-house of G. W. Gray, at the junction of the Chesapeake and Ohio canal with Rock creek, in Georgetown, in said District, on MONDAY, THE EIGHTEENTH DAY OF FEBRUARY, 1889, AT ELEVEN O’CLOCK, A. M., “*the said steamer, Thomas Venners, her tackle, apparel, furniture and engine.*” ALBERT A WILSON, U. S. Marshall, D. C.

ES, Mon. 2/11/89, p. 8. **Breaking the Ice in the Canal.** – The Chesapeake and Ohio canal, which has been ice-bound for several days, was opened on this level this morning by means of an ice breaker.

ES, Fri. 2/15/89, p. 8. Clayton Fields, son of Mr. Jetson G. Fields, of the neighborhood of Darnestown, who keeps a store at Woods Lock [No. 26], on the Chesapeake and Ohio canal, was violently assaulted by three negro men on Tuesday night, one of them knocking him down with a heavy club. When he regained consciousness, he found that he had been robbed of a gold watch and \$45 in money. Officers are on the lookout for the miscreants, but no arrests have yet been made.

SR, Fri. 3/1/89, p. 4. President Gambrill, of the Chesapeake and Ohio canal, says the canal will be made ready for shipping by the 15<sup>th</sup> of March, or earlier if the weather be sufficiently open.

ES, Tue. 3/12/89, p. 8. **Water Drawn off the Canal** – The water in the Chesapeake and Ohio



canal on this level has been drawn off so that needed repairs may be made.

SR, Fri. 3/15/89, p. 4. It is expected that the Chesapeake & Ohio Canal will be ready for business by today.

*Sun*, Fri. 3/15/89, p. 4. **The C. and O. Canal to Open Next Week.** – The directors of the Chesapeake and Ohio Canal Company met yesterday at Barnum’s Hotel, with President Stephen Gambrill, Directors James G. Berrett, Patrick Hamill, Robert A. Dobbin, James A. L. McClure and J. D. Ahalt, Treasurer Spencer Watkins and Accountant John P. Ayers in attendance. The coal tolls on the canal were fixed at the same figure as last year – 40 cents per ton toll and 4 cents wharfage, with 10 cents rebate for coastwise shipments from Georgetown. Water will be turned into the canal, and it will be open for navigation next week. The prospects for the trade are fairly good, although no large coal contracts have yet been made. The long delay of the Seaboard Steam Coal Association in getting the allotments and other details arranged between the coal districts has at least kept the Cumberland operators from closing contracts with the large consumers. An engrossed copy of resolutions, handsomely framed, will be presented to Col. L. Victor Baughman, the late president of the canal, as a testimonial from the board.

EC, Fri. 3/15/89, p. 2. **Chesapeake and Ohio Canal Tolls** – Baltimore, March 15. – The directors of the Chesapeake and Ohio Canal company met here. The coal tolls were fixed at 40 cents a ton and 4 cents wharfage, with 10 cents rebate for coastwise shipments from Georgetown. The canal will be open for navigation next week.

SR, Fri. 3/22/89, p. 4. The Chesapeake & Ohio Canal is now ready for business. The tolls are the same as last year – 40 cents per ton toll and 4

cents wharfage, with 10 cents rebate for coastwise shipments from Georgetown. The prospects for business are fairly good, although no large coal contracts have yet been made.

ES, Sat. 3/23/89, p. 11. A party of congenial Washington artists are planning a canal boat excursion, a little later on in the spring, for sketching and study along the line of the Chesapeake and Ohio canal, something after the fashion of the famous trip of the Tile Club of New York through New Jersey several years ago. The scenery along the line from here to Cumberland is admirably adapted for the purposes in view, and if the trip be made, it can hardly fail to be both profitable and pleasant for all concerned.

ES, Wed. 3/27/89, p. 6. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, March 23, 1889, were 53,477 tons and for the year to that date 633,385 tons, a decrease of 97,185 tons as compared with the corresponding period of 1888. The shipments to the Chesapeake and Ohio canal were for the week 923 tons, and for the year to that date 123 [?] tons, a decrease of 27 tons as compared with last year.

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*Ibid.* **GEORGETOWN – Grain**

**Receipts** – Canal boat Wheatley Bros. arrived yesterday with 3,700 bushels of wheat and 700 bushels of corn for J. G. & J. M. Waters. Schooner Kitty Ann arrived yesterday with 800 bushels of wheat for J. G. & J. M. Waters.

Thu. 3/28/89, p. 3.<sup>1</sup> **A Bad Break in the Canal** – A break occurred in the Chesapeake and Ohio Canal on Sunday night a mile and a half above Shepherdstown, near Johnson’s lock. The superficial width of the break on the towpath is about thirty feet; it is twenty feet deep, or about fourteen feet below the bottom of the canal. The earth is carried away throughout its length until a

<sup>1</sup> *The herald and Torch Light*, Hagerstown, Md.

bottom of rock is found. On Monday, Superintendent Biser put in an appearance with a number of hands and began repairs. He expected to have the break closed and the canal in condition to resume navigation in ten days from the time of beginning work.

SR, Fri. 3/29/89, p. 4. **A Big Break in the Canal.** – Last Sunday night about midnight there was a bad break in the towpath of the Chesapeake & Ohio Canal on the five-mile level, about a mile above Shepherdstown. A hole big enough to put a house in was washed out, the break extending far below the bottom of the canal. A leak had started along a ledge of limestone rock that formed the bottom of the canal, and after finding its way under the towpath it quickly undermined a big section and carried it off with a rush. The break was about 30 feet wide and 25 feet deep. Superintendent Biser soon had a force of men at work, but it was an awkward piece of work to handle, and a representative of the *Register* was informed that it would take all of this week to repair the damage.

Sun, Fri. 3/29/89, p. Suppl. 2. **The Canal Not a Political Issue Now.** – Early as it is in the campaign, there is evident an attempt upon the part of certain interested parties to revive the personal agitation of the questions affecting the future of the Chesapeake and Ohio canal. This agitation is untimed and uncalled for. The Chesapeake and Ohio canal is in no wise involved in the issues of the pending political contest in Maryland. It is being conducted by business men upon business principles, and the personal interests of no politicians can be subserved by it while it is so conducted. Its president is an honest man and its board of directors is composed of honest men. They will be faithful to their trusts, and the people of Maryland can rest assured that everything that can be done will be done to maintain the canal in a state or usefulness as a waterway. The talk of the designs of this or that corporation upon the

corpus of the canal is sheer folly. No legislation of the General Assembly of Maryland to meet at Annapolis next winter can give or convey to any corporation the State's property vested in the Chesapeake and Ohio canal. Any attempt to obtain possession of it for any other purpose than a waterway would and will fail, and, to the best of our knowledge and belief, no such attempt will be made. The State is as powerless to dispose of the canal as it is to aid it in its struggle for existence. Its present condition of partial paralysis cannot be relieved by the Legislature to be elected this fall. It is at the mercy of the bondholders of 1878, and so long as they do not voluntarily, or in deference to the risks of other creditors, foreclose the mortgage by these bonds conveyed, the canal cannot be sold and will not be given away. Whether the interests of those who are the legal owners of the canal will be best served by its sale under this mortgage or not is a question for the owners themselves to determine. Whether a sale under these bonds will be operative and convey good title is a question for the courts to determine. The people of Maryland by their blind and foolish refusal to have a change made in their organic law two years ago, took from themselves the power to aid or confiscate the canal until such time as a change in their constitution can be made. They have taken the canal out of politics and removed from themselves the power and the right to protect the general public interest in their great waterway. – *Cumberland (Md.) Times*.

ES, Fri. 3/29/89, p. 8. **GEORGETOWN – Grain Receipts** – Canal boat Seneca arrived with 2,700 bushels of corn and 2 tons hay for G. T. Dunlop.

DA, Sat. 3/30/89, p. 3. On Monday the Chesapeake and Ohio Canal was opened and 15 boats cleared. A serious break occurred at Shepherdstown, West. Va.

ES, Wed. 4/3/89, p. 2. **The Cumberland Coal Trade** – The shipments from the mines of the

Cumberland coal region for the week ending Saturday, March 30, 1889, were 66,144 tons and for the year 699,529 tons, a decrease of 91,111 tons as compared with the corresponding period of 1888. The shipments to the Chesapeake and Ohio canal were for the week 5,657 tons, and for the year to that date 6,580 tons, an increase of 2,816 tons as compared with last year.

ES, Thu. 4/4/89, p. 9. **GEORGETOWN – Grain Receipts** – Schooner Kitty Ann arrived yesterday from Alexandria with 800 bushels of wheat for G. T. Dunlop.

ES, Fri. 4/5/89, p. 4. **GEORGETOWN – Grain Receipts** – Canal boat Seneca arrived with 2,000 bushels of corn and 8 tons of feed for G. T. Dunlop. Canal boat Beulah arrived with 4,600 bushels of wheat for G. T. Dunlop.

**Canal Notes** – The break in the canal near Sharpsburg, Md., has been repaired, and navigation resumed.

**Canal** boat Round Top has arrived with 800 barrels of Round Top cement for J. G. & J. M. Waters.

ES, Mon. 4/8/89, p. 2. **GEORGETOWN – Grain Receipts** – Canal boat Morning Star arrived Saturday with 4,000 bushels of corn for J. G. & J. M. Waters. Canal boat Wheatley Bros. arrived today with 3,500 bushels of corn and five tone hay for J. G. & J. M. Waters.

*Sun*, Wed. 4/10/89, p. Suppl. 2. **Landslide on the Canal.** – Cumberland, Md., April 9. – Yesterday a landslide at the Chesapeake and Ohio canal occurred at the “tunnel,” about forty miles east of Cumberland, filling the canal four or five feet above the water for a distance of sixty feet. It is mostly boulders of rock, some of them weighing a ton or more.

ES, Wed. 4/10/89, p. 7. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, April 6, 1889, were 17,015 tons and

for the year to that date 756,588 tons, an increase of 71,931 tons as compared with the corresponding period of 1888. The shipments to the Chesapeake and Ohio canal were for the week 5,012 tons, and for the year to that date 11,592 tons, an increase of 580 tons as compared with last year.

ES, Thu. 4/11/89, p. 4. **ALEXANDRIA**

**The Canal Property** – The city now owns all the land adjoining the locks which was owned by the Alexandria Canal Company at the time of the sale of the real estate of that company under the order of the United State court. This comprises all the land from the canal basin to the Potomac river, with the locks and lock pools. On this land there is already a brick yard, and it is proposed to sell all the city’s rights therein for \$8,000. This sale will not include any part of Montgomery street, which the city has no power to part with. The exclusive use of this street as well as of Union and Water (Lee) streets extended “so far as is embraced within the limits of their present property,” was granted to the Alexandria Canal Company on the 16<sup>th</sup> day of February, 1848, “for the term of twenty years from the completion of the Chesapeake and Ohio canal to Cumberland,” it being agreed that if at the expiration of that period or at any time thereafter the corporation of Alexandria should take possession of such streets extended, and cost of filling them up incurred by the canal company shall be refunded to them.” Montgomery street adjoins the canal property on the south, but has in fact never been in the exclusive possession of the canal company but, as it has not been built up, it lies waste.

SR, Fri. 4/12/89, p. 4. The recent break in the Chesapeake and Ohio Canal, near Shepherdstown, gave employment to eighty hands and twenty carts for a period of eight days to complete the repairs. The cost was about \$2,000.

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Last Monday, a landslide on the Chesapeake and Ohio canal occurred at the “tunnel,” about forty

miles east of Cumberland, filling the canal four of five feet above the water for a distance of sixty feet. It is mostly boulders of rock, some of them weighing a ton or more.

ES, Fri. 4/12/89, p. 9. **GEORGETOWN – Grain Receipts** – Canal boat Seneca arrived with 1,200 bushels of corn for G. T. Dunlop.

DA, Sat. 4/13/89, p. 3. A landslide occurred at the tunnel, 40 miles east of Cumberland, on Tuesday, on the Chesapeake and Ohio Canal. The canal was filled for a distance of over 60 feet above the water line.

ES, Mon. 4/15/89, p. 3. **GEORGETOWN – Grain Receipts** – Canal boat Beulah arrived with 4,000 bushels of wheat for G. T. Dunlop. Canal boat Maryland arrived with 2,500 bushels of corn and 1,000 bushels of wheat for G. T. Dunlop.

ES, Wed. 4/24/89, p. 6. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, April 20, 1889, were 62,249 tons and for the year to that date 873,053 tons, a decrease of 445,868 tons as compared with the corresponding period of 1888. The shipments to the Chesapeake and Ohio canal were for the week 4,773 tons, and for the year to that date 18,359 tons, a decrease of 5,966 tons as compared with last year.

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*Ibid.* p. 9. **GEORGETOWN – Grain Receipts** – Canal boat Wheatley Bros. arrived with 2,000 bushels of wheat and 60 barrels of ear corn for J. G. & J. M. Waters.

ES, Thu. 4/25/89, p. 8. **GEORGETOWN – Grain Receipts** – Canal boat Loudoun arrived with 2,000 bushels wheat and 1,000 bushels corn for G. T. Dunlop. Schooner John H. Fora arrived with 3,000 bushels of wheat for G. T. Dunlop. Wheat sold on the exchange at 99¢ to \$1.03 per bushel and corn sold at 44¢ per bushel.

ES, Fri. 5/3/89, p. 3. **GEORGETOWN – Grain Receipts** – Canal boat Beulah arrived with 2,000 bushels of wheat and 20 tons of hay for G. T. Dunlop. Canal boat Colonel Victor L. Baughman arrived with 4,000 bushels of wheat for G. T. Dunlop. Wheat sold on the exchange at \$0.95 to \$0.99 a bushel.

ES, Wed. 5/8/89, p. 6. **The Cumberland Coal Trade** – The shipments from the mines of the Cumberland coal region for the week ending Saturday, May 4, 1889, were 57,014 tons and for the year to that date 992,472 tons, a decrease of 165,335 tons as compared with the corresponding period of 1888. The shipments to the Chesapeake and Ohio canal were for the week 4,635 tons, and for the year to that date 31,528 tons, a decrease of 4,862 tons as compared with last year.

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*Ibid.* p. 9. **GEORGETOWN – Grain Receipts** – Canal boat Maryland arrived with 1,500 bushels of wheat for G. T. Dunlop.

ES, Thu. 5/9/89, p. 9. **GEORGETOWN – Grain Receipts** – Canal boat Maryland arrived with 1,400 bushels of corn and 750 bushels of wheat for J. G. & J. M. Waters.

ES, Mon. 5/13/89, p. 8. **GEORGETOWN – Grain Receipts** – Canal boat Beulah arrived this morning with 4,000 bushels of wheat and 300 bushels of corn and 7 tons hay for G. T. Dunlop.

ES, Wed. 5/15/89, p. 8. **GEORGETOWN – Grain Receipts** – Schooner Wm. L. Franklin arrived from Baltimore yesterday with 5,000 bushels of wheat for G. T. Dunlop. Schooner Wild Flower arrived with 3,000 bushels of wheat for G. T. Dunlop.

ES, Mon. 5/20/89, p. 3. **GEORGETOWN – Grain Receipts** – Canal boat Loudoun arrived this morning with 4,100 bushels of corn for G. T. Dunlop. Canal boat Maryland arrived with

3,200 bushels of wheat for G. T. Dunlop. Canal boat Beulah arrived with 40 tons of hay for G. T. Dunlop.

ES, Fri. 5/24/89 p. 3. **GEORGETOWN – Grain Receipts** – Canal boat Seneca arrived with 1,200 bushels of corn and 300 bushels of wheat for G. T. Dunlop. Schooner Caroline arrived with 800 bushels of wheat for G. T. Dunlop.

ES, Sat. 5/25/89, p 11. **GEORGETOWN – Grain Receipts** – Canal boat Maryland arrived with 2,000 bushels of corn for J. G. & J. M. Waters. Canal boat H. M. Talbott arrived with 5 tons hay for J. G. & J. M. Waters. Canal boat Wheatley Bros. arrived with 2,500 bushels of wheat and 1,800 bushels of corn for J. G. & J. M. Waters. Wheat sold on the exchange at 91¢ to 93¢ a bushel. Corn sold at 44¢ a bushel.

ES, Mon. 5/27/89, p. 3. **GEORGETOWN – Grain Receipts** – Canal boat Maryland arrived with 2,700 bushels of wheat for G. T. Dunlop. Canal boat Loudoun arrived with 1,500 bushels of corn and 2,100 bushels of wheat for G. T. Dunlop. Schooner Thos. J. Seward arrived from Baltimore with 5,000 bushels of wheat for G. T. Dunlop. Canal boat Col. Victor L. Baughman arrived with 4,000 bushels of wheat for G. T. Dunlop. **Wheat** sold on the exchange at 87 to 93 cents a bushel. Corn sold at 43 and 44 cents a bushel.

ES, Fri. 5/31/89, p. 1. **A TERRIFIC CYCLONE** – Hagerstown, Md., May 31, - A terrific cyclone, accompanied with heavy rain, passed along the upper Potomac yesterday afternoon. At Falling Waters, it crossed into West Virginia, taking a westerly direction, destroying completely everything in its course. The first property it came in contact with was the farm buildings of Mr. John Creswell, who resides in Baltimore. This farm is tenanted by James Wellington. The buildings were blown to atoms, and John Powell, a well-digger, who had

sought refuge in a wagon shed, was instantly killed. The next house to suffer was that of Martin L. Boward, formerly of Hagerstown. Mrs. Boward was fatally injured, and Mrs. Geo. Bloom, of Hagerstown, a visitor to the family received serious injuries.

Other casualties are reported, but as the wires are down, full particulars cannot be received as yet. The entire country over which the storm passed is devastated. The water is coming down at times in torrents and is accompanied with violent bursts of wind. Much damage to the Chesapeake and Ohio canal is feared in some localities, while in others, fields of grain are completely inundated.

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*Ibid.* p. 9. **GEORGETOWN – Grain Receipts** – Canal boat Seneca arrived with 850 bushels of wheat and 700 bushels of corn for G. T. Dunlop.

ES, Sat. 6/1/89, p. 5. **IN WESTERN MARYLAND** – Hagerstown, Md., June 1. – The terrible rain, which set in on Thursday afternoon, and continued until 12 p.m. last night, coming down most of the time in perfect sheets of water, is having its effect. The country along the Potomac is inundated, and at Williamsport the river is higher than it was at the memorable flood in 1877 and will rise much higher. There is much destruction of property all along the river, and the Chesapeake and Ohio canal cannot be seen, as it forms a part of the surging mass of water which carries with it everything within its grasp. At Williamsport, that portion of the town near the river and along the canal is under water. DeFrehn's extensive chair works, Cushwa's warehouse and Steffey & Findlay's coal yard, store and offices will be destroyed. The canal aqueduct is out of sight and the Cumberland Valley Railroad bridge over the Potomac is so endangered that no trains are being run over it. Barns and outhouses, hay ricks, lumber, railroad ties, freight cars and trestle can be seen **CARRIED ALONG AT A MIGHTY RATE**

by the rushing waters. At this hour, 10:30, the river is 2 feet higher than in 1877, and continues to rise at the rate of 18 inches per hour. The water is spreading out over the country, and all the roads leading to the river are lined with every conceivable kind of conveyance, loaded down with persons anxious to see the novel appalling sight. Hagerstown is virtually deserted; her citizens having gone almost en-masse to the scene of destruction. Loss of life is reported in some of the lower districts, but from the excitement prevailing, the damage to telephone, telegraph and railroad lines, it is impossible to obtain accurate details. All the railroads centering at Hagerstown have been crippled, and no trains have arrived this morning except one from Harrisburg over the Cumberland Valley. Two bridges have been washed out on the Washington county branch of the Baltimore and Ohio, and landslides and washouts have done the work for the other roads.

**THE POTOMAC RISING 20 IN. AN HOUR**  
 11:30 A.M. – The water in the Potomac is rising at the rate of 20 inches to the hour. The Cumberland Valley railroad bridge has been washed from its foundations and will be destroyed, and the Western Maryland depot at Williamsport is under water. Jackson’s house, which sat high up on the banks of the canal, five miles above Williamsport, passed down the river a few minutes ago, and, striking an island in the river, disappeared from view. A rick of hay, upon which was seated a man frantically waving a hat, glided past Williamsport in the twinkling of an eye and was lustily cheered by the thousands lining the hill tops and roofs of houses out of the reach of the raging waters. In addition to the loss of valuable property that to the farmers is incalculable. Farms are overflowed and growing crops entirely destroyed. Even in the districts not flooded, the heavy rains have beaten down the wheat, which was just in bloom and which cannot recover in time to mature. The canal without a doubt is irretrievably damaged. Its banks in many places are washed out for miles, while its locks and lock-houses are

forming the debris which makes up the mass now afloat in the mad waters.

ES, Mon. 6/3/89, p. 6. **THE CANAL RUINED.**  
 – A serious result of the flood is the great damage done to the Chesapeake and Ohio canal, which is said to be irreparable. The result may be, it is feared, the complete abandonment of the canal, as the company, in its straightened circumstances, cannot undertake the great work of placing it in repair. The damage done between Georgetown and the Great Falls is considerable. There are two places near Edes’ mills, on the Georgetown level, where the banks are washed away. This washout drained all the water off the level and left the boats on the bottom. The canal is broken in several other places this side of the Great Falls. The reports from Weverton and other points along the canal indicate that the destruction done was greater in those regions than in the vicinity of Georgetown. Senator Gorman, speaking of the matter, said that the great damage done would compel the abandonment of the canal. He did not think it possible for the directors to raise one-hundredth part of the money that would be required to restore the works. The abandonment of the canal would throw many men out of employment and might have a serious effect on the commerce of Georgetown.

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*Ibid*, p. 7. **BAD NEWS FROM THE CANAL.** - Rockville, June 2, 1889 – Boatmen passing through here this morning report that the Chesapeake and Ohio canal is injured beyond repair by the flood of Friday and Saturday. At the “Log Wall Level,” a short distance below Great Falls, several houses of the lock-keepers have been swept away, and the damage done along the whole line is so serious as to require the expenditure of many thousands of dollars to repair the loss. The chances for the resumption of business on the canal looks gloomy, and the prospect for a railroad along that route is one of the things to be taken into future calculations. The West Virginia Central railroad, with the

powerful influence of Messrs. Blaine, Gorman and Whyte, will no doubt be able to have some weight in the next legislature of Maryland in securing the franchises of that work, in which the State has an immense monied interest.

Recent advices show that the county has suffered greatly by the flood, and that all the bridges over the principal streams have been swept away. The roads in many localities are impassable, and it will require a heavy outlay to put them in condition. Private individuals in various parts of the county have suffered large losses in the drowning of stock, washing out of the corn crop, and injury to the growing wheat. One lady, living near Edward's Ferry, lost 46 head of fine cattle, which were grazing near the river.

AG, Mon. 6/3/89, p. 3. Unless Congress shall now come to the aid of the Chesapeake and Ohio canal, it is feared that the canal has become a thing of the past, as it is hardly possible the company owning it can raise the money necessary to repair the extensive damages to it caused by the recent flood. That Congress would be justified in making an appropriation, not for the repair of the canal, but for widening it, lengthening its locks, and extending it to the Ohio river, thereby carrying out the idea of General Washington, is apparent from the fact that to do so would be to strengthen the military defenses of the nation's capital, and provide an additional feeder thereof, and one, too, exempt from the exactions of railroad monopoly.

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*Ibid*, p. 3. **The C. & O. Canal Ruined**

As is usual in the case of freshets, the Chesapeake and Ohio Canal has suffered terribly. Owing to the destruction of the telegraph and telephone wires, but little news has been obtained of the damage all along the line from Georgetown to Cumberland, but if the condition of affairs between Georgetown and Great Falls is any indication, it will take at least \$200,000 to put the canal in thorough repair.

From all that can be learned the entire trunk of the canal has been damaged.

Senator A. P. Gorman, in answer to a reporter's inquiry, said yesterday: "The flood no doubt means the abandonment of the Chesapeake and Ohio Canal. I don't think it is possible for the directors of the canal company to raise one-hundredth part of the money that would be required to restore the works. Owing to the manner in which the Maryland constitution is framed, their hands are practically tied, and it will necessarily be some time before its future can be settled. As to the extent of the damage, it will be impossible to state for several days. But from present indications it is safe to say that it will be much greater than in 1877. The loss of the canal traffic will be seriously felt by Georgetown, and, in fact, the whole District. It was a great highway for the products of western Maryland, and its abandonment will throw a large number of men out of employment."

It is the opinion of nearly every one living along the river that the canal has been irreparably harmed. It was completely covered, and at no point could its lines be at all defined. It is likely washed out; the towpath being covered to a great depth.

EC, Tue. 6/4/89, p. 3. The rotten Chesapeake and Ohio Canal has received a clean washing at last – and that without the hands of the politicians. Its stock, says the Baltimore *American*, "has been so bountifully watered that the public is not likely to further interest itself in it, and a healthy public sentiment will not tolerate the issue of any more repair bonds, which to be of any use would have to be for such an amount as would practically reconstruct large portions of the work.

"The economical and proper course for the Board of Public Works to pursue under the circumstances would appear to be to discharge all the salaried employees and let the great ditch take care of itself, or what remains of itself, until the legislature meets in January. Some corporation may then be found which needs it sufficiently to pay for the franchise; but as the

employees, save a few watchmen, can be of no use on an idle and incapacitated canal, the state should not be longer tasked for their support.

“Stop the leak in the public funds, as there is no hope that the manifold leaks in the canal can be plugged up, so as to make it serviceable as a highway for commerce.”

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*Ibid*, p. 4. **The Canal Virtually Gone.**

At the directors and stockholders meeting of the Chesapeake and Ohio Canal, held in this city yesterday, President Gambrill, in his report referring to the present great flood in Western Maryland and Pennsylvania, and the probable damage it has caused, says: “We are satisfied from the meagre information we have received, and what we have been able to see, that it will take from \$500,000 to \$1,000,000 and many months of labor to put the canal in navigable condition. We may, therefore, consider the canal virtually gone as a waterway. As soon as it is possible, we will make an inspection of the entire line and a full report of damages sustained.”

ES, Tue. 6/4/89, p. 3. **THE WRECKED CANAL** – The most important and permanent effect of the great flood in the Potomac is the damage done to the Chesapeake and Ohio canal, in which the commercial interests of Georgetown are deeply involved. At the annual meeting of the stockholders of the canal company held at Annapolis yesterday, President Gambrill, said in his annual report, after making the usual statement of the business for the year: “We have to report that since the foregoing was written another disaster has befallen the canal, greater than any in its history. The tremendous rain storms of last week, you are aware, caused great floods and destruction in the Virginias, Pennsylvania and Maryland. We were not exempted, and the Potomac river was much higher than ever known before, it being on Saturday and Sunday, June 1 and 2, 6 feet at Cumberland and over 5 feet at Georgetown, more than was the great flood of 1877. As our

telephone was destroyed and nearly all telegraph and railroad communication between Georgetown and Cumberland cut off, we are unable to get any positive information as to the extent of damage to the canal, and will not be able to do so until the water recedes, which will be several days. We are satisfied, however, from the meager information we have received and what we have been able to see that it will take from \$500,000 to \$1,000,000 and many months of labor to put the canal in navigable condition. We may, therefore, consider the canal virtually gone as a waterway. As soon as it is possible, we will make an inspection of the entire line and a full report of damages sustained.”

President Gambrill stated that both the governor and treasurer considered the canal to be in a hopeless condition, and that it could never again be used as a waterway. This also seems to be the impression of all who have been spoken to on the subject.

**AN UNLUCKY SEASON**

President Gambrill, in his report of the operations of the canal from January 1 to May 31, 1889, says: “The canal was opened in good condition for transportation on the 20<sup>th</sup> of March, with a fair prospect for early trade owing to local demand, but our expectations were not to be realized, as on the 24<sup>th</sup> of March a very large break occurred a short distance above Shepherdstown, caused by one of those treacherous leaks in the crevices of the limestone rock.

The breach in the towpath side was 70 feet long and 30 feet deep. Superintendent Biser immediately put a good force of men to work to make repairs, and on April 2 we passed loaded boats. On April 8 another disaster happened, caused by a rock slide at cut near lower end of tunnel, by which over 1,200 cubic yards of stone was thrown in the canal, filing it several feet above the waterline for a distance of 100 feet, and completely demolishing the trestle-work or towing-way for the same distance. This rock, which came down in large blocks, some of which weighed 15 to 20 tons, had to be blasted



and all hauled away by scows, which made it hard and tedious work. Superintendent Mulvaney had a well-organized force at work immediately after the accident, and the debris removed by the 17<sup>th</sup> of April, and on that date, navigation was resumed.

#### **THE FINANCIAL STATEMENT**

The financial statement shows the expenses for ordinary repairs and maintenance during the period covered amounted to \$44,266.27, and an additional extraordinary expense of \$3,470.16 was incurred by the break and rock slide in the Georgetown level. The coal tonnage to May 31 was 57,079 08 tons, a decrease of 3,858 01 tons below the tonnage for the same months a year ago.

The revenues amounted to \$30,031.64. The excess of expenditures over revenue is accounted for by the fact that the first three months, viz., January, February and March, navigation was closed and repairs being made.

January 1, 1889, the company was in debt to the extent of \$81,760.87 for labor, material and rent of outlet locks. The present current indebtedness is stated at \$105,395.92, to which is added \$75,000 represented by five coupons on repair bonds of 1878.

#### **THE DANGER OF FORECLOSURE**

“We have made every effort possible,” President Gambrill’s report says, “to induce shipments of coal by canal, but the soft coal trade is so dull and demoralized that it is impossible for us to make any prediction as to the canal trade for this season. We again call the attention of the stockholders to the fact that the receipts of the canal company during the past and present year have not been sufficient to pay its current expenses and the interest on the repair bonds under act of 1878, chapter 58. The amount of interest due on these bonds on July 1 next will be \$75,000, or 5 coupons. As we stated in our last report; you are well aware that by the terms of the act authorizing the issuing of these bonds, the holders of a majority of them have the power to foreclose the mortgage whenever three successive coupons should be in default. As yet,

no action has been taken toward a foreclosure. The Baltimore and Ohio railroad company has the controlling interest, or \$260,000 of the bonds.

#### **UNABLE TO COMPETE WITH RAILROADS**

“The inability of the canal company to successfully compete with other lines of transportation so long as it remains in its present condition has frequently been brought to the attention of the stockholders by our predecessors as well as ourselves.

“As early as 1875 the president and directors informed the stockholders that unless the canal was enlarged by doubling the locks or increasing the depth of the waterway so as to increase the carrying capacity of the boats from 112 tons to 230 tons, it would be impossible to meet the sharp competition and lower charges that were being and would be made by the railroads consequent upon the great improvements they were making, which would eventually enable them to haul coal at less than one-half of what it then cost and have a good profit. These predictions have been more than verified. In 1874 the charge by railroad for coal from Cumberland to Locust Point was \$2.58 per ton of 2,240 lbs., while today the charge for the same service on same road is \$1.25 per ton, a reduction of \$1.33 per ton.

“Nor is the B. and O. railroad the only competitor in the low rates for the Cumberland coal. The competition of the Pennsylvania railroad system to the Maryland coal fields makes that corporation a formidable competitor, and they are now hauling coal, a large part of which was formerly carried by the canal and delivered at South Amboy and in New York harbor, at rates which make it impossible for the canal to compete.”

#### **NEEDED IMPROVEMENTS**

President Gambrill’s report, the main part of which was written before the recent disaster, says: “The canal remains in the same condition practically as it was when completed in 1850; it cannot be expected to maintain itself against

such low railroad freights unless its capacity is increased, as heretofore recommended. We are powerless to make your company self-sustaining unless you come to its relief. We believe it would be a great misfortune to the people of the state to abandon the canal, but if relief cannot be had, and if neither public nor private interests will advance a sufficient sum to make such improvement as will make it to pass boats of 230 tons capacity, then we earnestly recommend that some provision be made to prevent a sacrifice of this great work by permitting a foreclosure of the mortgage of 1878. If it must be sold, we insist that good faith and fair dealing to the bondholders of 1844 and the state of Maryland, which has preferred liens, demand that the entire work should be disposed of so as to enable the preferred creditors to realize something from their investment. To dispose a portion of it from Williamsport to Cumberland would sacrifice their entire interest, and it would be unwise as well as unfair to the residents, property-holders and business interests along that portion of the canal between Williamsport and Georgetown.

“We, however, again express our earnest hope that the stock-holders will in their wisdom make some provision to relieve the canal from the present embarrassment and maintain this work as a great waterway. The state of New York, pursuing a broad and liberal policy, has enlarged its great Erie canal three times since its first construction; has declared it a free waterway and is now engaged in doubling the length of its locks on the precise plan recommended by the management of this canal every year since 1875. Every commercial body and every intelligent shipper commends the action of the state of New York, that it is wise in the interest of commerce and profitable to the people of that great state. We do not doubt that the same policy applied to the Chesapeake and Ohio canal would be beneficial and profitable to the people of our state.”

#### **THE HISTORY OF THE CANAL**

The Chesapeake and Ohio canal was the first great work of its kind in the country. It had its

origin in Washington’s efforts to establish a chain of internal improvements by the route of the Potomac. In 1826 a board of engineers that had examined the route of the proposed canal computed the cost at \$22,000,000. After a contest in Congress, the enterprise was begun July 4, 1828. President John Quincy Adams broke the ground and the event was celebrated with a great demonstration. The projectors had many difficulties to overcome and had to struggle to secure money for the enterprise. A loan of \$1,000,000 was secured in Amsterdam, Maryland and the United States contributed liberally, but twenty-two years elapsed before the canal was opened, after having cost over \$11,000,000. The great canal, extending from Cumberland to Georgetown, a distance of 184 miles, passing through mountains by a tunnel nearly a mile long, and running over a conduit that cost \$2,000,000, was opened with a great demonstration in 1850.

#### **DAYS OF ADVERSITY.**

For years it did a prosperous business, being the most convenient outlet for the rich coal fields, but the railroad came and with them days of adversity for the canal. Maryland having contributed two-thirds of the capital, controlled the canal, and its affairs got mixed up with state politics, much to the detriment of the enterprise. In recent years, difficulty has been experienced in raising funds sufficient to keep the canal in a navigable condition.

#### **THE CANAL DEBT.**

A Maryland act of 1878 authorized bonding the company to the extent of \$500,000, and bonds were issued secured by mortgage on the revenues and rights of the company. The amount nominally due the state by the Chesapeake and Ohio canal September 30, 1888, was \$26,177,460.77, but this amount included \$19,177,460.77 interest, \$2,000,000 bonds and \$5,000,000 stock making the state’s actual investment \$7,000,000.

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*Ibid*, p. 4. The injury to the capital by the destruction of the Chesapeake and Ohio canal is

probably greater and threatens to be more lasting than that from the direct effect of the flood upon shipping, wharves and property along the river front and in the submerged district, or that which has been inflicted upon the Potomac flats improvement. This historic canal, the first of its kind in the country, which Washington planned, and which received its starting stroke of the spade from John Quincy Adams, President, has apparently run its course. The causes of its death are an antiquated and non-progressive policy in respect to improvements, the competition of railroads, the management of its affairs in political instead of business lines, and Potomac freshets. The canal has been permitted to remain in much the same condition since its completion in 1850, and it has been easily distanced by its business-like railroad competitors. But even in the present desperate plight of the canal and of the corporation financially, the President of the company does not entirely abandon hope. He says: "We, however, again express our earnest hope that the stockholders will, in their wisdom, make some provision to relieve the canal from its present embarrassment, and maintain this work as a great waterway. The state of New York, pursuing a broad and liberal policy, has enlarged its great Erie canal three times since its first construction; has declared it a free waterway and is now engaged in doubling the length of its locks on the precise plan recommended by the management of this canal every year since 1875. Every commercial body and every intelligent shipper commends the action of the state of New York, that it is wise in the interest of commerce and profitable to the people of that great state. We do not doubt that the same policy applied to the Chesapeake and Ohio canal would be beneficial and profitable to the people of our state."

The state of Maryland, however, which has already invested seven million dollars in the canal and receives from it no returns, has failed to imitate the progressive policy of New York, and is hardly likely to adopt it now, when over half a million dollars, must be spent outright in

repairs before the policy can find a canal upon which to operate. The private stockholders cannot afford the undertaking, nor can Georgetown, though its interest in the retention of the canal is great. Appeal may be made to the United States to add to its holdings in the canal and to carry out the scheme of its improvement, but there is not much ground for hope of relief from that source. The competing railroad which holds the majority of the repair bonds of 1878, with a prior lien upon the property of the canal, has no reason to assist in continuing the existence of the waterway. Unless some one of the designated parties in interest shall infer the canal is dead. The whole work, its franchise and water power are liable to be sold to satisfy the lien of the repair bonds and that sale will doubtless take place if nobody is moved to furnish relief. The loss to Georgetown directly and to the whole city indirectly by the closing of the canal will be great. The city will hope to the last that the canal may be again used, and the business men of Georgetown, who profit so largely by the canal, will undoubtedly contribute largely to any general movement among the parties in interest for its repair. Both the trade and manufactures of Georgetown in their present conditions are largely dependent upon the existence of the canal. The manufactures may be preserved by the restoration of the Georgetown level of the canal from the feeder dam, beyond Chain bridge, down to Georgetown, and every effort will doubtless be made to accomplish at least this extent of repairing. Otherwise a change of power from water to steam must be made, and trade must adapt itself to the changed conditions. The water power at Georgetown is very valuable, and the restoration of this short stretch of canal would, it is thought, be profitable. A serious situation and a very troublesome question confront Georgetown and the people of the capital. There are a hundred different ways in which Washington industries and the interests of District consumers will be unfavorably affected by the loss of direct communication with the coal and grain fields and with other sources of supply

furnished by the canal. If the waterway cannot be restored, a railroad must take its place.

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*Ibid.* p. 5. **AFTER THE DELUGE**

Except the damage to bridges and wharves and the irreparable injury to the Chesapeake and Ohio canal, traces of the flood hereabouts are rapidly disappearing. Georgetown is deploring the stoppage of the canal trade and the enforced idleness of the mills for want of water through the canal, and the prospective shutting up of the lime kilns for the want of limestone by the damaged waterway.

**HIS HOME SWEEP AWAY**

Daniel Mansfield, lock-tender of lock No. 17, suffered a severe loss in the freshet, although taking more than ordinary precautions. Seeing the danger, he at once secured (as he thought) his house by heavy ropes to a large sycamore tree, but the force of the current was so strong that the house and its contents, as well as the sycamore tree, were swept away, leaving him entirely destitute.

AG, Tue. 6/4/89, p. 3. **The Chesapeake and Ohio Canal** – The wreck of the Chesapeake and Ohio Canal is by all odds the most serious result of the flood in the Potomac. It means the total loss of a work which originally cost over \$11,000,000, and upon which has been expended since its beginning nearly \$40,000,000. More than this, it means the death of Georgetown as a coal port and an incalculable loss in business to the merchants of that place. It will also seriously affect this city, as most of the bituminous coal used in Alexandria is that which is brought down the canal as far as Georgetown and then via the river to this city. The shipping interests of this city and Georgetown will also be materially affected. Heretofore vessels bringing cargoes to this city and Georgetown generally received another cargo of coal. Without the canal, the coal trade will cease, and the increase in freights which must follow if the vessels are compelled to sail empty will necessarily have an effect upon business. The closing of the canal also means an

almost total stoppage of milling operations at Georgetown, as all the mills at that place are run by water power supplied from the canal. If the canal is not rebuilt, and there is little probability that it will be, an attempt will be made by the business men of Georgetown to repair the Georgetown level simply to obtain water to run the mills. There is no doubt of the utter ruin of the great waterway. Throughout nearly its entire length there are breaks in the sides extending for distances of a quarter to a half a mile. The full extent of the damage cannot be estimated. The cost of the entire canal amounted to \$11,071,176.21, or \$59,018.61 per mile. The canal is 185 miles in length and throughout its entire distance follows the valley of the Potomac, except at Paw Paw Bend, about twenty-seven miles below Cumberland, where it passes through the mountain by a tunnel 3,118 feet long, and lined and arched with brick laid in cement. It is six feet in depth throughout, and from forty to sixty feet in width. There are seventy-one [*sic.* 74] locks, each of which lift a little over eight feet, and are capable of passing boats carrying 120 tons. The supply of water for the canal is drawn from the Potomac by means of dams constructed at seven different points.

The annual meeting of the stockholders of the Canal was held at Annapolis yesterday. Owing to the absence of the books of the canal, which were sent by Adams Express from Georgetown on Friday and the failure of many of the stockholders and directors to arrive, the meeting was a very short one. Another meeting will be held on Thursday, June 13. President Gambrill submitted his report. The report says that the receipts of the canal for the past and present year have not been sufficient to pay expenses and the interest on the repair bonds of 1878; that \$75,000 interest will be due on these bonds on July 1, and that the company has no money with which to pay this interest; that the holders of a majority of these bonds can foreclose their mortgage if they see fit to do so, and that the canal cannot compete with the Baltimore and Ohio and the Pennsylvania

Railroads. The report concludes as follows: "We are satisfied, however, from the meagre information we have received, and what we have been able to see, that it will take from \$500,000 to \$1,000,000 and many months of labor to put the canal in navigable condition. We may, therefore, consider the canal virtually gone as a waterway." This dismal close of the report shows that the canal management have finally given up all hope of a future for the canal.

ES, Wed. 6/5/89, p. 4. If the examination to be made at once of the Chesapeake and Ohio canal by the officials of the company and the business men of Georgetown results in confirming the gloomy predictions concerning its condition, and the impracticability of restoring and improving it as a waterway, the sale of the canal property under a foreclosure of the liens upon it is expected. The Baltimore and Ohio railroad is the principal holder of the preferred bonds of 1878. Whether the financial condition of that road will justify the sacrifice of its interest in these bonds for the sake of ridding itself of a competing waterway or a competing railroad along the course of the waterway is a question to be determined by its management. If the railroad cannot afford to lose the ready money which will be secured by foreclosing its lien, the canal property will be sold to the highest bidder, and opportunity will be given to the capitalists who are said to be desirous of utilizing the canal-bed as the road-bed of an independent railroad line. The franchises and other property of the canal are valuable, and if once put up for sale would probably cause considerable competition among would-be purchasers and bring a substantial price. The first interest of Georgetown and Washington, is, of course, to induce the repairs and improvement of the canal as a waterway for its full length. The distressing uncertainties concerning the results of its abandonment would at once vanish. If the canal is not to be restored, the next local interest is to secure the repair of enough of the canal to serve as a millrace and the substitution of a line of railroad for the canal

which shall furnish at least the same transportation facilities, as far as possible, at the same cheap rates. Only a line independent of the roads now entering the city can offer the promise of this service, and the interests of the capital demand that if the repair of the canal is hopeless, this competing line shall be secured. If the Baltimore and Ohio road should obtain the canal property it would not be likely to run a line along the canal bed and duplicate one link of its system for the benefit of Georgetown, and the fear would be felt in Washington that if this road were the only substitute for the canal in bringing in coal, wheat and limestone to Georgetown, the commerce and trade of the capital would suffer for the benefit of Baltimore, whose interests it has been the proverbial policy of the Baltimore and Ohio railroad to foster. Georgetown's trade and commerce and the cheapness of many products at the capital depend upon the control of direct and cheap communication with the supplies of coal, wheat and limestone, which are handled in Georgetown, and which, in part after manufacture, supply return cargoes to the ships which bring up the Potomac other products more cheaply than they would otherwise be obtained. There is a doubt whether any but a line in competition with the Baltimore and Ohio railroad would build up the interests of the capital as a shipping point of manufacture and exchange, when the same business could be transferred to Baltimore, if the substitute for the canal should so desire.

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*Ibid*, p. 5. **THE FUTURE OF GEORGETOWN** – Representatives of the Chesapeake and Ohio canal, accompanied by a committee of Georgetown business men, went along the Georgetown level of the wrecked waterway this morning and thoroughly inspected the breaks and weak spots made in it by the flood. With President Gambrill were Superintendents Biser and Frank Fisher. The business men were Messrs. Arthur, Cropley, J. G. Waters, G. W. Cissell, Robert Tenney and Alexander W. Ward. It was found that the

greater portion of the damage was done below the Chain bridge.

### **THE BREAKS**

The first break was near Woodys – 100 feet long and of an average depth of 18 feet. The next was about a quarter of a mile above, just opposite the little church. It was 200 feet long and 11 feet deep. At the bridge, there is a 60-foot break, 15 feet deep, and just above there is a small and comparatively inconsequential fracture. The “feeder” will have to be cleaned out, and the bank up to the feeder needs a good deal of repair.

### **WHAT IT WILL COST TO REPAIR THE BREAKS**

There were several conferences between the parties, and it was at last concluded that for 1,600 feet east of the Chain bridge a new canal will be needed. The estimated cost of putting the entire Georgetown level in repair and fitting it simply as a ditch to supply the mills with water is \$80,000. If it were needed for the purposes of navigation, and additional \$20,000 would be needed.

### **VIEWS OF A PROMINENT GEORGETOWN BUSINESS MAN**

The results of the inspection were eagerly waited for in Georgetown, for the people are waking up to the fact that the closing of the canal and the consequent shutting down of the mills will not inure to Georgetown’s benefit.

“I hope the canal company will come to some conclusion about the matter without any waste of time.” said one of Georgetown’s big merchants to a *Star* reporter this morning. Of course, the officials cannot do anything, but the bondholders can. It will be at least a week before they will be called together and they may not do anything then.

If they turn over to us their rights to this one level, we will guarantee the formation of a stock company in ten days, and we will

### **HAVE WATER RUNNING IN SIXTY DAYS.**

The canal company cannot repair the breaks; they haven’t a dollar to do anything with. To repair the Georgetown level would not cost more

than \$50,000 at the outside. The water rents as at present levied amount to \$8,000, and they could easily be made \$10,000. Do you want any bigger interest than that? It is only a question of time when this level will be fixed. It may be by the canal company, or it may be by private capital, but it will be done.”

### **A TALK WITH THE PRESIDENT OF THE CANAL COMPANY**

President Gambrill, of the Chesapeake and Ohio canal, was in the dining room of the Morgan house, sipping a mint julep, when a *Star* reporter asked him how long it would be before some definite conclusion would be arrived at with regard to the canal.

“It will be at least a week,” said he, “before I can see the principal bondholders, and, until that is done, I can express no opinion. The only hope of the millers’ lies in the company’s deciding to allow them to repair so much of the canal as they want and then permit them to use the water without cost until they have been reimbursed for the money expended. I think it is probable that that will be done, but I cannot say so with any degree of certainty. Some of the holders of bonds of 1878 may object, for they invested only when assured of the rental from this water right.

If the company allows the millers to repair the Georgetown level, I suppose it will cost about \$30,000. The present rents amount to \$8,000 per annum, so that it would be nearly four years before the bondholders would get a cent of revenue. That seems to be the only thing to do. Some people, I hear, have suggested that the company waive all its rights to the Georgetown level. That is ridiculous; it can be done only by the consent of every bondholder and by the passage of an act of authorization by the Maryland legislature. We will have some definite information in about a week.” And President Gambrill pushed aside a tall sprig of mint that was tickling his nose and closed his lips upon two straws of extra-large caliber.

### **A SERIOUS SITUATION FOR EMPLOYEES**

As soon as the stocks are cleared out, the mills in Georgetown will close their doors unless the level is repaired, and the situation is rapidly becoming a serious one for a large number of employees. More than 100 men are employed in the mills and dependent upon the running of those enterprises are not less than seventy-five coopers. Loss of work to these [men] means \$80,000 a year less money spent in Georgetown.

The permanent shutting down of the flour mills is only a probability. The closing up of the business of the lime-men is certain.

#### **LIME KILNS TO BE CLOSED.**

Mr. Edward Godey has made up his mind. He will shut up his lime kilns as soon as his stock of limestone is out. If there is no canal, he cannot secure the necessary supplies of limestone, nor could it be as easy to dispose of it.

"I cannot stay in business now," said he to a *Star* reporter this morning. "My closing will throw about forty men out of employment. I shall go into the business again, though, but I will get away from the floods. I own a valuable piece of property in West Virginia, up above Harper's Ferry, right on the line of the Baltimore and Ohio road. It is probable that a railway may take the place of the canal, but I cannot afford to wait for its coming. The Baltimore and Ohio owns a majority of the canal bonds, and it will quite naturally fight to prevent the purchase which smaller holders will insist upon. By the time they get through with the courts a man would have starved."

#### **WILL ALSO GO OUT OF THE LIME BUSINESS**

Cammack & Decker and Johnson & Libbey will also have to go out of the lime-burning business in Georgetown, and the consequences will be serious to Georgetown storekeepers, for more than \$40,000 is the annual total of the wages paid by these three firms.

#### **RISE IN PRICES OF FUEL AND LIME.**

Already the closing of the canal has made itself felt. Coal has gone up from 75 cents to \$1 per ton in Georgetown, and the price of wood has

raised 50 cents a cord. Lime will be exalted from 10 to 15 cents a barrel on the 1<sup>st</sup> of July.

"I've got to get my coal from the railroad now." said one of the lime-burners this morning.

"It used to cost me \$2.40 a ton, dumped right onto my wharf. Now it will cost nearly a third of the sum – 70 cents a ton – to have it hauled from Washington to my yard."

#### **COAL SHIPPERS RETIRE FROM BUSINESS**

The Borden Mining company discharged its men on Monday and has retired permanently from business in Georgetown, without even making an attempt to save its wrecked property. It lost all heart.

#### **RAILROAD RUMORS.**

There are many rumors in and around Georgetown as to the railroad which may supersede the canal, but they are nothing but rumors. It is generally understood that the West Virginia company, in which Secretary Blaine and Mr. Elkins are interested, would like to acquire the canal company's right-of-way and construct thereon a railroad.

Not a few, however, doubt this, for they argue it would be foolishness to build a road over a route which is liable to be submerged at any time.

It should be, some say, that [if] Messrs. Blaine, Elkins and Davis want that right-of-way they will have to struggle for it; for their direct competitor, the Baltimore and Ohio road, holds \$240,000 worth of bonds, a decided majority.

It has been intimated that the Baltimore and Ohio management is satisfied to have the canal remain in its wrecked condition, for it is no longer a competitor.

This has not been confirmed, and some of the hard-headed business men who claim to know how much money it is worth to the Baltimore and Ohio, say that that road cannot afford to allow such a large sum as quarter of a million dollars to be idle.

It may, therefore, be that the B. and O. would be willing to sell their holdings in the canal provided the figures were satisfactory.

ES, Thu. 6/6/89, p. 5. **THE C. AND O. CANAL PROBLEM** – There have been numerous and conflicting statements made as to what the Chesapeake and Ohio canal company is going to do with its wrecked property, and various theories as to its financial condition have been made public. As to the latter, it is probable that no one knows much more about it than Col. James G. Berrett, who for twenty years has been one of the canal directors and intimately interested in its management. He talked of the canal to a *Star* reporter today, and in response to the inquiry as to who had the greatest interest in the waterway, he said that the state of Maryland was three times as large a holder as all the other interests combined, the canal company owing the state, principal and interest, not less than \$20,000,000.

#### **THE ISSUE OF BONDS IN 1844 TO COMPLETE THE CANAL.**

“What status have the other bondholders?” asked the reporter. “In 1844,” replied Col. Berrett, “the general assembly of the state of Maryland authorized the issue of \$1,600,000 worth of bonds. This sum was necessary to secure the completion of the canal up to Cumberland. The payment of these bonds was only secured by a lien upon the net revenues of the canal (to which the State waived its right), and as there have been no revenues for a number of years and never will be, the people who hold those bonds possess nothing but a claim – an equitable claim upon the state. By the application of the money raised under this act, the canal was completed in the year 1850.”

“**THE NEXT CRISIS,**” continued Col. Berrett, “came in 1877, when the flood of that year almost destroyed the canal. The Maryland legislature was appealed to, and in 1878 it not only authorized the president and directors to negotiate a loan of \$500,000 but it also waived its lien upon the corpus of the canal, so as to give ample security for the payment of these bonds. The bonds were then considered to be safe investments. The proceeds of these bonds

were used for the restoration of the canal and since for repairs. The entire amount has been absorbed and now those bonds, with three unpaid coupons, are an outstanding lien upon the canal. By the terms of the 1878 act of the legislature,” said Col. Berrett, “a majority of these bondholders have now the right to proceed, according to the mortgage, to foreclosure. The Baltimore and Ohio railroad company, holding \$260,000 worth of these bonds, could take proceedings to foreclosure the mortgage and sell out the canal; something which they, in my opinion, are not likely to do for the present.

#### **THINKS THE CANAL WILL BECOME A RAILROAD**

“What do you suppose will become of the canal?”

“I think that most of the possibilities and all the probabilities are that the canal will become a railroad from Cumberland to Georgetown. This will be a great thing and will bring an immense amount of coal traffic to Georgetown. The business will be immense because the road would be down grade from the mines to the wharves; the railroad could bring more coal to tidewater, with less power exerted, than any other road in the country. It may be a little difficult for Georgetown people to imagine just now that anything is right. All is not wrong, however, and we shall, I am satisfied, prosper through the means of what certainly looks a good deal like a calamity. Meanwhile steps will undoubtedly be taken to secure a proper supply of

#### **WATER FOR THE MILLS AT GEORGETOWN**

by repairing the towpath as far as the “feeder,” just above Chain bridge. This supply of water will, of course, be permanent, and need not in any way be affected by the railroad connection.”

#### **THE MINORITY BOND-HOLDERS**

“What will the minority bond-holders do?” queried the reporter.

“Minorities have rights.” was the reply. “If the Baltimore and Ohio company unnecessarily delays the foreclosure of the



mortgage, the minority will go to court and compel the foreclosure. There will be delay anyhow. Nothing can be done until the Maryland legislature meets in January. The canal company is absolutely without means or credit and it can do nothing more than possibly fix up the water supply of the Georgetown mills.”

**WHO WILL BID HIGHEST?**

“Have you any idea as to who will buy the canal property?”

“No, nor does anyone else. When the mortgage has been foreclosed, the whole concern will be put up at auction and knocked down to the highest bidder.”

“Do you know who the highest bidder will be?”

“Of course not. The canal franchise is a valuable one. It may be absorbed by the Baltimore and Ohio; the Pennsylvania people may imagine it would fit on to their system; the West Virginia syndicate may be desirous of purchasing; or a private individual or almost unknown corporation may secure it. Whichever of the roads thinks it would add to their business will purchase it. No matter what anyone says, it is only mere speculation as to who will get it.”

**PRESIDENT GAMBRILL**

started from Georgetown this morning for a trip along the entire route of the canal. He will make a careful inspection and hopes to be able to complete his tour by the 13<sup>th</sup> instant, when the board of directors will hold a meeting to receive the reports of officers and to come to some conclusion as to future action.

**A SCENE OF DESOLATION.**

Things have a desolate look in the vicinity of the canal bed at and above Georgetown. The mules, who always have a tired look, hang around the place where their pittance of feed is doled out to them. The children play along the remaining fragments of the towpath, roll down the once grassy but now clean-scraped banks to the river’s edge, or make mud-pies out of the wealth of material which lies everywhere. The women nurse the ever-present babies and look more serious than they have heretofore. The

destruction of the canal means a great deal to them. They will have to move away from scenes that have been familiar to them ever since they were born.

**A VISION OF HOPE.**

Their husbands do not stay around the boats, they are to be found in the stores of Georgetown or in the vicinity of the canal office, discussing the situation in their primitive way, every man honestly trying to believe (and apparently with success) that the old waterway will soon be repaired; and that when the birds begin their chirping next year and winter loses his grip on the throat of spring the sober mule will once more tread where other of his kind have trod before him, and that the cumbrous bluff-bowed canal boat, responsive to the muscle of the mule, will again walk the chocolate-hued waters like a thing of life – a lazy, lie-down-in-the-shade-and-go-to-sleep sort of life.

**HARD TIMES AHEAD FOR CANAL EMPLOYEES AND BOATMEN**

The canal company has in its employ about 250 employees, nearly all of them married men; they will suffer more or less. The boat-owners and the boatmen (there are 300 of the latter) have no other canals in which to continue their avocations. Hunger will pinch many a one of these and stony-hearted want will tug hard at the skirts of the boatmen’s wives – mothers of a thousand little ones who have heretofore had at least enough to eat. The hands who have done nothing but load up canal boats ever since they knew what a canal boat looked like, will be straightened for a while. From Cumberland to Georgetown there will be a string of poverty such as the region has never known before. Many a tramp will date his experience on the road from the great Potomac freshet of 1889, and the poor-houses will claim more victims before the snows of next winter clear away, than they have for many years’ past. A railroad may supersede the canal, but

**THESE PEOPLE MUST BE ASSISTED AT ONCE.**

They will starve before the right-of-way could be transferred. The condition of things is really serious, and were it not that the Johnstown horror occupies so much of the attention and the heart of the public, something would undoubtedly be done for the poor canal folks.

**VIEWS OF EX-SENATOR CAMDEN**

Ex-Senator Camden, of West Virginia, is one of the directors of the West Virginia Central railroad. Speaking with a *Star* reporter today about the possibility of the old canal bed being secured by that road for the extension of that line into Georgetown, he said that the company were alive to the opportunity to extend their road to Georgetown, and would doubtless take the matter at once into serious consideration. He thought there was necessity for the extension. He did not, however, think that they would care to use the bed of the old canal.

The freshet, he said, showed it not to be safe from destruction from water, and he thought, with the present cheapness of railroad bridge construction, it would be better for the road to cross and recross the river when necessary, making a more direct route by cutting off the bends. He said he thought the Baltimore and Ohio could utilize the canal bed better than the West Virginia Central could, by running their line parallel with the old canal and sing it for sidings

It is said that at one time the West Virginia Central attempted to get control of the canal property by buying up the improvement bonds, of which \$500,000 were issued. After buying \$100,000 worth they found that the Baltimore and Ohio had already bought \$260,000, more than half, and had got ahead of them in control of the property.

AG, Wed. 6/5/89, p. 3. **The Chesapeake and Ohio Canal.** – Mr. Edward Mulvaney, superintendent of the second division of the Chesapeake and Ohio Canal, arrived in Williamsport yesterday evening from Cumberland. He left Cumberland on Sunday afternoon, and with difficulty made his way

along the towpath. He reports the canal in bad condition and says that the people along the canal are very much distressed over the result of the flood. They fear the canal will never be rebuilt, and that their occupation is gone. Mr. Mulvaney says he went along the canal immediately after the flood of 1877, and he thinks twice as much damage has been done by the present flood as that of 1877. There is little doubt expressed among the Georgetown business men who are interested in the matter, but that the Georgetown level of the canal will be repaired. This level furnishes the water power for the mills of Georgetown and the canal company derives an annual revenue of about ten thousand dollars from the water power leases. The outside estimate for repairs is \$50,000, and conservative people who have seen the damage only estimate the cost at from \$15,000 to \$20,000. As it would cost very little to keep the level up when once repaired, it will be seen that the investment would be so great as to preclude the possibility of abandoning this water power. The millers, who are chiefly interested, were in consultation with each other most of the day yesterday and with the canal officials, but the only thing decided was that they would all go up the length of the Georgetown level to the “feeder” at Little Falls today and make an estimate of the cost of repairs. It is understood that the canal company is quite willing to repair this level and the millers are not concerned about it. They say, however, that they would abandon their plants, which cost several hundred thousand dollars, rather than attempt to put in steam power. As to the prospect for the repairing of the entire canal, there is a more gloomy feeling in Georgetown, but this is not universal.

AG, Thu. 6/6/89, p. 3. **Chesapeake and Ohio Canal.** – Representatives of the Chesapeake and Ohio canal, accompanied by a committee of Georgetown business men, went along the Georgetown level of the wrecked waterway yesterday and inspected the many breaks and weak spots made in it by the flood. With

President Gambrill were Superintendents Biser and Frank Fisher. It was concluded that for 1,600 feet east of the Chain bridge a new canal will be needed. The estimated cost of putting the entire Georgetown level in repair and fitting it simply as a ditch to supply the mills with water is \$30,000. If it were needed for the purpose of navigation an additional \$20,000 would be required.

In reference to the people of Georgetown, putting the lower level in order, President Gambrill said: "It will be at least a week, before I can see the principal bond holders, and until that is done, I can express no opinion. The only hope of the millers lies in the company's deciding to allow them to repair so much of the canal as they want, then permit them to use the water without cost until they have been reimbursed for the money expended. I think it is probable that it will be done, but I cannot say so with any degree of certainty."

As soon as the stocks are cleared out, the mills in Georgetown will close their doors unless the level is repaired, and the situation is becoming a serious one for a large number of employees. More than 100 men are employed in the mills, and dependent upon the running of these enterprises are not less than seventy-five coopers. Loss of work to these means \$80,000 a year less money spent in Georgetown. The permanent shutting down of the flour mills is only a probability. The closing up of the business of the lime men is certain.

There are many rumors in and around Georgetown as to the railroad which may supersede the canal, but they are nothing but rumors. It is generally understood that the West Virginia company, in which Secretary Blaine and Mr. Elkins are interested, would like to acquire the canal company's right of way and construct thereon a railroad.

EC, Fri. 6/7/89, p. 3. **To Utilize the C. and O. Canal.** – Washington, June 7. – Col. J. G. Berrett, one of the directors of the Chesapeake and Ohio canal, said: "I think that most of the

possibilities and all the probabilities are that the canal will become a railroad from Cumberland to Georgetown. This will be a great thing and will bring an immense amount of coal and traffic to Georgetown. The business will be immense because the road would be down grade from the mines. The railroad could bring more coal to tide water with less power exerted than any other road."

ES, Fri. 6/7/89, p. 2. **THE WRECKED CANAL.** – The great damage to the Chesapeake and Ohio canal, which has effectually checked all canal traffic and may result in the total abandonment of the canal, has caused serious apprehension among business men as to the results on the many interests directly or indirectly affected. *Star* reporters have talked with a number of business men on the subject of the canal, and their own views vary.

"The destruction of the Cumberland canal is a great blow to Georgetown," said Mr. Geo. L. Sheriff. "It practically shuts off the supply of Cumberland coal and leaves the railroads to charge whatever price they have in mind to for it. Coal has not yet advanced."

"Do you think the canal will ever be repaired?"

"Well, yes; that is my private opinion. I think a syndicate will take hold of it and operate it with good results."

Mr. John W. Shaw, the flour and feed dealer, when asked what chances he thought there were for the repair of the Cumberland canal, said: "I hardly think the canal will ever be restored, although it is possible that it will be repaired to the extent necessary to make milling in Georgetown practicable. No, it has not hurt our business, but on the contrary increased it. I don't think flour will advance by reason of the abandonment of the canal, but if these cool nights keep up there will be frost and then look out for a jump in flour."

Mr. T. H. Walker, a dealer in general provisions on Louisiana avenue, said he thought the breaking of the canal will have the effect of

raising the price of flour, although only a part of the supply is dependent upon the canal.

Mr. Compton, on the same block, does not deal in flour, but thinks that the loss of the canal traffic will be disastrous to Georgetown. It would, he said, depreciate everything there.

Mr. N. H. Shea, of the firm N. H. Shea & Co., said he did not believe that the calamity will affect the price of flour here, but that it will affect the entire manufacturing interest of Georgetown by throwing a large number of people out of work. He favors the idea of using the old canal bed for a railroad track and thinks that such a scheme would be beneficial to the trade here.

Messrs. Beall & Baker remarked that the loss of the canal may raise the price of flour temporarily and slightly, but that it will have no general or lasting effect on the markets of Washington. "Of course the stoppage of the traffic will throw out the Georgetown millers entirely," added one of the members of the firm, "but there never was a need when there was not something to supply it, and with all the improved railroad facilities nowadays, the break of the canal will probably have little or no effect on the market of provisions here."

Mr. Middleton, of the firm of Browning & Middleton, said: "I don't think the break of the canal will affect the price of flour in the least or the supply in this city, but it will break up the Georgetown manufacturers. I see that the millers are proposing to build up the first level again and run it. This would save them, possibly."

"It cannot help having some effect on business," said Mr. James P. Willett. "The loss of the canal trade falls on some of our citizens. The mills are stopped for want of water, and even with water the extra cost of the transportation of grain to the mills is a serious consideration. The coal trade is broken up. This will drive away the various craft that would otherwise come up the river and exchange cargoes. It will make ice higher, because the schooners loaded with ice came up from Maine and went back loaded with coal. This gave

cheaper transportation. But these vessels cannot afford to come up here and go back light. If there is no coal for them and no flour to give them a cargo, most of them will not come. This will cut off another means of cheap transportation, not only for ice, but for other shipments by the river. Now the loss to the men doing business on the wharves, to the millers, to the Georgetown merchants who did business with the canal people and, by means of the canal, with the upper country, to the men – there are probably a thousand or two of them – who supported their families by work in the mills, the lime-kilns, the coal wharves and on the canal – all this takes money out of the District, of course. It would be cruel for a merchant who may not personally feel any loss to say that the destruction of the canal does not affect business. Anything that involves loss on any number of our citizens and throws poor men out of employment affects business somewhere. Look at our brick-makers. It is a matter of importance to them that they must pay more for their coal; more for hauling it to their yards, and yet again more for hauling their bricks away.

"The destruction of the canal cuts off one means of transportation that in turn checks river transportation and puts us right in the hands of the B. and O."

He said, further, that he did not think anyone would want to construct a railroad in the canal bed, in view of the washout it has just had. "This matter of building a railroad is to be considered more thoughtfully. There is time involved in it. The road would have to be on higher ground than the canal bed, consequently rougher ground. There would have to be building of warehouses and an active effort to divert the trade from Baltimore. Something in this way might be done in time."

Mr. Charles W. Brown, of Brown Bros., produce dealers, said: "We do not get much produce by the canal, but we are affected by the damage to the canal in more ways than one. Heretofore we have had considerable trade with Georgetown people, especially some who

supplied the boatmen. There is another way in which we are affected by the coal trade. When the colliers are at the eastern ports, rather than return empty they will take on apples, potatoes, &c., at nominal rates, and by our correspondents looking out for such chances to ship our goods, we are enabled to save quite a percentage over what would be the cost by regular line. If the canal is restored the coal trade would continue and we would have some advantage of getting our produce from eastern ports as ballast, but with the coal trade gone we would never have such chances. Though not directly affected as are some others, we yet feel the need of the canal. The only way to save Georgetown is to have the canal put in repair so that trade may be resumed."

John W. Clements, of the canal boat Victoria, speaking to a *Star* reporter of the destruction of the canal, said: "The destruction of the canal will throw many people out of work. Freight will be higher from points along the canal, and building material will, I think, go up." Grain and feed will also go up. A great many people will suffer, especially those who made their living by their boats. No, I don't think a railroad will be built."

One of the members of the firm of Bryan Bros. said that he did not really believe the calamity would have any influence on the price of flour in the District, for the quantity of Georgetown flour used here is comparatively very small. He pronounced it as a fact that although the freights are heavier, the western flour is delivered here just as cheaply as that made in Georgetown, and this fact will prevent any general change in price.

The younger Mr. Barbour, of the firm of Barbour & Son, preferred to defer to the opinion of his father, who was not present. He estimated that the Georgetown flour does not form one-fifth of the quantity consumed here, and said that as it was the western flour that set the price, and not those of the east, the loss of the latter could hardly affect the market. The majority of the material milled across the creek, he remarked,

goes south, quantities of it as ballast to South America.

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*Ibid.* p. 5. **THE INTERESTS**

**AFFECTED.** – The merchants of Georgetown – the wholesalers and retailers, the coal-shippers, lime-burners, millers and dealers in stone – are all waiting for the meeting of the directors of the Chesapeake and Ohio canal on the 13<sup>th</sup> inst. The great majority of those whose interests in the existence of the canal are extensive are no longer hopeful. They realize that the canal company has neither capital nor credit and they also know that the property is so thoroughly tangled up that all the available courts will doubtless be called into requisition before the exact status of the wrecked waterway is adjusted so that ordinary mortals can understand who it belongs to. The laboring classes dependent on the canal are also waiting for the outcome of the meeting; it means very much to them, and they realize it.

**ICE FOR ILLUSTRATION**

For a time, some of the short-sighted mortals really imagined that the closing of the canal was not a matter to be regarded as at all serious. There is now but one opinion upon that point. The outcome is already too plain. Sailing vessels bring to this city every year quantities of ice, anthracite coal, plaster, cement and paving material, the aggregate tonnage of which exceed 500,000 tons. An example can be made on the ice traffic. To bring one ton of the frigidity from Kennebec costs 60 cents. The vessel-owners are satisfied to charge such rates that the single trip will pay the expenses out and home again. The profit from this city has heretofore been made on the cargo taken on the back trip, for which the tonnage charge is \$1.15, exclusive of port charges. If there is nothing here to make a cargo of, and there cannot be, now that the canal is wrecked, vessel-owners will charge \$1.75 for the single trip. This means an increase cost to Washington of \$500,000 only on such freights as comes by sailing-vessels.

**CONSUMPTION OF CUMBERLAND  
COAL HERE.**

In the District of Columbia there is annually consumed about 150,000 tons of Cumberland coal. The death of the canal throws all the freight traffic into the hands of the two railroad companies that run in here and large consumers say that they expect every day to be notified of a rise in freight rates. The result is already plain. It means an increase of \$1 a ton for everybody here who uses bituminous coal. That will be felt.

### **WHAT THE COAL TRADE IS WORTH TO GEORGETOWN.**

The first coal that ever came to Georgetown on the canal was brought in 1850, and since then, up to and including the year 1888, there have been delivered here 15,397,080 tons of Cumberland coal, to say nothing of the immense quantities of stone, grain, cattle, poultry and other produce. The average load was 110 tons, and each boat's crew spent in Georgetown at least \$30. Every boat that came in was worth \$35 or \$40 more – the money disbursed by the captain and paid out to grocers, clothiers, &c.

The sailing vessels spent a good deal of money intown. The crew of each spent at least \$50, so merchants say, while the stores bought by the captains for the return trip varied in value from \$100 to \$150 for each vessel.

Keep the canal shut and every clerk and laborer and coal heaver loses his occupation and leaves his place. Each of the boats' cargoes paid 15 cents to labor when discharged and that, too, is gone. All these disbursements were in hard cash, and there is even now a slight scarcity of that valuable commodity.

### **ANOTHER SOURCE OF EMPLOYMENT CUT OFF.**

Another source of work and consequent revenue has been cut off. The building and repairing of canal boats is no longer necessary, nor do the shippers have to build or repair their wharves. The coal wharves of the District cost more than \$250,000 in building and equipment. They are idle now.

### **VALUE OF THE CANAL TO MARYLAND**

A few of the big dealers in produce were figuring up this morning the extent of valuable country

which is now closed because there is no canal. It is immense. There are along the canal line about one hundred little settlements, each of them having some little industry, most of them feeble, but all dependent upon the canal for their existence. Not a few of the better-informed, ridicule the idea that the state of Maryland has any equitable claim against the canal property, and say that the canal has given more to the state than the state has ever given to it. The waterway was a life-giving artery to a region which will be closed for years if the canal is forsaken.

### **CANAL OR RAILROAD**

The commercial interests of Georgetown have been so closely identified with the Chesapeake and Ohio canal, that the abandonment of that waterway is regarded in many quarters as a disaster almost irretrievable.

This is based on the supposition, sustained by the statements in President Gambrill's annual report to the stockholders, that the ruin wrought by the flood is practically irreparable in view of the financial status of the canal company. A more hopeful view, however, is advanced, which pictures a bright future for Georgetown as a busy railroad terminus, whose commerce will be more extensive and varied and constant than it has ever been while dependent on the canal, with its slow carriage and months of idleness. The Baltimore and Ohio road, as the owner of a majority of the \$500,000 repair bonds issued by the canal company, have in their hands at present, it is claimed, the shaping of the destiny of the canal property.

It is not known here whether the authorities of that company have yet decided on any policy to pursue the matter. A gentleman interested in railroads assured a *Star* reporter today of his conviction that whatever interest obtained control of the canal property in case of its sale under foreclosure, the result would be of benefit to Georgetown, and the District, as the canal would undoubtedly be replaced by a railroad.

The canal for years has been eking out a miserable existence and was, according to the

recent financial reports, approaching a ruin quite as complete as that worked by the flood.

He thought the flood simply expedited an inevitable event, and that while it may cause temporary troubles, ultimately it would be looked upon as a blessing to the commercial interests in Georgetown.

AG, Fri. 6/7/89, p. 3. **The Georgetown Mills.** Neither the officers of the Chesapeake and Ohio Canal nor the millers who are interested in the repair and restoration of the water to the Georgetown level took any steps towards that end yesterday. The affairs of the company are in such a condition that it may be some time before any attempt is made to restore the wrecked property. In the meantime, the mills of Georgetown have stopped running, and the owners are chafing under the necessity of this enforced idleness. They are willing, they say, to repair the level themselves, provided the authority can be given to them to do so, but it seems a difficult matter to obtain the necessary consent. They also want a guarantee that the money they expend for repairs will be placed to their credit for water rents.

DA, Sat. 6/8/89, p. 3. **The Chesapeake & Ohio Canal** – The damage to the Chesapeake and Ohio Canal by the recent storm and flood is so great that it may be set down as a thing of the past as a public waterway. The state's interest is gone, and that of private stockholders also. The canal has not been a paying institution for some years, and year by year has been gradually growing of less importance as an artery of trade. It is now practically gone, as throughout its whole length the banks and locks are either wholly destroyed or much washed and damaged.

The judgment of the people has been that the state should dispose of the canal, and this would have been done but for the perverseness of the Reformers and the Republican party. One of the reasons why a new constitution should be adopted was to change that instrument so that the

state could get rid of its investments in public works. The reformers – Cowen, Wallis, Marshall and others – and the Republican party opposed a new charter, and placed much of their opposition upon the ground that a new constitution was wanted in order that somebody might steal the canal. Mr. Cowen, counsel for the Baltimore & Ohio Railroad, charged this in so many words, either in his speech to the Republican state convention, or by a letter in the press of Baltimore. He induced the Republican party to declare against a new constitution. The Democratic party made no declaration upon the subject, and the Reformers (self-called Democrats) and Republicans so vigorously opposed a new constitution that many Democrats either voted against the proposition or expressed no sentiment, and it was overwhelmingly defeated.

When the Legislature met in January, 1888, several propositions were discussed concerning the sale and lease of the canal, and the Western Maryland Railroad presented a bill for its lease from Williamsport to Cumberland, offering to pay \$40,000 per annum for its use. This bill was rejected, although the proposition seemed a fair one, and would have relieved the company and state from embarrassment, and still a large part would have remained. The Western Maryland Road included in its bill of lease, a proposition to deliver coal and other freight to the canal at Williamsport upon advantageous terms, and to do certain other things of benefit to the canal.

Had the bill been passed, the canal would have now been in the hands of the Western Maryland Road, and the state deriving \$40,000 per annum from it. It is now gone, and the state's interest with it, thanks to the Reformers (?) and the Republican party.

Sat. 6/8/89, p. 2.<sup>2</sup> Mr. John Mallott, this place, while fishing with a dip-net, Tuesday last, in the canal, at the aqueduct, caught a shad, weighing two pounds. This is the first instance to our

<sup>2</sup> *The Williamsport Leader*, Williamsport, Md.

knowledge of a fish of this species being captured at this point.

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Already the closing of the canal has made itself felt. Coal has gone up from 75 cents to \$1.00 per ton in Georgetown, and the price of wood has raised 50 cents a cord. Lime will be raised from 10 to 15 cents a barrel on the 1<sup>st</sup> of July.

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Mr. Hiram Cochrane and a party of friends, have been indulging in a big fishing expedition along the canal, this week, using a seine. During two days they caught an aggregate of sixteen bushels of fish, comprising a variety of species.

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*Ibid.* p. 3. **Damages at and around Williamsport.** – Victor Cushwa & Sons, estimate their loss at from \$2,000 to \$2,500, in fertilizers, grain and salt. Forty men are thrown out of employment.

Mr. Wm. DeFrehn, proprietor of the Chair Factory, computes his loss at \$8,000 or \$10,000. Fifty persons will be thrown out of employment.

Miller Bros. think their loss will aggregate \$2,000.

Mr. F. H. Darby is unable at this time to give an estimate of his loss, but it is understood that it will be considerable.

Mr. Frank Goddard's brickyard was submerged, and it will require \$600 to cover the damage sustained.

Joseph Shifflet and family, residing a short distance below this place, narrowly escaped drowning. The water was running rapidly around the house, and they just managed to escape in a boat before the house turned over and floated down the river.

Kreigh & Cushwa's warehouse, about two miles above this place, was carried away on Saturday afternoon.

Mr. Joseph Hammersla, residing at Little Georgetown, above Dam No. 5, lost his house, furniture, saw and grist mills, warehouse and everything that he owned. Also, houses belonging to William Rockwell, Wm. Rhine, the

ferry house at McCoy's Ferry and Didg. Crawford's, were swept away.

Twenty-one houses, the majority with their contents, were swept away by the flood between this place and Dam No. 6. Aggregate loss, about \$10,000.

The coping of the bridge over the Conococheague at this place was carried away by the flood.

The new iron bridge of the Cumberland Valley Railroad, across the Potomac, about 2 miles from town, went down on Saturday afternoon at 2:30 o'clock. Nothing remains of the structure but the span across the canal. It cost \$70,000.

Along the creek, a short distance above its mouth, considerable damage was sustained to adjacent property and the growing fields of grain. Kemp's flouring mill sustained heavy loss, in the damage of machinery and loss of flour, grain, etc. The saw mill of Mr. Martin Bell was, also, damaged considerably. The dwelling of Mr. Melchor Norris was moved from its foundations and its contents practically destroyed.

The houses of Messrs. Wm. Bonzhalf and Arch. Ensminger were swept away on Saturday. The latter managed to save some of the contents of his house, but everything belonging to the former was lost.

Messrs. Steffey & Findlay were comparatively fortunate. It is believed that \$600 or \$700 will be adequate to cover all the losses which have been sustained.

Falling Waters also suffered the loss of several houses, a barn, &c., Mr. Stroh, being the heaviest loser.

### **The Canal in Bad Shape.**

Superintendent Mulvaney, of the Chesapeake and Ohio Canal, arrived at Williamsport on Tuesday from Cumberland on an inspecting tour. He reports the canal in a deplorable condition, and the damage far in excess of those occasioned by the flood of 1877. There are numerous breaks and washouts between Williamsport and Cumberland, and the waterway lined and



clogged up with all kinds of debris. He concedes the outlook to be gloomy for maintenance of the canal, and in his opinion thinks it will be out of the question to restore it to use for navigation.

Breaks are reported in the canal as follows. About sixty feet at the Big Pool; about eighty feet on the fourteen-mile level a mile south of the Pool; over forty feet on the five-mile level below Keedy's warehouse; opposite Shepherdstown on the one-mile level of the towpath is cut worse than by any previous flood; on the six-mile level the culvert at Mountain Lock, below Antietam Furnace, is gone; the north side of Johnson's brick lock-house, three miles north of Sharpsburg, is washed out; the tow-path between Harper's Ferry and Point of Rocks is wrecked, and on the Georgetown level, it is reported, that a washout two miles in length has occurred. The lift-lock above Georgetown is ruined. Locks have been swept out in numerous instances and, in many places, the channel is completely filled with mud, sand and drift, mingled in almost inextricable confusion.

ES, Sat. 6/8/89, p. 6. **WILL THE CANAL BE REPAIRED?** The Chesapeake and Ohio canal authorities have no information to vouchsafe as to the possibilities of a reconstruction of the wrecked portions of the waterway. President Stephen Gambrill has examined the route from Georgetown to Harper's Ferry and is now in Baltimore getting ready the report which he will have to make to the state board of public works, at Annapolis, on the 13<sup>th</sup> instant. Treasurer Spencer Watkins was the only canal officer in town today, and he was busily engaged in going over and sorting a lot of papers relating to the receipts and expenditures of the company.

**WHAT TREASURER WATKINS SAYS**

When asked by a *Star* reporter what the company would probably do at its meeting, he said: "I don't see what the company can do. It will probably discuss the matter with the board of public works, but it can't do any more. It certainly can't fix the canal. There is a possibility that private capital may take hold and repair it.

Somebody whose interests are large and whose prosperity is tied up in the canal may say: 'I will repair the Cumberland level.' Another, or others, may be willing to put the Georgetown level in working order, and another will propose to care for the Hancock division. It would not surprise me if there were a number of such propositions. The principal stumbling-block in the way of such division of expense lies in the fact that the canal company cannot give any kind of guarantee. The cost of repairing the canal would not be anything like as heavy as some have stated; it can be done for \$500,000."

**MR. CROPLEY'S HOPEFUL NEWS**

"The Washington and Western Maryland railroad will be built," said Mr. A. B. Cropley, of Georgetown, to a *Star* reporter this afternoon. "But before we see anything of the railroad, we will have the canal repaired."

Mr. Cropley gave utterance to that remark with a confidence in his tone that would indicate a new canal, in full operation, before many months.

"The canal," continued Mr. Cropley, "is going to be repaired. There is a stronger sentiment at this moment in favor of the canal than there has been for years past. I always was a canal man, but I am now more enthusiastic than ever. No railroad could do as much for the District of Columbia as that canal, properly managed, can do. No railroad can carry coal as cheaply as can a canal."

**ADVANTAGES OF THE CANAL.**

"No railroad," said Mr. Cropley, "would disburse as much money in our midst. A big mogul engine can haul a thousand tons of coal in and then go away, the crew leaving, perhaps, \$5 or \$10 in town. Seven canal boats would carry one thousand tons of coal, and the boatmen would spend \$250 right here in the District. I don't want anybody to imagine that we millers are selfish in this matter. Of course, we want the Georgetown level fixed so that our mills may run, but we don't want to stop there; we are not going to stop there. That canal must be repaired."

“Who will repair it?” asked the reporter.  
“The canal company is helpless.”

“We know that,” replied Mr. Cropley,  
“but we are not as helpless as is the company.  
The business interests along the 184 miles of the  
canal are too great to be killed by the company’s  
forsaking its unfortunate property. There are  
scores of plants which will never be permitted to  
rot and rust, as they would if the canal is not  
rebuilt.”

### **PRIVATE CAPITAL WILL REBUILD THE CANAL**

“But private capital could not secure a guarantee  
of any description from the canal company,”  
suggested the reporter.

“I am aware of that,” said Mr. Cropley,  
“and I think I am correct in saying that private  
capital will not plead with any of the holders of  
bonds. Private capital will go ahead and build  
that canal and then secure its share of equity in  
the courts. If the canal company abandons the  
property, we shall not wait for either the  
Maryland legislature or the contending factions  
who own stock. Any unnecessary delay will put  
a hopeless end to hundreds of industrial  
establishments along the line of the canal. There  
must not be any delay.”

“Has there been any agreement reached  
between business men as to this

### **SOMEWHAT REVOLUTIONARY REPAIR SCHEME?**

“There has not yet,” was the reply, “but there  
will undoubtedly be in a little while. If the canal  
company, at its meeting on the 18<sup>th</sup>, makes  
official announcement of its abandonment of the  
canal or says it is unable to do anything which is,  
in substance, the same, I think immediate steps  
will be taken to build the canal, and the canal  
company will not be asked to contribute. The  
state of Maryland ought to be interested in  
keeping the waterway in good condition. What  
built up Western Maryland? It wasn’t the  
Baltimore and Ohio road. It wasn’t the march of  
steam and civilization. It was the Chesapeake  
and Ohio canal, and if the people of Western  
Maryland don’t want to witness and to feel a

serious depreciation in property values, they will  
do all in their power to make the canal whole  
once more. I want to see a railroad into  
Georgetown as much as anybody does, but I  
want a canal too; I want the canal first. The  
Washington and Western road will begin to  
materialize before long. That will run between  
the river and the canal as far up as the Chain  
bridge, thence through Maryland to  
Williamsport. We need both the canal and the  
railroad, especially the canal.”

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### **EXAMINING THE CANAL.**

At a meeting of citizens of Georgetown last  
night, steps were taken to call the attention of the  
health officer to the condition of the canal bed  
and of Water street, which threatens the health of  
the community.

Capt. Lusk, of the engineer department of  
the District, started out this morning to make an  
examination of that part of the canal bed lying in  
Georgetown and for the purpose of ascertaining  
the number of sewer outlets. Capt. Lusk thinks  
that the accumulated filth can be removed by  
making a temporary dam across the first break in  
this level, causing the stream of water which  
flows through the break now to run through the  
level further this way thereby clearing the bed of  
any objectionable accumulation. He was of the  
opinion that nothing would be done for several  
days at least. Today Water street was cleared and  
put in good order.

### **UP THE CANAL**

Messrs. F. L. Moore and John T. Mitchell, who  
were authorized by the relief committee to make  
an investigation into the needs of the sufferers  
from the flood along the upper Potomac and  
canal, made a report today. They suggested that  
telegrams be sent to the following persons,  
making inquiries as to the needs of the people in  
their localities: E. W. Mercer, Point of Rocks,  
Md.; Upton C. Darby, Weverton, Md.; Dr. S. J.  
Knott, Shepherdstown, Md. [*sic*, W. Va.]; Keedy  
& Snyder, Sharpsburg, Md.; Jordan, Crampton &  
Co., Berlin, Md.; C. R. Rice, Knoxville, Md.; A

Spencer & Co., Harper's Ferry, Md. [*sic*, W. Va.]

Treasurer Johnson sent to these gentlemen the following dispatch: "Do you need help to relieve suffering and to what extent? Telegraph me at Willard's Hotel."

Health officer Townshend, who has been looking after the people living along the canal, between this city and Great Falls, was at headquarters today. He said that he had already expended about \$100 to relieve the immediate necessities of the people. He said that he would make another trip tomorrow and he was given authority to render such aid as he might deem necessary. Dr. Townshend said that among a few families there was great destitution, which he had relieved as far as possible.

#### **STRANDED BOATMEN**

Messrs. Moore and Mitchell have collected funds in Georgetown which they are using to enable the boatmen who are stranded in Georgetown to get away, where they can find work. The committee is also relieving their present necessities.

Treasurer Johnson today received a telegram from Darby and Embry, merchants at Williamsport, Md., stating that the immediate wants of the sufferers from the flood for food and clothing have been supplied. They added that money would be needed.

DA, Sat. 6/8/89, p. 3. **TERRIBLE WATERS**  
The Potomac river was higher than ever before in the memory of the oldest inhabitant. The Chesapeake and Ohio canal was badly wrecked and buildings at various points were washed away. In Washington city the destruction to property was very great, especially along the water front, where many wharves and buildings were demolished. Travel over the Baltimore and Potomac Railroad at Washington was interrupted, and it was necessary to use boats in order to reach the depot in that city. Many of the business streets were submerged and stores and other buildings damaged.

At Harper's Ferry the flood was very disastrous. The railroad bridge over the Shenandoah was washed away, and the Potomac river bridge at one time was in serious danger. It was saved by holding it down with loaded cars. Three men were drowned at Harper's Ferry. In Frederick county the damage to crops and bridges was very great. Frederick city and Hagerstown are cut off, except from local points on railroad. The Cumberland Valley railroad bridge, below Williamsport, was destroyed, and the damage to bridges, roads and buildings in Washington county is unprecedented. Theodore Wolfe, of Williamsport, aged 18, and Joseph Creager, of Leitersburg, aged 80, were drowned. In Howard county a number of mill dams were swept away. The damage to the wheat crop was not very great, but many cornfields were ruined. Several serious landslides occurred on the B. & O. about fifteen miles east of Oakland.

#### **In Other Places.**

Washington, D. C., was flooded, the water extending up to Pennsylvania Avenue. Hucksters and milkmen could not reach the city, and many were compelled to do without their supplies for two or three days. All the cellars and business places in the lower part of the city were flooded, and the Baltimore and Potomac Railroad resembled a mill dam. The loss is estimated at about \$1,000,000. The expensive fish ponds of the government are ruined.

It will take the Pennsylvania Railroad several years to place their tracks in the same condition they were previous to the flood, as many bridges and miles of track bed are washed out or covered with landslides. The damage is over \$3,000,000.

#### **In Maryland**

The Cumberland Valley Railroad lost its new iron bridge across the Potomac river. Nothing is left of the structure except the span across the canal. The original cost of the bridge was \$70,000. At and in the vicinity of Williamsport, where the Conococheague empties into the Potomac, the loss is very heavy. Many warehouses were partially under water and their

losses will be great. One-half of DeFrehn's chair factory and paint shop were swept away, causing a loss of \$3,000. Soon after the factory gave way, Theodore Wolfe, aged 18, and Samuel Corbett, both of Williamsport, started in a boat to recover several chairs. While engaged in doing so, young Wolfe fell into the river and was drowned. The houses of William Banzhaf and A. Ensminger, a short distance above Williamsport, were both washed away. Two miles below Williamsport several houses were swept away, one belonging to Patrick Collins, and another the property of the Canal company.

[Transcriber's Note: The stories went on for pages and pages. For brevity, I have included a few stories as above.]

ES, Sat. 6/8/89, p. 11. **THE CANAL WORTH A MILLION** – From the Baltimore *Sun*, today. The circular of Messrs. John A. Hambleton & Co., the bankers, issued yesterday, thus reviews the destruction of the Chesapeake and Ohio canal as a waterway by the flood: "There is only one of two things that can be done with the Chesapeake and Ohio canal. Either the state of Maryland must assume its liabilities and make it a free waterway, as did the state of New York, or the canal must be sold for the purpose of constructing a railroad upon its corpus. It is not likely that the state will assume the liabilities of the canal and make it a free waterway, so that it is more than probable that the canal will be sold to a railroad company, which will construct a railroad from the coal fields to tidewater. The Baltimore and Ohio railroad would no doubt like to get possession of the canal and use it to shorten its route or to prevent any competing road from using it. There are other competitors who would be willing to buy the canal, which would be very valuable to any railroad company. The state of Maryland has put millions into it, but the expenditure, although unproductive, served the purpose intended, and benefitted the state and people. At the last session of our legislature, a movement was inaugurated to lease a part of the canal (Cumberland to Williamsport)

to the Western Maryland railroad, which strikes the canal at Williamsport. The movement failed, much to the regret of the people of Baltimore. The legislature will be in session next winter, and no doubt some disposition will be made of the canal and the \$500,000 repair bonds be provided for by payment or some satisfactory guarantee from any purchaser or lessee of the canal. If the canal is sold outright, it would bring enough to cover the \$500,000 repair bonds, and, probably, in addition enough to pay something to the holders of the \$1,700,000 old non-mortgage bonds and a dividend to the state. The canal ought to bring at least \$1,000,000."

ES, Mon. 6/10/89, p. 4. Baltimore bankers estimate that the Chesapeake and Ohio canal bed and franchises, when sold, ought to bring at least a million dollars, paying the repair bonds, something on the old non-mortgage bonds and a dividend to the state of Maryland. Unless this estimate is wild, the old canal will make greater returns dead than alive, and bondholders, at least, will rejoice at its violent decease, exclaiming in astonishment with Lady Macbeth: "Who would have thought the old man to have had so much blood in him?"

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*Ibid*, p. 6. **THE CANAL AND THE BUILDERS** – The building interests of the city are affected to some extent by the suspension of traffic on the Chesapeake and Ohio canal. A portion of the supplies of lime, stone, building stone and cement, besides the Cumberland coal used in the brickyards, have come by way of the canal. There is a diversity of opinion, however, as to the extent to which such interests are affected. *Star* reporters have interviewed a number of builders, architects, brick men and dealers in building supplies on the subject.

**ARCHITECT FLEMING'S VIEWS**  
 Col. Robert I. Fleming, architect and builder, said that he regarded the loss of the canal as a matter of serious consequence to the city. In the building trades, he said, the lack of water transportation for lime, cement, coal and stone

will be felt in the increase of prices which will be charged for these articles. The cost of building, he thought, would be increased considerably. The supply of lime was mainly from local sources, and that would now be cut off and the supply obtained from Baltimore, New York and other places. The same is true of cement, although not to the same extent. He said that there would naturally be an advance in the cost of brick as Cumberland coal would increase in value. Col. Fleming, who is in charge of the work of building the tower of the Church of the Covenant, said that work has stopped owing to the lack of brick and stone. The former was obtained from the quarries owned by A. L. Barber. They are located about four miles up the river, and the stone, when quarried, was brought to the city by boat on the canal. Since the recent freshet, Mr. Barber has directed the quarries to be abandoned and all the workmen have been discharged. He said, however, he had no objection to others taking out stone and so Mr. W. C. Morrison, the builder, has sent men up there to quarry the stone and it will be brought to the city in wagons. Fortunately, Col. Fleming said, there was not much more stone needed to finish the church tower. The bricks would be supplied when the connection with the brick yards on the Virginia side had improved.

“Street improvements,” continued the Colonel, “will also be affected by the damage to the canal, for considerable quantities of cement from Shepherdstown is used on them as well as in building operations, and the stock now here cannot last long. This, of course, will affect the price of cement from other points. It looks now as if the disaster which has fallen on West Washington in the damage to the canal will be felt by the District generally, and if the canal is not put in order at once the trade is gone. I do not know the extent of the damage, but I am satisfied that with a large force of workmen, well managed, the banks should be restored in thirty days. But the locks would likely require longer time. There should be herculean efforts put forth to affect a restoration of the canal that trade may

be resumed. It is not only the lime, cement and stone, the prices of which will advance from fifteen to twenty percent, that are affected, but the milling interests also, and it will not do to permit them to be abandoned for want of water. The coal trade must not be abandoned before every effort is made to have the canal repaired and business resumed.

#### EFFECT ON PRICES

Mr. W. P. Lipscomb, the builder, said he supposed that prices of certain building material would be higher in consequence of the lack of canal facilities. He had already been informed that brick would advance a dollar on the thousand, and he supposed that there would be a slight advance in lime and cement. He did not expect that the advance would be sufficient to interfere with building operations to any great extent. It might check what is known as speculative building, but he did not think that it would prevent anyone from building who wished to have a new house. He did not know what the advance in lime and cement would be.

Mr. J. B. Hammond, proprietor of planning mill, said that in his opinion the cutting off of the canal would have a bad effect upon the business interests of the city generally. As far as his business was concerned, he would not be affected except in the event that Cumberland coal advanced in price, as he supposed it would. All his lumber supplies came over the railroad. He had not heard any expressions of opinion from the builders, but whatever effected unfavorably one class of business had an influence on all the others, and he believed that the building trade would suffer, if not so much directly, at any rate indirectly, if other interests in the community were affected unfavorably.

Mr. W. Bruce Gray, the architect, was of the opinion that the increase in the cost of building material, in consequence of the canal stoppage, would not amount to enough to have any effect upon building operations in this city. He said that lime and cement could be obtained elsewhere than in Maryland. The demand here, he said, has never been met by the local

production, and even with the low canal tolls the Maryland cement and lime could not compete with that in outside markets. The proportion of stone from the quarries along the canal used in this city as compared with the amount of stone from other sections of the country was small, and the cutting off of that supply, he thought, would not have the slightest influence upon the cost of building.

#### LIME AND CEMENT

Mr. James T. Walker, of Walker & Son, dealers in lime, cement, &c., when asked what he thought of the situation, said: "The people of Georgetown should adopt the phrase, 'slightly disfigured but still in the ring,' and put forth all energy to restore the canal and business. If business on the old burg is ruined, the interests of the whole District will suffer. Much cement, lime and stone has been brought down by the canal in the past, but it is virtually cut off from the District. It is time that the lime and cement from way up the river may be brought here by rail, but a little experience will soon show that the freights by rail run the prices higher than persons are willing to pay. The immediate effect on the market here is an advance in prices, and 37-1/2 cents per barrel has been added on Portland cement. It is no use to say that the canal does not affect business. It will be felt by every man, woman and child in the District in the increased cost of coal and breadstuffs, as also in the cost of building material. It has killed Georgetown for all time unless the work is speedily repaired or a railroad is constructed in place of the canal, and some measures should be taken to that end at once."

Mr. James Robbins, who is associated with Messrs. James L. Barbour, Smith Pettit, James Dripps, and others in extensive building operations, said that the destruction of the canal, if it is a destruction, was a calamity for the entire District, and would be felt in Washington as well as at the immediate terminus. The first effect he anticipated would be an advance in prices, particularly of stone and lime. It was true, there were substitutes for the Potomac stone –

Baltimore county marble, Bull Run red stone, blue gneiss from above West Washington, all at no great distance from this city, and at New York and Connecticut brown stone, which could be had, but the prices generally would be stiffened all around. The Potomac stone would be virtually out of the market, unless the canal is restored, because of the distance from the railroads; and were the quarries immediately on the line of the railroad, the freight charges would make the cost so much more than the canal rate as to seriously affect the price. Take lime, for instance. That brought by rail is often 50 percent higher than that brought by canal. Not only are prices affected by the damage to the canal, but Georgetown has been killed if the canal is not restored. It should be rebuilt, not only for the benefit of Georgetown, but for the benefit of the whole District.

#### THE BRICK INTERESTS

"What effect will the demolition of the Chesapeake and Ohio canal have upon the brick business of Washington?" asked a *Star* reporter of Mr. T. L. Holbrook, president of the Washington Brick Machine Company.

"For a time, the business will be seriously embarrassed," said Mr. Holbrook, "on account of an insufficient supply of coal, as fully three-fourths of the brick made for this market are burned with coal brought down the canal. The freight on canal coal was considerably less than that on rail coal. Most of the brick-makers received canal coal within a short distance of their brick yards. The brick-makers being forced to get their coal supply by rail will enhance the cost of coal and necessarily increase, to some extent, the cost of brick. The increase, however, will not, in my opinion, deter any one from building, as brick required for a \$20,000 house, if the price were increased a dollar a thousand, would not make a difference of more than \$200 in the cost of the house."

Mr. C. B. Pearson, the manager of the Virginia Brick Company, which is located on the Virginia side of the river, said that he did not think that the cutting off of the canal facilities

would have very much effect upon the building interests. The materials brought over the canal are not much cheaper than when transported on the railroad. "The canal authorities," he said, "have all along been complaining that they could not compete with the railroad rates, and so the latter are probably quite reasonable. Unless there is a monopoly and advantage is taken of that fact, I don't look forward to any increase in the prices. Coal, I suppose, will be dearer, although I have no information as to that. Just now it can't be had at all, but probably next week a supply will begin to come in over the railroads. The brick makers on the Virginia side are just now dependent on the railroad company. They are in hope that the road over the Long bridge will be repaired. At present, they have a long haul over the Aqueduct bridge. There has been no advance in the price of bricks so far, and I have not heard that there is to be. Our company is just now refusing orders, as we are going to look out for our regular customers."

Mr. W. C. Morrison, the builder, said that he did not see how the abandonment of the canal would affect the building interests of the city. Everything, he said, that comes from upper Maryland can be procured in other directions, and in many cases at more favorable rates. Even when the canal was in operation, a good deal of the cement, &c., was brought to the city by rail. He thought that the Georgetown milling interests would be affected for a time, but when a railroad was built the mills would be in a better condition than when the canal was being used.

King & Emmons, builders, thought that there would be a slight increase in the cost of building materials, but it would be so slight as not to be materially felt. There would, they thought, be some delay in getting bricks and coal, but in the course of a few weeks that difficulty would be adjusted.

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**MARYLAND AND THE CANAL**

Rockville, June 10, 1889

The entire damage done to the business interests of this county by the recent flood in the upper

Potomac and the partial destruction of the Chesapeake and Ohio canal cannot yet be computed, but enough is known to show that the county is poorer by this cause to the extent of several hundred thousand dollars. The taking away of the means of transportation from a belt of country averaging 10 miles on the side of the canal, and which at present has no outlet except by wagon over inferior roads to stations on the Metropolitan Branch of the Baltimore and Ohio railroad, has had a tendency to greatly reduce the price of lands in that locality, while the uncertainty of future transportation has caused almost a panic among the land owners.

The direct damages to property along the line of the canal can only be appreciated by being seen. Hundreds of acres that a few days ago were covered with luxuriant crops of grain and grass are now as bare of vegetation as a turnpike road, the entire crop and soil being washed away. Buildings of all kinds have shared the same fate. From the mouth of the Monocacy to Georgetown nothing but ruin can be seen, while the prospect of a better state of affairs seems gloomy. For many years the canal has been looked upon as a toy of aspiring politicians, and many were the curses, loud and deep, heaped upon the heads of those who, it was claimed, used its control to further their own personal ends; but now, with its loss, its advantages as an outlet for the produce of a large part of the county is fully appreciated.

The subject of the quickest and best way of escaping from this dilemma has engaged the thought of the leading citizens of the county for some days and various plans have been proposed, the leading idea being, however, that the canal will never again be used as a waterway, but will be superseded by a railroad, to be built upon the present route of the work or upon a line parallel with the same and so far from the river as to avoid the freshets of the future. Should any company desire to build a road on the line last indicated, it is thought that land for same will be freely donated or can be acquired at a nominal value. The subject of building a branch road

from Barnesville station on the Metropolitan Branch to Poolesville is much agitated in that section of the county, and, if built, would do much to advance the interests of the farming community in that region. The construction of graded turnpikes from different points adjacent to the river to the railroad has also many advocates. This subject is receiving the earnest attention of leading citizens.

**MR. PETER'S VIEWS**

Hon. George Peter, president of the Maryland senate, said to *The Star* correspondent: "As to the future of the Chesapeake and Ohio canal, it would be presumption for me to suggest. Of one thing there can be doubt; that is, that a waterway like the canal was, will not pay expenses in competition with railroads. Unless a different kind of waterway can be constructed to supply the place of the old canal, it would be folly to rebuild it, for practical experience has clearly demonstrated the present prices for tonnage on coal will not pay for the necessary and ordinary working expense, regardless of unusual and extraordinary expenses to which the canal has always been subjected. The trade outside the coal shipments is comparatively nothing. Not more than ten days before the freshet, in a conversation with the Hon. James C. Clarke, he expressed a decided opinion that at present rates the canal could not possibly be sustained, and its existence was only a matter of time. Again, in the state of New York, its canals are now virtually free highways supported by the state. The destruction of the canal is a terrible blow to Western Maryland and Georgetown, D. C.

"The most fertile lands along the river are almost valueless, except for grazing purposes, without the canal. With my present views, I can see no way out of the dilemma except to supply its place with a railroad. At the same time, the dams already constructed across the river might be utilized in supplying, wherever practical, water power for industries of various kinds.

"I am confident a railroad could be constructed to withstand the freshets. I am led to this belief by the condition of the canal viaducts

across Monocacy and Seneca, both of which have stood for years and are standing today as monuments to the skill and fidelity of the engineers who constructed them, notwithstanding both are fully exposed to the effects of the Potomac river and the streams which they span. For years I have been in favor of the state's disposing of her interest in that great work, and granting the franchise for the construction of a railroad. The state could have realized a handsome sum (about \$2,000,000), which I suppose now is virtually lost. This condition of affairs has not been the fruits of politics so much as conflicting interests, both private and public. The interests of Cumberland in boatbuilding and shipments of coal were so extensive that Allegany and Garrett counties always opposed any change. Washington and Frederick counties were supplied by both the canal and B. and O. railroad, and were opposed to any change. A railroad on the canal would have come in competition with the B. and O., and also diverted both freight and travel from the city of Baltimore. All of the large number of persons owning boats and carrying on business over the canal were opposed to any change. These were the obstacles which prevented a sale of the canal and have prevented the building of a railroad."

**WHAT STATE DIRECTOR TALBOTT SAYS.**

Mr. H. W. Talbott, for many years interested in public affairs and at present a state director of the Baltimore and Ohio railroad, said to the correspondent: "The loss sustained by Montgomery county and by its people through the recent flood is very great. I am informed by the county commissioners that it will take fully \$25,000 to repair damages to roads and bridges. The loss to individuals will be from that sum to \$50,000. This is the direct loss. The indirect or consequential damages will reach far beyond that sum if the canal should not be restored or a railroad built to take its place. Hundreds of persons in this county are dependent on the canal, directly or indirectly, for their sustenance.



Various industries will have to be abandoned unless the canal is restored or a railroad takes its place. As a consequence, many persons will be thrown out of employment, and being unfamiliar with any other kind of work than that in which they have been employed, will have difficulty in supporting themselves and families. The loss on account of depreciation in value of real estate along the line of the canal will be very heavy. Another indirect loss, in case the canal is not restored or a railroad built on its bed, is the change in roads which will be necessary. The canal is the objective point of many roads in this county. These will have to be changed or closed, and new roads laid out, to enable people to get to market. The canal officials think it will cost from \$500,000 to \$1,000,000 to fully restore the canal. This looks as if it was the end of the canal question. As to whether a railroad will be built along its bed from Cumberland to Georgetown remains to be seen. To persons looking at the river when the water was at its highest, the idea of a railroad being built on the line of the canal seemed preposterous, but I am informed that Col. Richard Randolph, a civil engineer of fine reputation and much experience, says it is perfectly practicable, and that he can build a railroad along the line of the canal and will guarantee its safety. If he is correct and a railroad should take the place of the canal, the flood will have proved a blessing in disguise to our country. New and varied industries will spring up along its line, giving employment to many more than were formerly employed and at more remunerative wages. The value of land will be greatly enhanced, and the territory bordering on the Potomac will be surpassed by no portion of the country in wealth and prosperity."

**DELEGATE LAIRD'S OPINION**

Hon. Philip D. Laird, member of the house of delegates, who has given this subject of the canal attention for years, gives his views of the crisis to *The Star* correspondent as follows: "The Chesapeake and Ohio canal was of immense importance and benefit to the people of Montgomery county, and its destruction will

cause a shrinkage of at least 50 percent in the value of the lands which are dependent upon it for a market. What is to be done now is a serious and embarrassing question. The result of legislation and management is that the canal question is surrounded by legal as well as practical questions. The status of the creditors of the canal, except that of the state, cannot be altered by legislation, and I have no doubt that the state would freely relinquish her claims in favor of any scheme which gave reasonable promise of a line of traffic over the route of the canal. Practically, indeed, the attitude of the state is less than of a stockholder and creditor than that of trustee for that portion of her people who are dependent, directly or indirectly, upon the canal, and whatever is done should be with a view to preserve, as far as possible, the investments which the establishment of the canal induced. The route of the canal cannot be used for a railroad until a company is chartered, or the charter of the canal company is amended so as to embrace the power to construct a railroad over the route. An independent company could not employ this route until there was actual abandonment and non-use of it by the canal company. Either scheme requires legislation by the state of Maryland before it can be even begun. As to repairs, two difficulties stand in the way: 1. The bankruptcy of the canal company. It is absolutely without credit, and the legal questions are so numerous and perplexing, that it is unreasonable to expect private capital to come to the rescue. 2. By the provisions of the constitution, the legislature is prohibited from involving the state in the construction of works of internal improvement, or granting any aid thereto, which shall involve the faith or credit of the state, and from making any appropriations therefor. So, there is no hope of assistance from the public treasury. There are two things the legislature can do: 1. Amend the canal company's charter; and 2. Dispose of the state's interest in the canal. The latter could not be accomplished in time to be of service without an extra session of the legislature. The board of

public works is authorized by the constitution to sell the state's interest, "subject to such regulations and conditions as the general assembly may from time to time prescribe," but such sale shall not go into effect "until the same shall be ratified by the ensuing general assembly." I am not aware that the general assembly has ever prescribed any regulations and conditions for the guidance of the board of public works in the premises. An extra session, called to meet early in July, could make them, and a sale made thereunder could be ratified by the regular session in January, 1890. An extra session at the time named might also formulate amendments to the Constitution, to be voted for at the general election in November, which would get rid of some of the legal perplexities which surrounds the case. It is worthwhile to consider whether the large material interests of Western Maryland, which are involved in the canal problem, do not justify an extra session. I simply make the suggestions without committing myself to it. Further reflection might show that it would be useless. Undoubtedly the franchises of the canal are valuable. I do not think that the spirit of modern enterprise will allow them to be forfeited, but I do not believe that private capital will embark in it so long as the state owns a controlling interest. The solution of the matter will come through the sale or donation of the state's interest, and the enlargement of the powers of the corporation."

AG, Sat. 6/8/89, p. 3. **FROM WASHINGTON** – A Chesapeake and Ohio Canal inspector arrived here today, having walked over the entire length of the canal from Cumberland to this city. He says the damage to the canal is less than that it received in 1877.

ES, Tue. 6/11/89, p. 2. **THE WRECKED CANAL** – The examination into the true condition of the Chesapeake and Ohio canal and the making of estimates for the repair thereof has practically been concluded. President Gambrill has received a number of reports from

superintendents, and he now says that at least \$300,000 will be required to rebuild the waterway, although it could probably be rendered fit for navigation for \$275,000. The damage between Georgetown and the Great Falls is figured up at \$180,000, and of this \$30,000 will be needed to give the Georgetown millers necessary water-power. From Great Falls to Cumberland the total loss is \$120,000.

**THE LOSSES AT GEORGETOWN**

Superintendent J. B. Biser reports to President Gambrill as follows: "The Rock creek dam in Georgetown is destroyed, and the steam dredge, which cost several thousand dollars, was carried off, and all the scows on the Georgetown level are gone. Half a mile above outlet lock, Georgetown, 125 feet long, 11 feet below canal bottom; opposite Little Falls church, 200 feet long, 12 feet below the canal bottom; below Chain bridge, 600 feet long, 4 feet below bottom; from this break westward 1,000 feet of towpath deeply washed; break at the Chain bridge, 100 feet long, 12 feet deep; from the Chain bridge to Lock No. 5 the towpath is washed to the depth of 2-1/2 feet, the distance being nearly one mile. At Lock No. 5 the coping has been carried away, and the backing on each side of the lock walls ripped out wholly. The flume is washed out as wide and deep as the canal and the gates damaged. The guard bank and feeder are badly damaged and feeder gates damaged. To repair these damages, it is estimated, will cost at least \$30,000.

**RUINED LOCKS**

"The towpath of what is called the half-mile level and the locks of this and the two-mile level above are all in a badly damaged state. Four locks in succession are nearly destroyed and lock-houses and gates carried away, with bad breaks in the towing-path. Cabin John culvert is damaged. The cluster of what is known as the seven locks got off very easily. At the log-wall level, 9 miles from Georgetown, there is a break near the clubhouse 150 feet long, 30 feet deep, and the retaining wall on the river side, 60 feet high, is carried away. About 300 yards above

this, at the mouth of Wide Water, is a break 500 feet long, 80 feet wide, 32 feet deep, and the retaining wall, 60 feet high, is gone. It would require 160,000 cartloads of material for filling in this single locality. In the same neighborhood, just above, is a break 325 feet long, 6 feet below bottom and 40 feet wide; also, another break 180 feet long, 30 feet deep; another 80 feet long, 20 feet deep, and another 310 feet long, 10 feet deep.

**THE LOG-WALL BRIDGE**

is gone, and the wall for supporting the tow-path, 20 feet high, is washed away for the distance of 1,000 yards. This part of the canal is 60 feet above the river, and therefore the necessity of having wide embankments and heavy retaining walls, the canal there being very wide and over 60 feet deep. At Lock No. 15, in Montgomery county, the stone lockhouse was carried away entirely, the coping, backing and gates of the lock are gone, the flume work entirely washed out. Lock No. 16 is the same and the lockhouse is also gone. The stop-lock just above has been cleared out and the embankment damaged. At Lock No. 17, the lock-house is gone and the lock and flume damaged. Lock No. 18 is in the same condition and the lockhouse damaged. Lock No. 19 is also considerably damaged.

**FROM LITTLE FALLS TO GREAT FALLS**

From the Georgetown level to the Great Falls of the Potomac, about 5 miles, it will require \$150,000 to restore the canal to the condition in which it was before the freshet. The damage to the falls, above Garret's store, includes a break 50 feet long and 3 feet below the bottom. About 300 yards above is another break 250 feet long. Just west of this is another break 300 feet long and 8 feet deep. Two miles of the towpath are washed 2-1/2 feet deep. Dam No. 1, at Little Falls, a rubble dam, will require considerable repairs. At Watt's branch there is a break 80 feet long. There is also a small break at Muddy Branch culvert, and the towpath is damaged.

At Seneca, Lock No. 23, is badly washed, and also Lock No. 24, in the Seneca

neighborhood. At this point there is a break 150 feet long, 4 feet below the bottom."

AG, Tue. 6/11/89, p. 3. **The C. & O. Canal.** Reports received by President Gambrill of the damage to the Chesapeake and Ohio canal by the recent freshet enable him to estimate that it will require at least \$300,000 to restore the canal to the conditions it was in before the 31<sup>st</sup> May, though the canal could be made navigable for less. From Georgetown to the Great Falls the damage cannot be repaired for less than \$180,000, of which \$30,000 would be required to restore the Georgetown water power, about which there is so much clamor. From the falls to Harper's Ferry dam, \$60,000 would have to be spent and thence to Cumberland about \$60,000 more. These estimates are made on careful surveys and are considered rather under the mark. It is one of the peculiarities of the freshet of 1889 that the stonework of walls, &c., is more generally involved than on any previous occasion of the kind. The telephone wires have been swept away, so that communication from point to point by electricity is cut off, and every bridge for which the canal company is responsible is down. To get at information of the condition of the work, the division superintendents had to tramp or ride on horseback over the territory under their control.

ES, Wed. 6/12/89, p. 2. **The New Congressional Library.** – The work on the new Congressional library is progressing fairly well. There are now about 180 men employed in laying the foundation, and the only delay results from the slowness with which the broken stone is being furnished. It was brought down the Chesapeake and Ohio canal, but since the freshet, the supply is short.

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**SANITARY MEASURES**

A man named Wallace, who lives near Seneca, Md., arrived in Georgetown yesterday and gave Mr. Shoemaker the information that there were many dead animals on a small island in the river

not far from Seneca. Mr. Shoemaker reported the facts to Health Officer Townshend. This morning Chief Clerk McGinn, of the health office, went to Seneca with the instructions to abate the reported nuisance.

Health Officer Townshend said to a *Star* reporter that he anticipated no danger from the presence of the animals on the island and in the river. He thought that there might be a few dead animals in the place mentioned, but he did not think that they would injure the water in the reservoir. If any dead animals are found there, they will be burned by Mr. McGinn.

Health Officer Townshend said this morning that the heavy rain last night would greatly benefit the condition of the canal bed. He said that if the water was not turned on the Georgetown level pretty soon, some means will have to be provided to abate the existing nuisance from foul matter in the drained canal, and it would be necessary to act without delay.

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*Ibid*, p. 5. **THE CANAL PROBLEM**

The people of Georgetown and a great many other people whose habitat extends from the Aqueduct bridge all the way up the Chesapeake and Ohio canal to Cumberland are waiting patiently to know what tomorrow will bring forth so far as the board of canal directors can bring it. Generally, the feeling is more hopeful than it was two or three days ago, and quite a number of people who felt assured that the canal would never be repaired are now a little more easy in their minds. It was originally intended to have a committee of representative Georgetown men go over to Annapolis tomorrow to plead Georgetown's cause and to offer such suggestions as might, to them, seem reasonable and proper. The committee will not go. It will stay at home and wait to hear from the canal management. On Tuesday night next, there will be a meeting in Georgetown, called by the canal company, and at that time the committee or any other interested people will have ample opportunity to make all the suggestions the

company will be able to consider for some little time to come.

**CRITICISING PRESIDENT GAMBRILL'S FIGURES**

As a general thing, the business men who want the Georgetown level repaired are inclined to criticize the action of President Gambrill for using such large figures in connection with his estimates of the cost of repairs. They say that contractors are using Mr. Gambrill's conclusions as a basis on which to construct their bids, and the result will probably be an unnecessarily large proportion of profit for the contractor.

**ANOTHER CRITICISM**

Another thing Mr. Gambrill did, or rather did not do, has evoked numerous comments. The president was up at the Chain bridge when the water started to climb up. He had with him several workmen, and the complaint is that he made no attempt to cut the canal bank. Had this been done, the great body of water, the critics say, would have sought the river, leaving nothing in the canal but the back water. The cut would then have been the only place which would need to be closed up.

In this matter, Mr. Gambrill excuses himself by saying that he would not risk the lives of any of the men by ordering them to cut the bank.

**A REPORTED OFFER OF CAPITALISTS**

Among the many rumors as to the reconstruction of the canal there is one very substantial one, which, in substance, says that three well-known capitalists have offered to rebuild the canal and pay the interest on the \$500,000 worth of repair bonds if they can only secure sufficient title from the state and the corporation. In this same connection, frequent mention is being made of the name of ex-President Clarke, whose management of the canal has been so highly commended. It is said that Mr. Clarke would like to represent Maryland in the Senate, and that he will endeavor

**TO SECURE CONTROL OF THE WATERWAY,**

so that a grateful people would have reason to bless him and afterward reward him by sending him to the upper House. Mr. Clarke is a rich man and ambitious and there may be some foundation for the story. It is not improbable. If he does get hold of the canal, he will certainly have the enthusiastic support of Georgetown, and that means men and money.

### THE MEETING OF CANAL STOCKHOLDERS

This evening a number of stockholders in the canal will meet at Annapolis to discuss the situation, and on the conclusion arrived at there, the decision of the board of directors, who meet tomorrow morning at the Maryland capital, will probably hinge.

### A SURPRISE HINTED AT

It is hinted that a surprise may be in store for the stockholders and the public, and that it will come in the shape of a wholesale resignation – the entire force of the present (or past) administration going out.

EC, Thu. 6/13/89, p. 4. **Chesapeake and Ohio Canal Stockholders' Meeting** – The stockholders of the Chesapeake and Ohio Canal met here today, in the Executive Chamber, and re-elected Stephen Gambrill, president, and the old board of directors, consisting of Messrs. Berrett, Howell, McClure, Dobbin, Annan and Ahalt. Mr. John P. Poe, who was present as a friend of the canal, offered a restriction of relief, which was adopted. He said the time had arrived when something should be done to save the canal, and that the stockholders should use their best effort to do something. Mr. Poe referred to the Acts of 1878, and to the opinion of Judge Miller in 32, Md., in the case of the Commonwealth of Virginia vs. the Canal Co., and others as showing to the power of Company to issue bonds to put the canal in repair.

Col. Berrett said there should be no hesitation on the part of the stockholders or others to restore the canal to a good condition, and that the President and Directors were

anxiously trying to bring about this result. The importance of the canal is recognized by a large class of merchants, coal dealers and others who are anxious as to its future. If the canal ceases to be a waterway, the effect will be to increase coal 50 cents a ton, amounting in the aggregate to \$100,000 a year, more than would be necessary to repair that section of it. The government is interested in the coal but will not come to its relief. The canal has therefore no one to look to but individuals interested in it. The board then proceeded to elect its directors, and then adjourned. The canal will meet at Georgetown Wednesday to ascertain what further can be done for its relief.

### Thu. 6/13/89, p. 2.<sup>3</sup> **Hopes of Restoration**

The Baltimore *Sun*, in an article quoted from in our local columns seems to intimate that, now the first crushing effects of the great damage done to the Chesapeake and Ohio canal by the recent flood in the Potomac river have passed away, hope of their ability to restore it, so as to be again used as a waterway, is entertained by the present management. The millers and business men of Georgetown, D. C., have made a proposition to raise \$30,000 for the purpose of putting the Georgetown level in order, so that water-power may be restored and some of the operations now suspended may be resumed.

We are also informed that the business men of Williamsport have made a proposition to the canal authorities to make all the needed repairs on the Williamsport level at their own expense, if they are allowed to have the water turned in after so doing and thus get the use of that portion of the canal.

There is no doubt that other portions of the canal can be repaired at much less than the amount estimated, if advantage is taken of similar offers. There are many men who have been thrown out of employment by its destruction, who are now subsisting on charity, and who, doubtless, would prefer to contribute a few days' work gratuitously to its restoration,

<sup>3</sup> *The Herald and Torch Light*, Hagerstown, Md.

rather than be compelled to seek employment away from their homes.

The Canal Company has been receiving \$10,000 a year from the water rentals of the Georgetown level, and it would therefore only require the receipts of three years to repay the \$30,000 advanced for repairs there.

But the great overshadowing obstacle which, it is said, stands in the way of anything being done, is the danger of a foreclosure of the mortgage given to secure the repair bonds, issued under the provisions of the Act of 1878.

*The Sun* says: "President Gambrill has appealed to the holders of these bonds on behalf of the Georgetown millers and business men, and a meeting of the stockholders will be held at Annapolis today, and if all interests involved can be satisfied, there is hope of raising the money to make the repairs."

ES, Thu. 6/13/89, p. 1. **THE CANAL QUESTION** – Annapolis, Md., June 13. – The Chesapeake and Ohio canal was the subject of considerable discussion at Annapolis today. The board of public works met at the state-house this morning to consider ways and means by which the wrecked waterway might be rebuilt and put in thorough working order. The meeting was called to order in the executive chamber by Gov. Jackson, who, with State Comptroller Baughman and State Treasurer Archer, represented the interests of the state of Maryland. Others present were President Gambrill, Directors James G. Berrett, Hamill, Ahalt, Dobbin and Annan, Treasurer Spencer Watkins and Accountant Ayers.

President Gambrill read the report on the condition of the canal, which in substance was the same as that printed in *The Star*.

The sum of \$300,000 was the estimate for repairs, but the report stated that the work might be done for \$250,000, or less. President Gambrill's report, the latter portion of which was read by Col. Berrett, because Mr. Gambrill was attacked by a nervous chill, concluded as follows:

**PRESIDENT GAMBRILL'S CONCLUSIONS.**

"We feel sure that our estimates of cost to repair the damages to your work is about correct. The question then to be solved is: How can the repairs be made and the canal put in proper condition for navigation? The company having neither money, securities or credit? That it is important to the interests of the state, the coal shippers, the bond holders and the business interests along the line from Georgetown to Cumberland, that this great waterway should be kept open, admits of no question. While the state has not directly received anything for her investments in this work, yet indirectly she has been well paid, as the building of the canal was the means by which the vast coal-fields and industries of Western Maryland were developed thereby, adding greatly to the taxable property of the state. For many years it was practically the regulator of freights from the western part of the state to the seaboard, especially on coal, and it was the means of Baltimore city getting its coal at much lower rates than it could have gotten it by rail had [sic not] the canal not been in existence.

To abandon the canal will be a great calamity to the state, and especially to that portion through which it runs.

But how can it be restored?

By the constitution, the state is prohibited from lending aid to any works of public improvements. The bond holders of 1844 have a lien upon all the net revenues, and as they have received no interest since July, 1864, it is useless to look to them for relief.

**BONDHOLDERS CAN FORECLOSE**

The bonds of 1878 are a first lien on the corpus of the work, the state having waived her claim in its favor. On these bonds four coupons are now overdue and on the 1<sup>st</sup> of July next another coupon will become due. The holders of these bonds are now in a condition to institute proceedings to foreclose, and in the present condition of the canal it is not likely that they will advance money to the company. The only

mode, therefore, that suggests itself to your board for raising the amount necessary to restore the work is by a subscription from the coal shippers, the business men and others who are so deeply interested in its restoration. The security which the canal can offer for such a loan is an issue of repair bonds under the power vested in the company under the act of 1844, chapter 281, or by the issue of the toll certificates such as have been on several occasions issued. With this view the board have therefore determined to call a meeting of all those who are interested in the preservation of the canal, to be held at the company's office in Georgetown on Wednesday, the 19<sup>th</sup> of June, to take into consideration this subject and the future of the canal."

**IN FAVOR OF REPAIR BONDS**

John P. Poe, of Baltimore, who represented stockholders, but especially the bondholders of 1884 [sic 1844]. made a strong legal argument in favor of the issuance of additional repair bonds. He quoted from decisions of the supreme court of the state of Maryland to show that the corporation could properly do anything which was necessary to its existence as a carrier and they offered a resolution pledging the canal company to do all in its power to restore the canal at the earliest possible moment.

The resolution provides for the issuing of repair bonds, the security for which shall be the future tolls and revenues of the canal. At the suggestion of Treasurer Archer, a proviso was added, calling upon the Attorney-General of the state for his opinion as to the legality of such issue. An additional resolution authorizes the president and board of directors to issue toll certificates if they deem such action necessary.

**COL. JAMES G. BERRETT**

hoped there would be no opposition to the resolutions offered. The importance of the canal to Maryland and the District of Columbia was great. The coal-shippers, the boatmen, the farmers and the residents of the District were all interested. Two hundred thousand tons of Cumberland coal were annually consumed in the District of Columbia. The advance consequent

upon the destruction of the capital would not be less than 50 cents a ton – a total of \$100,000 a year. This sum capitalized would be much greater than that which would be required to rebuild the entire canal. Much of this coal was used by the government and the government ought to be interested in it. This help could, however, be looked for from that quarter [illegible] in the lexicon of canal management in those days, there was no such word as fail.

**THE RESOLUTIONS ADOPTED**

The resolutions were unanimously adopted. The board of public works and afterward the board of directors re-elected Mr. Gambrill, president, and gave a new lease of official life to all the other officers and directors.

The next meeting of the board of directors will be held at the Georgetown office of the canal company on Wednesday next at 11 a. m. To this meeting the millers, coal shippers, merchants and others interested in the canal have been invited and out of the conference some practical conclusion is expected.

**A FEELING OF HOPEFULNESS**

The general feeling among the directors is one of hopefulness, but it does not seem to be founded on any very solid basis. "We have gone just as far as we can," said Gov. Jackson to *The Star* reporter. "We are anxious to have the people know that it is our sincere desire to do everything possible for the canal. These repair bonds will doubtless be issued very soon, but it is a question as to whether or not there will be found capitalists who will invest when they have staring them in the face the repair bonds of 1848, the holders of which have an absolute and incontestable right to foreclose on the entire property. It may be that some rich and patriotic men will be willing to place their money in these bonds solely because of the good they may do, and not because of the profit there may be in it. The lien we offer – on the revenues of the canal – is not the most promising. The canal revenues have never been enough to support it."

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*Ibid*, p. 5. **Baseball for Canal Sufferers.**

– A picked nine of the fire department will play a picked nine of the police department, a game of baseball Tuesday afternoon, June 25, at 4 o'clock sharp for the benefit of the sufferers on the line of the Chesapeake and Ohio canal. Tickets, 25 and 15 cents, can be had at the gate of Capitol park and the different engine houses. They respectfully ask the generous patronage of the public, and promise a well-contested game.

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**The Seneca Stone Quarries.**

Mr. L. D. Shoemaker, one of the lessees of the quarries of the Potomac Red Sandstone Company, which is located at Seneca, Md., has made arrangements to fill out the contracts already made and have the stone hauled by wagons from Seneca to Gaithersburg, where it will be shipped on the railroad. The destruction of the canal has temporarily put a stop to the business of the company, and unless some steps are taken toward restoring the canal or building a railroad along its line, the suspension will be indefinite. Mr. Shoemaker is of the opinion that a railroad will be built from Seneca to Gaithersburg, a distance of 12 miles. This road, Mr. Shoemaker says, will not only establish communication with the market for the stone company, but will be of great advantage to the farmers in that section of the country.

**THE WATER NOT POLLUTED**

Chief Clerk McGinn, of the health office, reports that on his recent visit to Seneca he found fifteen carcasses of dead animals on the islands in the Potomac near that point. He gave instructions to have them burned at once. He says he does not think the water has been contaminated by these carcasses.

AG, Thu. 6/13/89, p. 3. **The Chesapeake and Ohio Canal.** – Annapolis, Md., June 13. – The stockholders of the Chesapeake and Ohio Canal met here today, the State of Maryland being the majority stockholder, and passed resolutions that the president and directors of the company be and are hereby authorized and directed to make

prompt use of all its available resources for the purpose of putting the canal in repair for the resumption of navigation at the earliest practicable moment, and for this purpose that they shall issue repair bonds in such form and amount and to mature at such a time or times as they shall deem proper, and that for the purpose of securing the payment of the principal and interest upon such repair bonds they shall pledge the future tolls and revenue of the company by such lawful mortgage or other pledges as they shall consider expedient. The stockholders re-elected President Gambrill and all the old board of directors. The report of the President today states that it will take \$300,000 to repair the canal.

ES, Fri. 6/14/89, p. 5. **DEAD ANIMALS UP THE RIVER** – The Commissioners have received the report of Mr. Cooper McGinn, chief clerk of the health department, who was detailed by Health Officer Townshend to inquire into the alleged contamination of the water supply of the city by reason of dead animals brought down by the recent flood and reported to be decomposing on the debris in the rapids between Seneca dam and Great Falls. In his report he says that the greater mass of debris was found on Long Acre, an island near Seneca, where mainly the bodies of drowned animals were found. He says that sixteen were discovered, which will be burned at once.

He reports also a break in the canal just above the entrance to the conduit at the falls, which, he says, might under certain conditions permit the drainage of foul matter into the river. The above matter, he says, was called to the attention of the aqueduct officials, and they promised to give it immediate attention.

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**Projected Railroads.**

From the Rockville *Sentinel*: It is rumored that a number of prominent and influential citizens of Medley's district have in contemplation the construction of a railroad from Poolesville to Sellman's station. The distance is about four



miles, and the grade is comparatively a light one. We understand that the Baltimore and Ohio company have signified their willingness to stock and run the road when constructed.

On Saturday last, several leading and substantial gentlemen near Seneca organized a movement looking to the building of a railroad from Seneca to Clopper's station – the sum of \$45,000 was subscribed, and it was ascertained that many of those through whose lands the contemplated road would be likely to pass have signified their intention to give the right of way. The distance between the two points is some seven miles, and some portions of the grade are said to be heavy. These movements have been necessitated by the destruction of the canal.

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*Ibid*, p. 8. **GEORGETOWN**

**Relief of Canal Sufferers** – Twelve large boxes of clothing were received at the police station here yesterday to be distributed among the canal people. Before 8 o'clock this morning there were a number of men, women and children – canal boatmen and their families – in and about the station, and each was supplied with a bundle of clothing. About \$30 in cash was also distributed among the more destitute canalers. Mr. F. L. Moore stated that a sum of money had been sent to Mr. Garrett, at Great Falls, for distribution in that section, and that another sum will be forwarded to Mr. Darby, at Seneca, to be distributed at that point. Rev. Thomas O. Carroll, pastor Mt. Zion A. M. E. church, left \$6.03 at the station for the canal sufferers.

AG, Fri. 6/14/89, p. 4. **The C. & O. Canal.** A dispatch from Annapolis says: "It cannot be said that much good is expected to follow from the recommendation of the Chesapeake and Ohio Canal directors and the action of the stockholders meeting yesterday. To obtain funds for the restoration of the work, toll certificates and repair bonds pledging the revenues are recommended, if such bonds may be legally issued. The question whether such repair bonds

may be lawfully issued is referred to the attorney-general for his opinion.

ES, Sat. 6/15/89, p. 2. **Refunding the Maryland Loan.** – Today the option expires for holders of Maryland sterling loan to exchange their 5 percent bonds for the new 3 percent redemption bonds. Treasurer Archer says the indications are that the greater part of the loan will be exchanged. This debt, contracted fifty years ago, was more than half of it on account of the Chesapeake and Ohio canal.

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*Ibid*, p. 13. **New National Theater** – The performance tonight at the New National theater for the benefit of the sufferers along the line of the Chesapeake and Ohio canal deserves to be liberally patronized. The plays selected, "My Turn Next" and "Nan, the Good-for-Nothing," are both amusing, and as the rehearsals have been conducted under the direction of Mr. Harry Buckingham, an excellent performance may be anticipated. Professors Williams and Russell will also appear in their specialties – the mandolin, guitar and banjo. The orchestra will be led by Mr. John P. Sousa.

ES, Mon. 6/17/89, p. 5. **THE REPAIR THE CANAL** – It is likely that the Georgetown level of the Chesapeake and Ohio canal will speedily be repaired, as the millers and business men of Georgetown have actually started a movement to assist the canal company in the work. It was thought in Georgetown this morning that in a little more than a month, water will be flowing through the newly-constructed channel and the mills of Georgetown will once more be engaged in grinding out food for man and beast. For some time after the canal was washed out of existence, the millers did not know what action to take because they were ignorant as to the canal company's intentions, but when they read in *The Star* the resolutions adopted at Annapolis, they concluded that the time for definite action had come.

**THE SATURDAY NIGHT CONFERENCE**

On Saturday night there was an informal conference among the business men of Georgetown, and then it was decided to secure subscriptions to be used in the work of repairing the Georgetown level. The names and amounts were secured so that the business men might have some basis from which they can talk in the event of the canal officials failing to make a satisfactory proposition at the conference to be held Wednesday. Discussion turned to the question: "How much money will be required?" and it was generally agreed that President Gambrill was not far from right when he said "You ought not to start in with less than \$15,000."

#### **THE MONEY SUBSCRIBED**

The work of securing promises to contribute, in case funds are needed, was commenced at once and was continued this morning. The gentlemen who did canvassing were more than ordinarily silent as to the degree of success which attended their efforts, but those who subscribed saw no reason for secrecy. Up to 1 o'clock today, subscriptions amounting to \$10,500 had been received from eight business men or firms interested in the restoration of water power. A member of the canvassing committee said that in no instance had the committee been refused.

#### **TO BE RETURNED FROM RENTS**

The subscriptions, in case it is necessary to collect them, will not be gratuities, but an investment to be returned to the subscribers out of the water rents collected. This was the proposition made to the canal company by the millers and approved by President Gambrill. The rents have heretofore amounted to about \$8,000 per annum, and the subscribers will simply pay their tolls a little in advance. If this is done, the canal, as a conveyer of waterpower, will be repaired without its having cost the subscribers anything but the time and trouble to which the advance collection may put them.

Any agreement entered into between the millers and President Gambrill will have to be ratified by the board of directors, which will meet at the canal office on Wednesday morning.

#### **A TALK WITH PRESIDENT GAMBRILL**

The citizens had so far succeeded today in soliciting subscriptions that they had almost decided to make a contract with Joseph Blundon to go ahead at once and repair the level, but they were stopped by a notification from President Gambrill that he wanted to talk to some of those most active in the matter. So, just as the clocks and whistles were proclaiming the hour of noon today a committee, consisting of G. W. Cissell, Robert Tenney, A. B. Cropley and W. H. Burr marched into the office of the canal company and stepped briskly up the narrow stairway which leads to President Gambrill's room. They were a busy-looking quartet; two of them had sworn off wearing coats on such hot days as this was, and the other two looked as though they were about ready to take the oath and drop the garnet.

President Gambrill called their attention to the fact that the canal – little as there was of it – was still the property of the Chesapeake and Ohio canal company. It would, therefore, be manifestly improper for any person or any other combination of persons other than the canal company to enter into contracts for the repair of the canal. The company, beyond doubt, would be perfectly willing to have the good people of Georgetown pay the contractors, but it could not give its consent to having other hands than its own to sign any contract.

The committee did not stop to argue the question. It had been getting along splendidly with the subscriptions and was in particularly good humor, so it acquiesced gracefully in all that Mr. Gambrill proposed, and then went out again to look for more men and more money.

#### **THE COST OF THE REPAIRS**

"Will \$15,000 make the Georgetown level sound enough to carry water?" asked a *Star* reporter of President Gambrill this morning. "I think so," was the reply. "In fact, I am pretty sure it will. I believe it can be made navigable for that sum. But \$15,000 will not make the canal bed good and pay for everything else that has been damaged on the level. Lock No. 5 is all to pieces,

the bridge across the feeder is gone, the dam at Rock creek is missing and there are several other things gone. To put the level in thoroughly good condition will take all I said it would in my first estimate - \$30,000.

**THE GEORGETOWN INTERESTS**

cannot repair any part of the canal except under a satisfactory arrangement with the canal company giving them the authority to do so, providing for the reimbursement in a remission of rent of any advances made to the canal company for these repairs, and reasonably securing this reimbursement in the face of existing liens on the body of the canal. These subscriptions may, therefore, be properly viewed as conditional in their nature and as serving their main purpose in letting the Georgetown men know what they can do, if the canal company shows a willingness to perform its part at the conference on Wednesday. It appears very clearly that if the canal company will do all it can in the work of repair, the Georgetown interests can and will promptly contribute their proportion of assistance to the work. The millers and subscribers to the fund, as stated to a *Star* reporter, are simply preparing themselves to insure the repair of the level. They claim that it is incumbent on the canal company to make the repairs.

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*Ibid.* p. 7. **Montgomery County, Md.**

The recent proceedings of the board of public works at Annapolis in regard to the future of the Chesapeake and Ohio canal are looked upon by gentlemen who are in a position to know the inside workings of state affairs as a huge farce. That anything feasible can be accomplished without an extra session of the legislature and an amendment to the constitution authorizing the state to relinquish all claims to the property of the canal is looked upon as impossible by prominent men versed in canal matter. The proposition of Mr. Poe to issue additional bonds for repairs, although the same may be declared lawful by the attorney-general, it is looked upon as "Utopian," from the simple fact that it would require several million dollars of the same to

secure enough money to mend the breaks and put the canal in running order, to say nothing of future revenue to pay interest on the same. It is generally understood that the "managers" of the dominant party in Maryland are opposed to any session of the legislature that might propose amendments to the constitution, but are in favor of a convention which will entirely remodel the organic law of the state – and in the interest of the present ruling power.

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*Ibid.*, p. 8. **Amusement Notes**

**New National Theater** – An amateur performance was given on Saturday night at the New National Theater by the Bohemians for the benefit of the Chesapeake and Ohio canal sufferers. The farce, "My Turn Next," and the one-act comedy, "Nan, the Good for Nothing," were the pieces presented. Miss Edith Edmonton, Helena Engle, Miss Alice Camp. Messrs. W. H. Dougherty, E. B. Holcombe and Harry Buckingham showed genuine dramatic talent, although it was unfortunate that in the farce some of the performers got mixed in their lines. Harry Buckingham was an efficient stage manager and John P. Sousa led the orchestra. Beside the plays, Profs. Williams and Russell gave selections on the mandolin, guitar and banjo, which were greatly enjoyed.

ES, Tue, 6/18/89, p. 3. **AMONG THE AMATEURS** – A great game is promised for Tuesday next at Capitol park. A fire department nine will try to wrest the laurels away from the famous policeman's team. The receipts will go to the Chesapeake and Ohio canal sufferers. Mr. J. E. Jones will umpire the game. The police team will be the same as that which has been struggling with the reporters this season.

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*Ibid.*, p. 6. **TRYING TO SAVE THE CANAL.** – A citizens' meeting was held in Cumberland, Md., last evening to select delegates to the joint meeting of the canal board of directors and citizens interested in the restoration of the Chesapeake and Ohio canal,

which meeting is to be held at Georgetown tomorrow. Mayor J. W. Shuck called the meeting to order, and, after explaining its object in a brief speech, he announced the officers of the meeting as follows: Chairman, Wm. O. Sprigg; vice-presidents, Lloyd Lowndes, Wm. Walsh, H. W. Hoffman, R. D. Johnson, Wm. McKaig, State's Attorney D. W. Sloan, Geo. L. Wellington, Robert Shriver, W. T. Coulehan, Samuel J. Edwards, Judge John Douglass, R. H. Gordon and Capt. John Sheridan, with D. H. Reynolds secretary. The council chambers were completely packed, and much interest was shown by the citizens in the future of the canal. Able addresses were made by Lloyd Lowndes, George L. Wellington, William McKaig and R. H. Gordon; all of the able speakers claimed that it was absolutely necessary to have the canal put in navigable condition as soon as possible, and they promised to do all in their power to have this done. Mr. Wellington offered the following preamble and resolutions, which were unanimously adopted by the convention:

*Whereas*, It is stated certain citizens of Western Maryland and the District of Columbia are willing to repair the Chesapeake and Ohio canal, and make it navigable from Cumberland to Georgetown, as it was before the recent flood, and propose the following plan:

*First*, That the president and directors of the Chesapeake and Ohio canal shall issue the bonds of the company for \$300,000, and secure the same by mortgage on its canal and other property, subject only to the mortgage made under the act of 1878 and claims for labor and supplies.

*Second*, That the board of public works shall approve of this issue, and recommend the legislature of Maryland to make valid such mortgage.

*Third*, That upon the acceptance of this proposition they will enter into a contract with the canal company to restore the canal to good navigable condition within ninety days from the execution of the contract, and to accept the said \$300,000 in bonds in full payment thereof. Be it

*Resolved*, That the meeting approve the above plan and recommend its acceptance by the board of public works and the Canal company, and will favor the passage of an act by the legislature making valid said mortgage and bonds, considering that even if the canal cannot be permanently maintained, this provision for present repairs should be adopted, to prevent the enormous losses to our citizens which the abrupt abandonment of the canal must necessarily cause.

On motion of D. W. Sloan, the following gentlemen of this city were appointed as a committee to go to Georgetown: Geo. L. Wellington, W. O. Sprigg, R. D. Johnson, R. H. Gordon, W. T. Coulehan, Wm. Walsh, Frederick Mertens, John W. Avirett, J. C. Orrick, Samuel J. Edwards, W. McM. McKaig, Capt. C. C. H. Hedges, J. W. Shuck, A. H. Amick and W. E. Weber, all of whom signified their willingness to go and do all in their power to help the cause along.

AG, Tue. 6/18/89, p. 4. **LOCAL BREVITIES**  
The amount necessary to repair the Georgetown level of the Chesapeake and Ohio canal has been subscribed by the people of Georgetown.

ES, Wed. 6/19/89, p. 3. **Frederick City and County - THE CANAL** – With the exceptions of the few store keepers along the Chesapeake and Ohio canal at Point of Rocks, Knoxville, Berlin, Weverton and Sandy Hook, and the canal men living in that neighborhood, there is no class of persons in Frederick county affected either one way or the other, to any material extent, by the recent destruction of the canal, yet there is a strong feeling of interest here and throughout the county in the probable fate of the great ditch.

It is believed here that the only way the canal can make any money is to take it out of the control of the state, and the great desire here is to see the canal sold for a railroad bed, as it is believed that such an enterprise would be of

vastly more benefit to the people than the canal can ever be made to be in the future.

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*Ibid*, p. 5. **TO RESTORE THE CANAL**

– The canal was supreme at Georgetown today. It was the theme of discussion all the morning. Little knots of business men stood in stores and on street corners and talked of plans by which the waterway might be restored to its former degree of usefulness. At the office of the canal company, the canal management met at about 10:30 o'clock and discussed the problem which the public meeting was going to try to solve.

The public meeting was held in Cropley's hall, on the northwest corner of 31<sup>st</sup> and M streets.

Among the canal managers and officials present were: President Gambrill, Treasurer Spencer Watkins, Accountant Ayers, Directors J. G. Berrett, Patrick Hamill, Robert A. Dobbin and John D. Ahalt. Messrs. John P. Poe and Thomas Lanahan, both Baltimore lawyers, were looking after the interests of their clients.

Georgetown was represented by Messrs. F. L. Moore, Mayhew Plater, J. G. Waters, Robert Tenney, Geo. C. Gray, George Hill, H. W. Blunt, H. P. Gilbert, G. W. Cissell, H. C. Winship, John Hieston, Geo. T. Dunlop and others.

The Cumberland delegation consisted of Messrs. W. O. Sprigg, R. D. Johnson, R. H. Gordon, W. T. Coulehan, Wm. Walsh, Frederick Mertens, J. W. Avirett, C. J. Orrick, S. J. Edwards, George L. Wellington, W. M. McKaig, C. C. Hedges, J. W. Shuck, A. H. Amick and W. E. Weber. The Williamsport company consisted of Victor Cushwa, James Findlay, F. H. Goddard and F. H. Darby. The Hancock men were John W. Burgess, Peter E. Dawson, Phillip Little and C. W. Henderson. Dr. Edward Wootton, of Edward's ferry, and Mr. H. B. Moulton, of this city, were also present.

**OPENING THE MEETING**

It was past 11:30 when President Gambrill called the meeting to order, stated its object and invited Col. James G. Berrett to occupy the chair. J. T.

Edwards, of Cumberland, was secretary of the meeting.

Col. Berrett said that the first step in the great work of reconstructing the Chesapeake and Ohio canal was to repair the Georgetown level. That will give relief to an important interest. The canal has now reached a crisis in its history, which demands heroic measures. "I hope," he said, "we shall find a hero who will carry us through. How shall the canal be repaired? I might suggest that we issue repair bonds, similar in character to those of 1878. Those bonds, however, would not be regarded among business men as gilt-edged security."

The governor of Maryland and the board of public works, he said, were very much interested in the matter. There were vast interests concerned. The coal-shippers, the boat builders, the boat men, the store keepers and thousands of others were interested. These classes should band themselves together; unite on some line of action, which would create such a strong public sentiment that the legislature, which was the supreme power in this matter, might feel compelled to give

**THE NECESSARY RELIEF.**

Speaking for the other directors as well as himself, they were earnest, anxious and willing to do anything they could to restore the canal. There was no reason why the canal should not be restored. He advocated the raising of a loan of a million dollars so that the canal could be double-locked. The result of such a change would be the payment of interest on the investment and the accumulation of a sinking fund which would ultimately pay off the principal of the debt.

**THE SECURITY TO BE OFFERED.**

Mr. H. W. Blount, of Georgetown, wanted to know what security there would be in the bonds which had been spoken of.

Col. Berrett said that the bondholders would only have a lien upon the net revenues of the canal, and as there were no net revenues, of course the bonds were not very valuable.

Mr. Blount wanted to know how much it would cost to economically repair the canal. He asked the question of President Gambrill.

President Gambrill said the canal could be made navigable for \$200,000; it might possibly be done for less, but he thought the company ought not to start with less than that amount. The company had no money and no credit. The only way in which the money could be raised would be by the active liberality of the people interested. Bonds or toll certificates could be given as security. The work of repair could be started with \$50,000.

Mr. Blount said he wanted to be practical in this matter. He was a small shipper, and, of necessity, could only be a small subscriber. What did the canal company propose to subscribe?

#### **THE GEORGETOWN LEVEL**

Col. Berrett asked Mr. Blount if it would not be better to first adjust the Georgetown level. Settle that before the more important matter of restoring the canal was gone into.

Mr. Blount replied to the effect that the repairing of the Georgetown level was a purely local matter. Time was precious, and the great majority of those present wanted to see the canal moving; to see it navigable. The supply of water for the mills concerned only half a dozen men.

Mr. F. L. Moore, of Georgetown, put the pointed question to the chair: "Will the Chesapeake and Ohio Canal Company deposit the water rents in the Farmers' and Mechanics' National bank to reimburse the subscribers?"

Col. Berrett – "Yes."

Mr. Moore – "Then the money will be subscribed in twenty-four hours." (General applause.)

Mr. Moore wanted to know how the canal company proposed to have the Georgetown level repaired with the money which would be ready tomorrow.

President Gambrill said that the subscription was only a loan to the canal company, and the company wanted some security that the work would be well done. "Yes; the company is entirely bankrupt. It is penniless

and without credit. For the company to rebuild the canal without external aid is simply impossible."

#### **TO FORMULATE A PLAN.**

Dr. Edward Wootton, of Edward's Ferry, said that it would be impossible to get down to business unless the meeting changed its plan. He moved that a committee composed of two members from each county along the line of the canal and two from Georgetown meet, formulate some plan and report to the full meeting at 1 o'clock. This was carried, and after the delegations had selected their representatives on the committee, Col. Berrett announced them as follows: Allegany Co., Frederick Mertens and C. J. Orrick; Washington Co., Edward Stake and Victor Cushwa; Frederick Co., Benj. Crampton and G. T. Dunlop; Montgomery Co., Dr. Wootton and James T. Trundle; Georgetown, Geo. W. Cissell and H. C. Winship.

The meeting then took a recess until 1 o'clock, while the committee went into secret session.

#### **AFTER RECESS – THE CUMBERLAND PLAN ENDORSED.**

The meeting reassembled at 1:15, and then Mr. Stake, of Washington county, reported that the committee found itself somewhat embarrassed by the lack of time in which to consider the various propositions made by individual members. The committee, however, did recommend the plan suggested by the meeting of citizens of Cumberland. *First*, That the president and directors of the canal company shall issue the bonds of the company for \$300,000, to be secured by a mortgage; that the approval of the board of public works of this issue be obtained, and also the recommendation of the board of public works to the next general assembly to place these bonds on the same footing as the bonds issued under the act of 1878, so far as the same may lawfully be done, and that these bonds shall be used as collateral security for raising the money necessary to restore the canal to navigation; and if, at the end of thirty days, the officers of the canal company find themselves

unable by the use of such bonds to obtain the funds requisite to the restoration of the canal, they shall report the same to an adjourned meeting for its further action, such meeting to be held not earlier than thirty days from this date, the date of meeting to be fixed by the president of the canal company, and of which due public notice shall be given.

**AN ALTERNATIVE PROPOSITION**

was to the effect that if the officers of the company failed to accomplish anything within thirty days that the stockholders be requested to give their consent to turning the control of the canal over to a syndicate of capitalists who would repair and run it.

**APPROVED BY THE MANAGEMENT**

Col. Berrett said that the bond-holding proposition met with the unanimous approbation of the management, and if the attorney-general of the state of Maryland decided that such bonds had legal status, there would be no doubt as to their issuance.

Mr. John P. Poe, of Baltimore, said that there was no doubt at all as to the sympathy of the board of public works. It authorized the issuing of such bonds a week ago. The second proposition was, he thought, unnecessary until the canal company had failed to do anything. The adoption of the second resolution would help to defeat the first.

**THE BOND ISSUING PLAN APPROVED**

Mr. Stake then withdrew the alternative proposition, the resolution was adopted, and the meeting adjourned.

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**The Georgetown Level to be Repaired at Once.**

The millers and the canal officers have come to a satisfactory conclusion so far as the repairing of the Georgetown level is concerned. After the close of the public meeting, Messrs. F. L. Moore, Robert Tenney, A. B. Cropley and Mr. Burr conferred with the canal management at the company's office and there President Gambrill was empowered to go ahead as rapidly as possible with the work of restoration. The only

thing that remains to be settled is whether the contract shall be made with Becker & Blunsdon, who offer to do the work for \$13,750, or whether the millers will not take the contract and do the repairing themselves. Some of them are of opinion that they can be made more satisfactory and more profitable by doing it themselves. The agreement as at present constituted, calls for the restoration of the canal to a navigable and safe condition, but doesn't require the making of numerous and expensive repairs, which would have to be made if boats were to be run through.

The parties of the first and second parts will meet at the canal company's office tomorrow morning at 10 o'clock to sign the necessary papers. The work of repairing will then commence.

AG, Wed. 6/19/89, p. 3. **The Chesapeake and Ohio Canal.** – Washington, June 19. – A public meeting of persons who are interested in the preservation and repair of the Chesapeake and Ohio Canal, was held in Georgetown today to take into consideration the question of its repair.

President Gambrill called the meeting to order and said he thought the canal might be repaired along its entire length for about \$200,000 or less, but that the work of repair could be started for \$50,000.

Mr. Berrett said the canal was entirely bankrupt and that it would be simply impossible for the company to rebuild it without external aid.

A committee was appointed, consisting of gentlemen living along the line and from Georgetown, to formulate some proposition looking to the repair of the canal, which might be submitted to the meeting later in the day.

*Sun*, Thu. 6/20/89, p. 1. **TO REPAIR THE CANAL** – Washington, June 19. – Much interest was taken in the meeting in Washington this afternoon to consider the subject of repairing the Chesapeake and Ohio canal, and the present outlook is favorable to its repair throughout its entire length. A meeting of the directors was held

at the company's office at 10:30 o'clock, which was attended by President Gambrill, Treasurer Spencer Watkins, Accountant Ayers and Directors T. G. Berrett, R. A. Dobbin, Patrick Hamill and J. D. Ahalt. The directors sat with closed doors, and had a preliminary discussion of the questions that were to come up in the public meeting afterward.

This meeting was held in Cropley's Hall at 11:30, and was attended by the following gentlemen, representing the different towns along the canal:

Georgetown: F. R. Moore, Mayhew Plater, G. W. Cissell, J. L. Waters, A. B. Cropley, Robert Tenney, George C. Gray, George Hill, H. P. Gilbert, H. W. Blount, H. C. Winship, John Hieston and George T. Dunlop.

Cumberland – Frederick Mertens, J. T. Edwards, W. T. Coulehan, A. H. Amick, J. C. Orrick, C. C. Hedges, W. O. Sprigg, R. D. Johnson, R. H. Gordon, William Walsh, J. W. Alverett, George L. Wellington, W. M. McKaig, J. W. Shuck and W. E. Weber.

Hancock – C. W. Henderson, P. T. Little, John W. Burgess and P. E. Dawson.

Williamsport – Victor Cushwa, James Findlay, F. H. Darby and F. H. Goddard.

Dr. Edward Wootton, of Edward's Ferry, Montgomery county and Messrs. John P. Poe and Thomas Lanahan, of Baltimore, and H. B. Moulton, of Washington, were also present.

President Gambrill called the meeting to order and briefly explained its objects, saying that the canal management knew of only two ways by which the canal could be repaired, and they were by the issue of bonds to be placed on as nearly as possible the same basis as the bonds of 1878, or by the issue of toll certificates, or both. He then called on Col. J. G. Berrett to preside over the meeting.

#### **PERSONS INTERESTED MUST COMBINE**

Colonel Berrett said that in his opinion the first step would be the repair of the Georgetown level. He hoped that the entire canal would be repaired. The company had reached a crisis in its history, and personally, as a member of the board of

directors, he would omit no effort to accomplish the restoration of the canal to its former usefulness. This could only be done, though, with the authority of the State of Maryland, whose power was absolute. It had been suggested that bonds be issued. These bonds would be considered as gilt-edged, and capitalists would not be in a hurry to invest. The board of public works of Maryland was in sympathy with the movement, and the question of the issue of repair bonds had already been referred to the Attorney-General of the State. All the many business interests involved in the continuation of the canal should combine and create such a strong public sentiment that the Legislature of the State would give the necessary legislation to restore the work. In 1873 the president of the canal company had advocated a plan of double locking the canal and increasing its tonnage capacity, which, if adopted by the Legislature, he believed would have justified the negotiation of a loan of a million dollars, and the increased revenues from the canal would have paid the interest on this loan and accumulated a sinking fund which would in time have been wiped out.

#### **A LIEN ON THE NET REVENUES**

Mr. H. W. Blount, of Georgetown, asked what would be the status of the proposed bonds.

Col. Berrett in reply said they would be a lien on the net revenues, and as there was no net revenues, they would be a poor security. For that reason, he hoped the Legislature would put them on a footing with the bonds of 1878, which constitute a lien on the corpus of the canal.

#### **ESTIMATED COST OF REPAIRS**

Mr. Blount then asked Mr. Gambrill what would be a fair estimate of the cost of repairing the canal so as to make it navigable? Mr. Gambrill said that his former estimate had been made on the hypothesis that the work was to be restored to its condition before the freshet. It could be made navigable for \$200,000, but much would still remain to be done; \$100,000 would be required at the log-wall level alone, and \$25,000 or \$30,000 at Harper's Ferry. He believed if



\$100,000 could be raised, it would be enough to begin work. Even \$50,000 would restore confidence in the company and tend to establish credit. He saw no other way of raising the money than for those interested in it to subscribe. Mr. Blount said that as a small shipper he would necessarily be a small subscriber, and he wanted to know how much the canal management would lead the subscription with.

#### **GEORGETOWN LEVEL SUBSCRIPTIONS**

Col. Berrett suggested that it would be well to take up the matter of the Georgetown level and settle that first, and Mr. Blount's question was dropped.

Mr. F. M. Moore, of Georgetown, then rose and said: "I want to ask a direct question. If the money required to repair the Georgetown level is raised by the citizens of Georgetown, will the water rents be deposited by the canal company in the Farmers and Mechanics' Bank to the credit of the subscribers?"

Col. Berrett: "Undoubtedly."

Mr. Moore: "Then the money will be pledged in twenty-four hours."

This announcement was warmly applauded and Mr. Moore then asked in what manner this money was to be expended. Mr. Gambrill in reply, said that the committee of millers and directors could undoubtedly come to a conclusion on that point in five minutes after the meeting was over. It would have to be in such a way as to protect all interests.

#### **A COMMITTEE CHOSEN**

On the motion of Mr. Wootton, the following committee of two from each county represented was appointed to discuss the best method of providing funds: Georgetown, G. W. Cissell and H. C. Winship; Allegany county, Frederick Mertens and C. J. Orrick; Washington county, Edward Stake and Victor Cushwa; Montgomery county, Dr. Wootton and James T. Trundle; Frederick county, Benjamin Compton and G. T. Dunlop.

#### **A SCHEME OF RELIEF**

The meeting then took a recess until one o'clock, when the committees, through their chairman

Mr. Stake, submitted the following: "We propose the plan suggested by the meeting of the citizens of Cumberland that the president and directors of the canal company should issue the bonds of the company for \$300,000, to be secured by a mortgage; that the approval of issue by the board of public works be obtained, and also the recommendation of the board of public works to the next General Assembly to put these bonds on the same footing as the bonds issued under the act of 1878, so far as the same can lawfully be done, and that these bonds shall be used as collateral security for raising the money necessary to restore the canal to navigation, and that if at the end of thirty days the officers of the canal company shall find themselves unable by the use of such bonds to obtain the funds requisite for the restoration of the canal they shall announce the same to an adjourned meeting for its further consideration, such meeting to be held not earlier than thirty days from this date, the date to be fixed by the president of the canal company, of which due public notice shall be given."

This proposition was unanimously adopted.

#### **ANOTHER PROPOSITION**

An alternative which was considered by the committee and withheld until the next meeting was to the effect if it were found impossible to place the necessary bonds an effort should be made to secure the consent of the stockholders to turning the work over to a syndicate. Col. Berrett stated that if the Attorney-General of the State decided that it could be done, the bonds would undoubtedly be issued.

#### **LEGAL STATUS OF THE BONDS**

Mr. Poe explained the legal status of the proposed bonds, and said that they would be necessarily come after the repair bonds of 1878. The board of public works had already gone on record in favor of such bonds and as representing the stock held by the State of Maryland had authorized their issue a week ago.

#### **GEORGETOWN LEVEL TO BE REPAIRED**

The meeting then adjourned, and the Georgetown committee, consisting of F. L. Moore, A. B. Cropley, Robert Tenney and Mr. Burr, met the directors at the company's office, where an agreement was quickly reached in which Mr. Gambrill was authorized by the directors to enter into a contract for the immediate repair of the Georgetown level. A contract for this work will probably be signed at the canal company's office at ten o'clock tomorrow morning. Becker & Blunsdon have offered to do the work for \$13,750, but the committee are considering a proposition to take the contract themselves, as some of them are of the opinion that it can be done more satisfactorily and profitably in this way. The agreement is that the Georgetown level shall be put in condition for navigation with suitable depths of water at all points and sound embankments, but no repairs to the locks at the feeder, nor to the feeder dam are contemplated.

ES, Thu. 6/20/89, p. 3. **IN MONTGOMERY COUNTY** – For several days' past, quite a sum of money has been contributed by the citizens of this place and other towns in the county for destitute persons on the line of the Chesapeake and Ohio canal.

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*Ibid*, p. 5. **CANAL RESTORATION**

The contract for the restoration of the Georgetown level of the Chesapeake and Ohio canal has not yet been signed, but it will be this afternoon. This morning the millers and a few interested parties met at the office of the canal company and had a perfectly harmonious meeting. The agreement would have been completed there but for the fact that the contract had not been made out in duplicate, but as soon as the second copy is completed there will be another and a final meeting at the canal company's office. The time was fixed at 3:30 o'clock p. m.

**PROVISIONS OF THE CONTRACT.**

The contract, which will be between the canal company and the millers, calls for thoroughly

good work and for prompt payment of the men employed upon the work. These provisions were inserted by President Gambrill in order that the canal company may be protected. It has already been settled that the millers will sublet the contract to the lowest bidder, and the canal company has no objection to its being done, because, by the terms of the agreement, the work must be done to the satisfaction of President Gambrill and Superintendent Biser. If the work is poor, the operations can be at once stopped. The fund out of which the subcontractors will be paid is on deposit in the Farmers' and Mechanics' bank, and it can only be drawn therefrom upon the joint check of President Gambrill and G. W. Cissell.

**WHAT PRESIDENT GAMBRILL SAYS**

"We shall not require any bond of the contractor," says President Gambrill to a *Star* reporter this morning. "The agreement that has been drawn up, and which will be signed this afternoon, gives us ample protection. The work will have to be good; if it isn't, it will be stopped and there will be no payment. Twenty percent of the contract price will be reserved until the work is completed to the satisfaction of the millers and myself. We had to be careful in this matter, for there is no money to waste. I expect the mills to be running inside of thirty days."

**THE WORK TO BEGIN AT ONCE**

After the papers have been signed this afternoon, the work of preparation will at once be commenced. The largest procurable plant will be put along the canal bed, and as many men as can be gathered together will have a chance for the next three or four weeks to add to their muscular development and wealth. The force will be scattered along the entire length of the level so as to hurry up the repairs.

**AS TO THE REMAINDER OF THE CANAL**

As to the reconstruction of the entire canal, there is but little news. Mr. John P. Poe, who represents a large block of stock and the bondholders of 1844, went to see State Attorney-General William Pinckney Whyte last night to endeavor to hurry up that official's opinion as to

the legality of a further issue of bonds having a lien upon the corpus of the canal.

This morning Treasurer Spencer Watkins went over to Baltimore and joined Mr. Poe in another call upon Mr. Whyte. So far, no definite results have been reported, but it is believed that the decision will be favorable to the issuing of the bonds.

AG, Thu. 6/20/89, p. 3. **The C. & O. Canal.**

At a meeting of persons interested in the maintenance of the Chesapeake and Ohio Canal in Georgetown yesterday, a plan was decided upon which authorizes the president and directors of the canal to issue the bonds of the company for \$300,000, and to secure the same by mortgage on the canal and other property, the repair bonds issued in 1878, however, to retain their priority of lien upon the canal. If the bonds cannot be floated within thirty days, the plan contemplates the repair and operation of the canal by a syndicate of capitalists, to whom it is proposed the shareholders shall give power of attorney.

SR, Fri. 6/21/89, p. 4. **Hopes for the Canal.**

The stockholders of the Chesapeake and Ohio canal met at Annapolis last week for the purpose of receiving the report of the president, with the statement of damage done by the recent destructive storm, and to elect officers for the year. The entire old board of directors was re-elected, and Mr. Stephen Gambrill was continued as president.

President Gambrill read a detailed report of the damage by the recent flood. After a careful examination, he estimated that the canal could be put in its former condition for \$300,000, and that the repairs might be made for \$250,000.

Resolutions looking to the relief of the canal were offered by Mr. John Prentiss Poe and unanimously adopted by the stockholders. It was decided to issue bonds to repair the canal, with the revenues as security, provided the attorney-general decides that such action is legal.

Governor Jackson said they had gone as far as they could go to show the people that it was their sincere desire to do everything possible for the canal. It is a question whether capitalists will be found with faith enough in the toll revenues to invest, particularly when they have staring them in the face the repair bonds of 1878, the holders of which have an absolute and incontestable right to foreclose on the entire property. He said there might be some rich and patriotic men who will be willing to place their money in these bonds solely because of the good they will do, and not because of the profits there may be in them. The lien offered is not the most promising. The canal revenues have never been enough to support it. Governor Jackson gave it as his honest opinion that the bonds would not be issued as there would be no use to issue them.

President Gambrill called a meeting of the directors of the canal, to take place at Georgetown, Wednesday, June 19, to discuss with the people of that locality the future prospects of the corporation.

ES, Fri. 6/21/89, p. 6. **Western Maryland -**

**THE CANAL** – The county commissioners have directed Mr. David Stroh to replace the bridge across the Chesapeake and Ohio canal at Falling Waters, the consent of the canal company being first obtained.

DA, Sat. 6/22/89, p. 3. **The Chesapeake & Ohio Canal**

– The Chesapeake and Ohio Canal is to be repaired, if plans can be carried out, and it is likely they can. The sudden collapse of the waterway caused a great hardship to those whose living depended upon it, and its repair would be a blessing to all of them. The canal, too, was the life of Georgetown. Several large mills depended upon it for motive power, and the shipping interests of the town were mainly supported by the coal, brought down by the canal. The repair and maintenance of the waterway, therefore, is of vital importance to Georgetown and very many people of Cumberland and other points. But to

expend \$300,000 to put the canal in as good condition as before, as proposed, will be a waste of money and will afford but temporary relief. It is liable to wreck at any time, and unless it is intended to make the banks stronger, lengthen locks, and widen and deepen the canal, it will be useless to waste money in any repairs, for it will be a virtual waste.

EC, Mon. 6/24/89, p. 5. **Restoring the C. and O. Canal** – Baltimore, Jun 24 – Attorney-General Whyte, under date of June 23, gives his opinion as to the legality of an issue of bonds by the Chesapeake and Ohio canal company for the purpose of restoring the canal to a navigable condition. He says: “I am of the opinion that such repair bonds can be readily issued, and the tolls and revenues of the canal pledged for their payment and for the interest occurring thereon.” This will lift a load from the minds of those interested in the restoration of the canal, it being supposed by many that the bond issue of 1878 would make the further issue of repair bonds impossible.

ES, Mon. 6/24/89, p. 2. **RESTORATION OF THE CANAL** – From the *Baltimore Sun*, today. Attorney-General Whyte has sent the following opinion to Gov. Jackson: “My opinion has been requested as to the power of the president and directors of the Chesapeake and Ohio Canal company to issue repair bonds for the purpose of putting the canal in order for transportation, in pursuance of the suggestions contained in the resolutions adopted at a meeting of the stockholders held at Annapolis on the 18<sup>th</sup> inst., and which resolutions have been submitted to me.

“I am of opinion that such repair bonds can be legally issued, and the tolls and revenues of the canal pledged for their payment and for the interest accruing thereon, as was done under the legal advice of Hon. George R. Richardson, then attorney-general, contained in his written opinion given to the governor on the 28<sup>th</sup> of June, 1849, and which legal view was sustained by the

court of appeals in the case of Virginia against Chesapeake and Ohio canal company (32 Md., 539), where this language of the court appears: “It is true, if any emergency shall arise for another loan for the same purpose of repair, the power to effect it can be exercised, and upon the construction which we have given to the law, the debt thus created will have priority over all other liens.’ This decision, however, was made in 1870, and since then bonds have been issued under chapter 58 of the acts of 1878 to the extent of \$500,000, to secure the payment of which, principal and interest, the body of the canal, as well as the tolls and revenues, have been mortgaged by authority of that act; and by its very terms it declares that the bonds and the mortgage made to secure their payment shall be liens in preference ‘to any rights or liens which the state of Maryland may have in or upon said property, tolls and revenues of the said Chesapeake and Ohio canal company’ until paid, and ‘also in preference to any other claims or liens upon the said Chesapeake and Ohio canal company, or its works or property, and in preference to any bonds which may be subsequently issued by the said Chesapeake and Ohio canal company.’”

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*Ibid*, p. 5. **REPAIRING THE BREAKS**  
 – The work of repairing the Georgetown level of the Chesapeake and Ohio canal commenced shortly after daybreak this morning. The contractors, Messrs. Becker & Blundon, had not succeeded in gathering together as many laborers or as much plant as had been looked for today. About fifty men, nearly all of them colored, were at once put to work on the first break, which is near Woody’s, about two miles above Georgetown. These were all that labored until the hour of noon arrived, and then twenty-five additional toilers were put at the second break, just a quarter of a mile above the first fracture. Tomorrow the contractors will have one hundred and fifty additional men and a large number of carts on the ground, and the expectation is to extend the field of labor until there are a

sufficient number of men at each of the places where repairs are to be made. Contractor Blundon is giving the job his personal supervision while the quality of the work and the interests of the canal company are being watched by Superintendent Biser.

The Georgetown level extends from lock No. 4, at Jefferson street, to lock No. 5, at the feeder, just above the Chain bridge.

The attorney-general for the state of Maryland having decided that the Chesapeake and Ohio canal company may issue additional repair bonds to the amount of \$300,000 if it so desires, the bonds will be issued at once and the company's officers will endeavor to place them as soon as possible. The repairing of the canal between Cumberland and Okonoko was commenced this morning by a force of twenty-five men, employed by Frederick Merten's Sons, lumber dealers of Cumberland. The work will be completed in about ten days. The canal officers are superintending the repairs.

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*Ibid*, p. 6. **IN MONTGOMERY COUNTY** – Rockville, June 23, 1889.

The people in that portion of the county lying in proximity to the Chesapeake and Ohio canal are still anxious in regard to the fate of that waterway as a means of getting their produce to market. While they were somewhat encouraged by the actions of the meeting held in Georgetown last week, they see but a slim chance for the repairing of the canal. That anything will be accomplished prior to the meeting of the legislature in January next is not much expected, as private parties are loath to put their money even in enterprises with a good prospect of return, while the canal has no guarantee whatever to offer, and the reports of the officers for several years past have claimed that the concern is not self-sustaining. It appears to be the general impression among shrewd business men that the only permanent and paying line of transportation along that route would be a railroad, and that the sooner all schemes for the restoration of the canal, and particularly under a

political management, are abandoned, the better it will be for the people of the state and the county.

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*Ibid*, p. 8. **THE NEWS AT BOYDS**  
The sandstone quarries of Seneca, Md., have completed arrangements for having their stone hauled by wagon from the quarry to this place, instead of Gaithersburg, and then shipped by rail on the Baltimore and Ohio railroad. They formerly shipped by C. and O. canal. Probably eight or ten teams of horses will be used for this work.

AG, Mon. 6/24/89, p. 4. **The C. & O. Canal.**  
Individual enterprise will repair 23 miles of the Chesapeake and Ohio canal from Cumberland.

*Sun*, Tue. 6/25/89, p. 3. **CANAL REPAIRS**  
The work of repair was begun this morning at Woody's on the Georgetown level of the Chesapeake and Ohio canal. The point at which the repairs are begun is one of the worst on the line and there were over one hundred of contractors Becker & Blandon's men at work there today. On tomorrow, gangs will be put to work on various portions on the level, and the work pressed day by day. The millers will themselves pay for the repair of the sluices or feeders, and while the banks, &c., of the canal are being renewed or repaired the work of repairing the feeders will be also pressed, so that when the water comes again the feeder will be ready to receive it. No time will be lost on the work, but it will be impossible to determine the exact time which will be required for the repairs.

ES, Tue. 6/25/89, p. 5. **REPAIRING THE CANAL** – The sub-contractors for the repair of the Georgetown level of the Chesapeake and Ohio started out this morning with an increased force – about 125 men. They worked diligently at the breaks until noon and, had the weather been favorable, would have been aided this afternoon by at least fifty more laborers. The rain, however, put an effectual stop to further

efforts, and the amount of repairing done after the conclusion of the dinner hour was small indeed. It was expected that the carts could be put into service by tomorrow at the latest, but the wet weather will cause a postponement of that branch of the work until Saturday, perhaps Monday. Under ordinary circumstances there would be no difficulty in making the level whole in less than thirty days, but if it rains very much, the sub-contractors may have to pay the millers a forfeit of \$20 per day for each day over the contract time.

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*Ibid*, p. 6. **Western Maryland** – The relief committee at Williamsport, this county, has given notice that owing to the overflowing bounty of the people, the wants of the flood-sufferers at that place have been amply supplied. The mayor of Harper’s Ferry has also issued a similar notice.

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Water has been let into the Hancock level of the Chesapeake and Ohio Canal.

*Sun*, Wed. 6/26/89, p. Suppl. 2. **Maryland Coal Product** – Cumberland, Md., June 25. – The shipments from the mines of the Cumberland coal region for the week ended June 22, 1889, were 63,118 tons, and for the year 1,372,910 tons, a decrease of 277,704 tons as compared with last year. The shipments to the Baltimore and Ohio Railroad Company and local points were, for the week, 45,655 tons; for the year, 975,928 tons, a decrease of 240,308 tons compared with last year. Chesapeake and Ohio Canal, week, nothing; year, 57,452, decrease 44,712.

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L. R. Fechtig, shipping clerk of the Consolidation Coal Company at Cumberland for nineteen years, died this afternoon of general debility, aged sixty-one years. He was assistant superintendent of the Cumberland Coal and Iron Company from 1864 to 1870, when it was merged into Consolidation. Few men as retired as he, were as widely known in this community.

AG, Thu. 6/27/89, p. 3. **Attorney Whyte’s Decision**. – If ex-Gov. (now Attorney-General) Whyte’s, of Maryland, opinion in reference to another mortgage for repairs, of \$300,000 for the Chesapeake and Ohio Canal, is legal, what right has a first mortgage that the unwritten law is bound to respect?

We once had a Judge Underwood, so-called, who ruled that a confiscation title was a title in fee simple. He seemed to mix the admiralty law strangely with the common law. Time and restored government upset his rulings in every instance.

Under Attorney-General Whyte’s decision, we do not see what is to hinder people from being “repaired” out of all their rights under the unwritten law.

But we have a much higher authority than Attorney-General Whyte, commanding “Be ye not wise above what is written.” The unwritten law is a dangerous doctrine; it depends too much on when, where and by whom interpolated.

ES, Sat. 6/29/89, p. 1. **OFFICE OF THE CHESAPEAKE AND OHIO CANAL COMPANY**, Annapolis, Md., June 26, 1889.

In order to provide the necessary funds to repair the canal and put it in good navigable order it has been determined by the president and directors, with the approval of the board of public works, to issue three hundred thousand dollars of repair bonds. These bonds will be of the denomination of one thousand dollars and five hundred dollars, will run for twenty years, and will bear interest at the rate of six percent, and will be secured by a mortgage of the tolls and revenues of the company.

These bonds are now for sale, and bids will be received at the company’s office, Georgetown, D. C.

By order of the board.

STEPHEN GAMBRILL  
President.

ES, Mon. 7/1/89, p. 7. **FROM MONTGOMERY COUNTY** – A party of civil engineers engaged in surveying a route for the proposed new Washington branch of the Gettysburg and Harrisburg railroad are now located near Damascus, in the northwestern section of this county. The route so far taken by the party follows the water shed of Parr’s ridge, and will cross the line of the Baltimore and Ohio railroad at Mount Airy. Several lines will be run before a definite route is fixed upon through this county to the District of Columbia. It was supposed that the road would be built through the eastern section of the county, this being the most direct geographical line from Gettysburg to Washington, but since the destruction of the Chesapeake and Ohio canal, an effort will be made for a detour of the line in a western direction so as to secure the transportation of the crops in that section.

The new issue of repair bonds by the Chesapeake and Ohio canal company has had the effect of somewhat raising the hopes of the people of the county in the ultimate reopening of the canal and those living along the line who are able to do so appear to be willing to invest.

*Sun*, Tue. 7/2/89, p. 1. **CANAL REPAIRS**  
Col. J. G. Berrett, who was a member of the board of directors, has been giving unremitting attention to the interests of the Chesapeake and Ohio canal, expressed the opinion today in decided terms that the canal will be repaired and ready for full operation before the beginning of next season. He said the work on the Georgetown level is progressing most favorably, and there is no reason to doubt it will be fully completed in the specified time. Arrangements are to be made at once for the repair of the line from Williamsport to Cumberland, and Col. Berrett said in a short time the prospects were that the contracts would be made to include that portion from Williamsport to the Georgetown level. He said the interests affected by the canal along the whole line for Georgetown to Cumberland were many and varied, and it was a

matter of vital concern to these alone to keep the canal in operation. In the single item of coal carriage, the saving as between canal and railroad tolls would be sufficient to pay the interest on \$500,000. There was no reason to fear that the Maryland Legislature would hesitate to make the most favorable provision for those who put their money in the enterprise. In the first moments of despondency after the terrible flood, the general sentiment most naturally was that the canal had been irretrievably ruined, but that feeling had all passed away, and so far as he could judge, the entire country tributary to the canal was disposed to believe that it’s best interests demanded putting its own shoulder to the wheel.

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*Ibid*, p. Suppl. 2. Rockville, Md., July 1  
The proposed new bonds for the benefit of the Chesapeake and Ohio Canal Company have materially raised the hopes of the friends of the canal as to the prospect of reopening the same, and it is said that those who are able, living along the line, will invest accordingly.

ES, Tue. 7/2/89, p. 5. **WORK ON THE CANAL** – Work on repairing of the Georgetown level of the Chesapeake and Ohio canal is proceeding as rapidly as possible, but the heavy rains have caused a great deal of delay.

This morning there were nearly 200 men at work, scattered along the entire length of the level. There were rumors all over Georgetown yesterday and today which indicated a possible strike among the laborers.

It is said they are discontented with the present rate of remuneration - \$1.25 per day – and will insist upon an increase of 25 cents. Several of the men said that everything had been arranged for a stoppage of work on Saturday, but the scheme fell through.

Contractor Becker, of the firm Becker & Blundon, told a *Star* reporter this afternoon that he had heard nothing of the threatened strike. Georgetown, he declared, was full of rumors of any and every description.

“We have,” said he, “a lot of old women over here who are not able to attend to their own business, but who insist on looking very closely after other people’s affairs. Only a few minutes ago, one of the millers told me he had been informed that we had thrown up the contract. You can hear anything you want to hear. There will be no strike among our laborers. Men are very plentiful and we can get all we want at \$1.25 a day.

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*Ibid*, p. 9. **For the Benefit of the Canal Sufferers** – The entertainment given for the benefit of the Chesapeake and Ohio canal sufferers at Odd Fellow’s hall, navy yard, last evening, was well attended. Some of the best local talent was represented on the program.

AG, Tue. 7/2/89, p. 4. **LOCAL BREVITIES**  
Mr. James G. Berrett, one of the board of directors, says the Chesapeake and Ohio canal will be repaired before the next season.

SR, Fri. 7/2/89, p. 4. **Canal Repairs.**  
Col. J. G. Berrett, who, as a member of the board of directors, has been given unremitting attention to the interests of the Chesapeake and Ohio canal, expresses the opinion in decided terms that the canal will be repaired and ready for full operation before the beginning of the next season. He said the work on the Georgetown level is progressing most favorably, and there is no reason to doubt it will be fully completed in the specified time. Arrangements are to be made at once for the repair of the line from Williamsport to Cumberland, and Col. Berrett said in a short time the prospects were that the contracts would be made to include that portion from Williamsport to the Georgetown level. He said the interests affected by the canal along the whole line from Georgetown to Cumberland were many and varied, and it was a matter of vital concern to these alone to keep the canal in operation. In the single item of coal carriage, the saving as between canal and railroad toll would be sufficient to pay the interest on \$500,000.

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**Repair Bonds.** – The Chesapeake and Ohio Canal Company, with the approval of the board of public works, will issue three hundred thousand dollars of repair bonds to provide the necessary funds to repair the canal and to put it in good navigable order. These bonds will be of the denomination of one thousand dollars and five hundred dollars, will run for twenty years, will bear interest at the rate of six percent, and will be secured by a mortgage of the tolls and revenues of the company. These bonds are now for sale, and bids will be received at the company’s office, Georgetown, District of Columbia.

*Sun*, Fri. 7/5/89, p. Suppl. 2. **THE STATE OF MARYLAND** – Rockville, Md., July 4. – Owing to destruction of the Chesapeake and Ohio canal, over which the stone from Seneca was transported to the district, the Red Stone and the Groton Bridge Companies have advertised extensively for teams to haul the stone a distance of about seven miles to Boyd’s Station, where derricks and other appliances have been erected for loading and shipping stone. The company proposes to load one hundred cars with stone per month. An engineer of the Baltimore and Ohio Railroad was at Boyd’s a few days since, and, in company with some gentlemen interested in the red-sandstone quarry, and others from the station, drove over the proposed route for a railroad, and it is said, made a favorable report. It is thought that the road can be graded for \$20,000, which can be early incurred, it is reported, from the companies interested in the quarries and other business men of Seneca and Boyd’s Station. It is believed that, if the B. and O. Company will furnish the rolling stock, the road will be made at an early day. Some of these stones are very fine.

*Sun*, Sat. 7/6/89, p. 2. **BIDS INVITED FOR REPAIRING THE CHESAPEAKE AND OHIO CANAL** – OFFICE OF THE CHESAPEAKE



AND OHIO CANAL COMPANY –  
Georgetown, July 5, 1889.  
PROPOSALS will be received at the Office of  
the Company up to AUGUST 1, 1889, for THE  
WORK OF COMPLETELY REPAIRING AND  
RESTORING FOR PURPOSES OF  
NAVIGATION THE WHOLE LINE OF THE  
CANAL FROM CUMBERLAND TO  
GEORGETOWN, either in its entirety or in  
sections, as bidders may indicate.

This work is to be done by the  
contractors under the direction and supervision  
of the Company, and is to be paid for from time  
to time during its progress in Repair Bonds at par  
or in toll certificates, or both. These certificates  
will bear interest at six percent, and ten percent  
of their amount will be receivable each year in  
tolls.

The Repair Bonds are issued under the  
power granted by the Act of Maryland  
Legislature of 1844, chapter 231, and are secured  
by a lien upon the tolls and revenues of the  
Company.

The Company reserves the right to reject  
any or all bids. Bidders will be required to give  
bond for the faithful performance of their work.

S. GAMBRILL  
President, C. & O. C. Co.

ES, Sat. 7/6/89, p. 12. **CANAL IN BUSINESS  
HANDS** – From the Baltimore *American* today.  
– We hear from unquestionable authority that as  
soon as the present farce of trying to sell bonds,  
which no one will buy, is over, a concentrated  
effort will be made by prominent capitalists of  
western Maryland to repair the Chesapeake and  
Ohio canal.

It is not a political matter, but a plain  
business intention of business men. These  
gentlemen will not place a cent in the repair  
bonds, for the simple reason that they have no  
confidence whatever in the present canal  
management. In fact, this feeling is practically  
unanimous all along the route of the canal. The  
reason for it is easy to find. For instance, the  
canal board's estimate for repairing the

Georgetown level was first \$50,000 and then  
\$30,000; a contractor is doing the work for  
Georgetown business men for \$13,700. To repair  
the bar above Williamsport, a canal official said  
that \$500 would be necessary. A Williamsport  
man did it for the town, and felt fully  
recompensed with \$50. To replace the abutment  
of a damaged dam, the canal officials said  
\$1,000 would be required. A business man has  
offered to do it for \$25. To repair the whole  
canal the board wants \$300,000. The business  
men say the work can be done on a business  
basis for \$100,000. The difference between these  
two sums is intensely significant.

As a rule, Baltimoreans do not appreciate  
the importance of the canal. The monumental  
error in ending it at Georgetown, instead of  
bringing it to this city, has always operated  
against a full estimate of its value as a business  
channel. It affects directly one-third of the  
population and property of Washington county,  
one-third of Montgomery, one-fifth of Frederick  
and one-fourth of Allegany. From five to six  
thousand people are directly dependent upon its  
operation. All the county roads in the southern  
half of western Maryland were laid out so as to  
be contributory to it, and tens of thousands of  
dollars were spent upon them. To the farmers of  
western Maryland, it gave a home market for hay  
and cereals and a method of cheap transportation  
to the city. To thousands of acres of farm lands  
its discontinuance means a depreciation of fully  
thirty percent, and a large diminution of the  
annual growth of grain. The farmers are also  
dependent upon it for their coal supply, which is  
a serious matter, since most of the wood has  
been cut down. It is only when we understand  
the large ramifications of the canal in the  
business life of the county from Cumberland to  
Georgetown that we can appreciate the great  
depression that now rests upon the people. They  
are entirely discouraged, and their  
discouragement intensifies their bitterness  
toward the gross mismanagement that has made  
the canal's history a disgrace to the state.

These business men will step forward at the end of thirty days after the first advertisement of the repair bonds and make their proposition to the board of public works. It will be that the board supplant the present canal board with men indorsed by the capitalists who are willing to invest their money in the enterprise. Their purpose is to save the interests along the canal and to avert the want and depreciation that must inevitably follow its abandonment. We understand that they are willing to take all risks, and that they believe that, with the three hundred boats now available, they can run the enterprise on such an economical basis that no loss will follow.

ES, Mon. 7/8/89, p. 6. **FROM ROCKVILLE**  
The prospect of the construction of a railroad from Washington to Gettysburg, through the eastern portion of the county, has had the effect of raising the prices of land to almost double what they were held at a few months ago. An engineer corps is now engaged in the preliminary surveys upon the route.

While many doubts are expressed among the business people of the county in regard to floating the proposed repair bonds of the Chesapeake and Ohio canal company, a general feeling seems to be prevalent that the people living along that line of transportation will aid in every way their power to have the breaks repaired and the canal put in working order. A steady effort on the part of the managers of the canal to induce the farmers to lend a helping hand might be conducive of good results. Many men who have not a dollar to invest in bonds would be willing to assist with their hands and teams in repairing the breaks, looking only to the advantages of this route in getting their produce to market.

ES, Tue. 7/9/89, p. 3. **FREDERICK HAPPENINGS** – The articles which have recently appeared in *The Star* relative to a change in the management of the Chesapeake and Ohio canal have met with the hearty

approval of all interested in the canal here. It is believed that with the canal in the hands of business men and out of the hands of professional politicians there will be no doubt of its financial success. Those who advocated the sale of the canal and the adoption of its bed for a railroad are now favorable to such a plan as suggested by *The Star* in its articles on the change of management.

EC, Wed. 7/10/89, p. 3. The “Man About Town” in the *New York Star*, pays the following compliment of our young and handsome Comptroller: “Few New Yorkers who go about the clubs and swell hotels will fail to recognize in the courteous little gentleman, Colonel Victor Baughman, the popular Comptroller of the State of Maryland. He is a young man yet, but he made a remarkable fight for Congress in the Sixth district of Maryland, and came near carrying a Republican district. A few votes more, and he would have been nominated for Governor in the last State Convention, and was nominated and elected Comptroller. Only a few years ago he succeeded Senator A. P. Gorman as president of the Chesapeake & Ohio Canal, and all his mature life has been spent in the white heat of political and financial combat.”

Col. Baughman has all the attributes that go to make up the gentleman, the statesman and the orator, and we predict for him the next Governor of Maryland. His political course has been honorable, hence onward and onward.

We believe no man in politics in the State has more friends, is more popular, and would be more successful with the masses than Col. Baughman. His ability and experience in State finances fully fits and qualifies him for that high position.

*Sun*, Fri. 7/12/89, p. Suppl. 2. **Maryland Items** – Owing to the destruction of their water-power by the recent damage to the Chesapeake and Ohio Canal, Messrs. Darby & Rice, of Weverton, and Jordan Crampton & Co., of Berlin, Frederick county, proprietors of large flouring

establishments, are making arrangements to introduce steam machinery into their mills.

ES, Thu. 7/18/89, p. 5. **THE GEORGETOWN LEVEL** – Work on the Georgetown level of the Chesapeake and Ohio canal is being carried on with a good deal of vigor and is attended by a correspondingly gratifying degree of success. Nearly 200 men and a large number of horses and carts are engaged, and it is believed that the job will be completed within the thirty-one working days specified in the contract.

Superintendent Biser of the canal company is giving the repairs his close personal supervision. He told a *Star* reporter this morning that the work was being thoroughly and satisfactorily done, and he furthermore states that the utmost harmony prevailed between the contractors – Messrs. Becker & Blundon – and the officers of the canal company. The company has not, as has been rumored, endeavored to pile up the work on the contractors in order that the expense of repairing might be increased. Good feeling prevails all around and there never has been any truth in the stories which idle and mischief-loving people have put into circulation.

SR, Fri. 7/19/89, p. 4. Owing to the destruction of their water power by the recent damage to the Chesapeake and Ohio canal, Messrs. Darby & Rice, of Weverton, and Jordan, Crampton & Co., of Berlin, Frederick county, proprietors of large flouring establishments, are making arrangements to introduce steam machinery into their mills.

*Sun*, Fri. 7/19/89, p. 1. Chesapeake and Ohio canal repairs on the Georgetown level are being actively prosecuted.

*Sun*, Sat. 7/20/89, p. 1. In a dispatch to the Hagerstown *Mail*, President Gambrill, of the Chesapeake and Ohio Canal, says: “The gentlemen from Williamsport made no definite proposals for repairing upper part of the canal; therefore, none were declined on our part.”

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*Ibid*, p. Suppl. 1. **Repair of the Canal** – *Proposition of Williamsport Business Men to the Canal Directors*. – In a letter to the Hagerstown *News*, Mr. Victor Cushwa, of Williamsport, Washington county, gives the following account of a conference between Messrs. Findlay, F. H. Darby and himself, representing Williamsport interests, and President Gambrill and Directors Berrett, McClure and Dobbin, of the Chesapeake and Ohio canal, in relation to canal repairs. The meeting was held at the Carrollton Hotel, Baltimore, July 9. Mr. Cushwa says: “Our mission to Baltimore to this meeting and conference was to satisfactorily arrange for the prompt and speedy repair of the Chesapeake and Ohio canal from Williamsport to Cumberland, or to meet the repairs of the Messrs. Mertens, twenty-two miles east of Cumberland to Darkey’s lock, at their lumber mills and shipping point. First announcement at the meeting was the question from us whether the canal company had any plan or proposition to suggest; their reply being that they had none save the published proposal for bids for the purchase of repair bonds and toll certificates to raise money for the repair and restoration of the canal, which offer no security and are of consequently little value, as there has been no surplus revenue from tolls over operating expenses for years past, and the present value of repair bonds of 1844 being only worth about ten cents on the dollar. They then said they were ready to hear what proposition we had to offer. Our proposition was that we could assure the speedy repair and restoration of the canal from Williamsport to Darkey’s Lock, provided they would grant us permission to make such repairs and give us such immunity and protection, present and future, as would be satisfactory against liens and labor claims, and that the repairs and operation of this part of the canal be done by us and other contributors, with such supervision of the canal company as might be mutually satisfactory, and that the tolls accruing (save the actual and economic operating expense) be given us for reimbursement; that

with such an arrangement we could have this part of the canal operative and productive by the 1<sup>st</sup> to the 10<sup>th</sup> of September, or in one month. So, after beginning work, that we could, barring accidents, transport from Cumberland to Williamsport, from 1<sup>st</sup> to 10<sup>th</sup> of September to close of navigation, from 50,000 to 60,000 tons of coal, producing a gross revenue of \$10,000 to \$12,000 from coal alone, besides the additional revenue from lumber, cross-ties, &c. We further stated that we had careful and practical men go over this part of the canal making arrangements and estimates of the damage, and that we offered to make necessary repairs for the restoration of navigation at just one-half the estimates of the canal company; that we could operate it after the completion of repairs for one-half their estimate of operating it, giving us a nice margin each month for reimbursement so that by the time the repairs could be made between Williamsport and Georgetown, owing to greater damage and distance, quite a sum towards cost of repairs could be realized; that owing to the large and increased trade awaiting the restoration of this portion of the canal, and the delay of even the shortest anticipated time before courts or the Legislature could make other disposition of the work, reimbursement could be fully or nearly accomplished. This proposition the presidents and directors said they had no power to accept, as they, as representatives and managers, had no power by which they could turn over, for even a limited time, the canal to parties to reimburse themselves out of the revenues accruing from the repair and restoration; that they were only representing the State as manager, and had no power to transfer for any time, however limited; that the only alternative was that contracts be made to the lowest responsible bidder giving satisfactory bond, the work to be done under their supervision, the work to be paid for in these repair bonds.”

To this statement Mr. Darby adds: “The shippers were not met even half way by the *present management*, i.e. President Gambrill and the board of directors. When the question of

repairs came up the only plan suggested by them was to float the \$300,000 repair bonds and apply the proceeds of their sale to repairs, leaving us under the impression that this was the last resort. The question was then asked them what amount was necessary to repair that portion of the canal extending from Williamsport to Cumberland, to which President Gambrill replied, at least \$50,000. Whereupon the following proposition was submitted them by Mr. Cushwa and the writer: That we would contract to put the canal in good repair from Williamsport to Darkey’s lock (from which point the Messrs. Mertens had already contracted to repair it) for \$25,000, and would agree to reimburse ourselves out of the net revenues accruing from traffic between Cumberland and Williamsport, only stipulating that we be allowed to employ the necessary lock-tenders, section hands and wharf laborers and pay them first out of the gross revenue, promising to turn over to them (the president and directors) as soon as reimbursed, the canal in good order. This proposition was rejected without hesitancy. Then, upon Mr. Gambrill asking what amount of money we would contribute towards repairs to be made by him, we replied \$5,000, and agreed to accept 20 percent per annum of said amount in tolls. This is a fair, truthful statement of the whole matter, so far as the shippers of Williamsport were concerned. They offered all in their power – more, indeed, than could have been expected – and the onus, if any, lays at the door of President Gambrill and directors for failure to open the canal by a perfectly possible and equitable plan of reconstruction.”

ES, Sat. 7/20/89, p. 2. **The Damaged Canal**

In a dispatch to the Hagerstown *Mail*, President Gambrill of the Chesapeake and Ohio canal says: “The gentlemen from Williamsport made no definite proposals for repairing upper part of the canal; therefore, none were declined on our part.”

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*Ibid*, p. 4. The mission of Messrs. Findlay, Darby and Cushwa of Williamsport, Md., to the managers of the Chesapeake and Ohio canal, with a view to agreeing on some means for repairing the canal and opening it to commerce from Williamsport to Cumberland, or to Darkey's Lock, twenty-two miles east of there, seems to have been a failure. The management estimated the necessary cost of repairs at \$50,000, for which no provision could be made except the sale of repair bonds, now depreciated to about ten cents on the dollar. The committee offered to take the whole burden off the management's shoulders, repair the canal for \$25,000, and look to the resulting receipts for reimbursement if allowed to operate it themselves, for they believed they could carry on business at about half the expense which the company required. Their proposals were coldly received. President Gambrill simply fell back upon the assertion that the company had no power to turn the canal over to any outside parties, and no lawful way of raising money for repairs except by the sale of bonds. It was represented to him that the repair of that section would assist the canal along its whole length; that, by the time the repairs were made between Williamsport and Georgetown a handsome sum could be realized, under their plan, toward the cost thereof, and that when the legislature had a chance to get at the subject and make some provision to meet existing demands, the work would be well under way and a goodly share of the required money in hand. But Mr. Gambrill was unmoved; and there seems to be no chance to do anything now till the law-making power can take hold of the matter in the old, expensive, lumbering way.

*Sun*, Mon. 7/22/89, p. Suppl. 2. **THE SITUATION GETTING SERIOUS** – President Stephen Gambrill, of the Chesapeake and Ohio canal, has announced his intention of calling the directors together and laying the true situation of the canal's affairs before them officially. If they can suggest no remedy, as

seems probable, they will report their helpless condition to a general meeting of the stockholders. The next step, unless measures for relief can be found, will be the appointment of a receiver.

President Gambrill said yesterday in reference to the crisis in the affairs of the canal: "The waterway is practically useless to us now, owing to the heavy damage from the recent flood. We have done all we could to put it once more in working order, but our efforts have been futile. The \$300,000 repair bonds which were issued, find no takers, owing to a general feeling that they will prove an unsafe investment. We have advertised for proposals to make the repairs, offering to pay for them in toll certificates of twenty percent, but have not had a single bid. Five coupons of the bonds have matured without takers coming forward, and under the stipulations a receiver can be asked for when only three have been passed. There seems to be no prospect that either the bonds will be taken or any bidders for the repairs will come forward. If we cannot settle our troubles by August 1, I shall report to the directors and they in turn will state the facts to the stockholders. If we can do nothing, then the management of the canal will pass into the hands of the courts.

"Repairs have been made to only two sections of the canal. The Georgetown level, which extends from the mills in Georgetown, D. C., to the dam between four and five miles up the bed, will soon be in condition. A number of millers derive their water-power from the canal between those points, and they have taken the question of repairs into their own hands. Becker & Blundon, a Washington firm, have been awarded the contract at \$13,750, together with \$2,250 for repairs to the feeder and feeder gates. The entire work will be finished in about two weeks. It is going on under the supervision of myself and Division Superintendent J. B. Biser, of the canal. The amount has been raised by the millers and deposited in bank by Mr. George W. Cissell, representing their interests, and myself. The total of \$16,000 is accepted by the canal

management as an advance of the rent the millers have to pay. It will amount to that sum in two years.

“The other portion of the canal repaired is the stretch of twenty-two miles between Cumberland and the lumber mills of Frederick Mertens & Sons. The firm is now running boats upon it. The section was repaired by the Messrs. Mertens at a cost of \$3,000, for which they will be reimbursed in the event the repair bonds are sold. No other repairs have been made beyond patching up a few holes for letting the canal water from dam No. 6 into Hancock, Md., and from dam No. 5 into Williamsport.

“With respect to the conference between myself, Directors Berrett, McClure and Dobbins, representing the canal, and Messrs. Victor Cushwa, James Findlay and F. H. Darby, representing interests in Williamsport, which conference was held at the Carrollton Hotel on July 9, I must say that the delegation made us no stated proposition. They simply asked how we would consider their plan. Their idea was to go to work and repair the canal between Mertens’ Mills and Williamsport, and run it between those points themselves until they could be reimbursed by the receipts from tolls. We informed them that, as managers for the stockholders, we could not accept such a proposition, which would be nothing more than surrendering the canal temporarily to outside parties. The claim of the three Williamsport gentlemen that they could do the work for one-half the cost estimated by us cannot be accepted as a just one. Our estimate was \$50,000 for the entire Cumberland division, which is one hundred miles long. It extends from Cumberland to dam No. 4, seventeen miles south of Williamsport. Their estimate did not include the twenty-two miles put in order by Mr. Mertens and the seventeen miles between Williamsport and dam No. 4, of thirty-nine out of the one hundred miles. Then again, our estimate was for permanent repairs, while their scheme was only to restore navigation temporarily. The directors placed the cost of running the entire Cumberland division,

including the wharf at the northern terminus, at \$2,500 a month, while the Williamsport conferees stated their belief that \$1,500 would be sufficient for the same period. They formed their opinion upon the supposition that they would not have to pay lock tenders and other employees during the dull season, which is not correct.

“The best way I see just now of settling the troubles with which the canal management is confronted, is to prosecute the repairs on receivers’ certificates, which would come in before all other claims for payment in the event of a foreclosure of the mortgages held by the State and other parties. If the people doing business along the route choose, they can pay the expenses themselves and put in a new management. The situation is a critical one for the canal, and I see but little chance to avoid what I fear must come – the appointment of a receiver.”

ES, Mon. 7/22/89, p. 1. **MISCELLANEOUS**  
Mr. Arthur B. Cropley has written to the Commissioners calling their attention to the bad condition of the bridge across the C. and O. canal at East Market street, Georgetown, and requests its improvement.

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President Gambrill, of the Chesapeake and Ohio canal, has written to the Commissioners that owing to the condition of affairs the company will be unable to repair the bridge across 33<sup>rd</sup> street.

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*Ibid.* p. 4. President Gambrill, of the Chesapeake and Ohio canal, seems to feel pretty blue about canal matters, and thinks the canal will have to go into the hands of a receiver. No takers have been found for the \$300,000 repair bonds issued, and not a single bid has been received on the proposals to make repairs, to be paid for in toll certificates. The only way he can see to meet the difficulty is to prosecute the repairs on receivers’ certificates, which would come in before all other claims for payment in

the event of a foreclosure of the mortgages held by the state, and other parties.

EC, Tue. 7/23/89, p. 4. **Receiver for the C. and O. Canal** – President Gambrill, of the Chesapeake and Ohio Canal Company, will in a few days lay before the directors the true condition of the canal's affairs. He believes that a receiver must be appointed. His efforts, he says, to put the canal in working order have been futile. The \$300,000 of repair bonds find no takers and not a single bid has been made in response to the advertisement for proposals to repair sections of the canal.

*Sun*, Wed. 7/24/89, p. 4. **Gen. Clarke's Ideas About the Canal** – Gen. James C. Clarke, president of the Mobile and Ohio Railroad, stopped in Baltimore yesterday while on his way to New York, from Frederick, where he and his daughter had passed a day or two. He left late in the afternoon for New York, whither he has been summoned on business connected with his railroad. He will return to Baltimore the first of next week. Gen. Clarke still takes much interest in the Chesapeake and Ohio Canal, of which he was formerly president, and yesterday he discussed briefly its affairs with a reporter of *The Sun*. Although not interested financially in the canal, he does not like to witness its decay and total abandonment as a waterway. He acknowledges that the existing encumbrances upon the corpus of the canal and its tolls are a bar to floating upon the financial market the loans necessary to make the canal navigable. He believes that its maintenance as a waterway is a matter of importance to the people living along the banks, and he, therefore, suggests as the proposed loans have not been floated, that the farmers residing along the banks and the residents of Cumberland, Hagerstown, Williamsport and other points, take bonds, which be issued in sums of \$25, \$50 and \$100. At these figures they will be within the means of many people interested in the maintenance of the canal, but [who] would be frightened by a thousand-

dollar bond. He said that he would be sorry to see the canal used as a railroad bed, as the mineral and other products of Western Maryland can be transported to the seaboard much more cheaply by water than by rail. He added, that if the canal should be disposed of for this purpose, the railroad buying it should be compelled to take all or none. With one part as a roadbed, it would be like a body with a severed head. Gen. Clarke expressed the opinion that the mortgage of 1878 was unnecessary, and that it does not represent the full value of the canal. He believed that if the Legislature would put the bonds, which the directors propose to issue, upon a par with the bonds of 1878, the former would possess a material value. He suggested after the canal is restored, that Washington or Georgetown and the towns along the canal be taxed for a small amount to maintain it.

SR, Fri. 7/26/89, p. 3. **WHY NOT RESIGN?** In another column of the *Register* will be found the report of an interesting interview with President Gambrill in relation to the Chesapeake & Ohio Canal, in which that gentleman truly observes that a crisis in the affairs of the canal is at hand. President Gambrill says that the present management have done all they could to put the canal in working order, but have been utterly unsuccessful. Well, then, why do not President Gambrill and the directors resign? They confess their helplessness; the public is perfectly willing – then why hang on?

We are very much of the opinion that the present directors do not want to see the canal repaired. When the freshet was receding, the cry went up that a million dollars damage was done and that the canal was a hopeless wreck; then a drop of half a million was made in the estimates; next it fell to a quarter of a million; and finally, when reliable business men made themselves heard, the officials acknowledged that the canal could be made navigable for \$100,000. The effort to kill the canal outright failed.

The millers of Georgetown and the business men determined that the Georgetown

level should be repaired. It was given out that the repairs would cost \$50,000; the millers went in on their own hook and the work is being done for \$13,500 by contract. The canal officials reimbursed these outside persons by giving them water-rent certificates, but when the Williamsport men offered to repair the upper canal on the same terms, and take toll certificates as pay, the directors refused their offer. It looked too much like saving the canal, so the Williamsport people were refused the very same thing that was granted to Georgetown.

If the present board has done anything to get the canal out of its trouble, we have failed to note it. A sickly effort was made to float repair bonds of high figures, but that was a foregone failure. The public has lost confidence in President Gambrill and his associates, whether justly or not. The only thing that they can now do is to resign and let somebody else make an effort.

We'll bet a dollar that General James C. Clarke can take hold of the canal and make it navigable from Cumberland to Georgetown in two months. And he wouldn't use a million dollars - not by a long shot.

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*Ibid*, p. 4. **The C. & O. Canal**

**Situation.** – President Gambrill, of the Chesapeake and Ohio canal, has announced his intention of calling the directors together and laying the true situation of the canal's affairs before them officially. If they can suggest no remedy, as seems probable, they will report their helpless condition to a general meeting of the stockholders. The next step, unless measures for relief can be found, will be the appointment of a receiver.

President Gambrill said on Monday in reference to the crisis in the affairs of the canal: "The waterway is practically useless to us now, owing to the heavy damage from the recent flood. We have done all we could to put it once more in working order, but our efforts have been futile. The \$300,000 repair bonds which were issued, find no takers, owing to a general feeling

that they will prove an unsafe investment. We have advertised for proposals to make the repairs, offering to pay for them in toll certificates of twenty percent, but have not had a single bid. Five coupons of the bonds have matured without takers coming forward, and under the stipulations a receiver can be asked for when only three have been passed. There seems to be no prospect that either the bonds will be taken or any bidders for repairs will come forward. If we cannot settle our troubles by August 1, I shall report to the directors and they in turn will state the facts to the stockholders. If we can do nothing, then the management of the canal will pass into the hands of the courts.

"Repairs have been made to only two sections of the canal. The Georgetown level, which extends from the mills in Georgetown, D. C., to the dam between four and five miles up the bed, will soon be in condition. A number of millers derive their water-power from the canal between these points, and they have taken the question of repairs into their own firm, have been awarded the contract at \$13,750, together with \$2,250 for repairs to the feeder and feeder gates. The entire work will be finished in about two weeks. It is going on under the supervision of myself and Division Superintendent J. B. Biser, of the canal. The amount has been raised by the millers and deposited in a bank by Mr. George W. Cissel, representing their interests, and myself. The total of \$16,000 is accepted by the canal management as an advance of the rent the millers have to pay. It will amount to that in two years.

"The other portion of the canal repaired is the stretch of twenty-two miles between Cumberland and the lumber mills of Frederick Mertens & Sons. The firm is now running boats upon it. The section was repaired by the Messrs. Mertens at a cost of \$3,000, for which they will be reimbursed in the event the repair bonds are sold. No other repairs have been made beyond patching up a few holes for letting the canal water from dam No. 6 into Hancock, Md., and from dam No. 5 into Williamsport.



“With regard to the conference between myself, Directors Berrett, McClure and Dobbins, representing the canal, and Messrs. Victor Cushwa, James Findlay and F. H. Darby, representing interests in Williamsport, which conference was held at the Carrollton Hotel on July 9, I must say that the delegation made us no stated proposition. They simply asked how we would consider their plan. Their idea was to go to work and repair the canal between Merten’s Mills and Williamsport, and run it between those points themselves until they could be reimbursed by the receipts from tolls. We informed them that as managers for the stockholders we could not accept such a proposition, which would be nothing more than surrendering the canal to outside parties. The claim of the three Williamsport gentlemen that they could do the work for one-half the cost estimated by us cannot be accepted as a just one. Our estimate was \$50,000 for the entire Cumberland division, which is one hundred miles long. It extends from Cumberland to dam No.4, or thirty-nine out of the one hundred miles. Then again, our estimate was for permanent repairs, while their scheme was only to restore navigation temporarily. The directors placed the cost of running the entire Cumberland division, including the wharf at the northern terminus, at \$2,5000 a month, while the Williamsport conferees stated their belief that \$1,500 would be sufficient for the same period. They formed their opinions upon the supposition that they would not have to pay the lock tenders and other employees during the dull season, which is not correct.

“The best way I see just now of settling the troubles with which the canal management is confronted, is to prosecute the repairs on receivers’ certificates, which would come in before all other claims for payment in the event of a foreclosure of the mortgages held by the State and other parties. If the people doing business along the route choose, they can pay the expenses themselves and put in a new management. The situation is a critical one for

the canal, and I see but little chance to avoid what I fear must come – the appointment of a receiver.”

*Sun, Sat. 7/27/89, p. Suppl. 2. **Threatening to Health** – Messrs. A. S. Abell & Co.;* Will you kindly give me space in your columns to call attention to the condition of the Chesapeake and Ohio Canal in the neighborhood of Clear Spring and Sandy Hook, Washington county, Md.? I have lately received letters from Mr. T. Belt Johnson, of the former place, and Mr. Preston E. Miller, of the latter place, both justices of the peace, in which they represent the condition as deplorable, and ask that aid be extended at once. The bottom and banks of the canal are covered with animal and vegetable matters in a state of decomposition, causing an offensive smell, which is represented to be at times unbearable. The atmosphere filled with the stench is not only disagreeable and uncomfortable, but it causes sickness and tends to create an epidemic outbreak. The only remedy for this condition at present is the free use of disinfectants, such as lime and copperas; but the people affected are not able to procure these agents in sufficient quantity to overcome the evil. Quite a large fund was recently contributed by the people of Baltimore and other places in the State for the benefit of the flood sufferers and placed at the disposal of Mayor Latrobe, who has refused to direct or sanction the use of any part of said fund for sanitary purposes, notwithstanding the extreme urgency of the case, as represented by the petitions of sufferers and the appeals of the health authorities. Surely it is quite as wise and humane to stay the pestilence as to “turn the wolf from the door.” But the immediate personal sufferings of the people have now been relieved, and it is obvious that no better use could be made of the surplus in hand than to apply so much as may be necessary to prevent sickness and pestilence among those for whose benefit the fund was so generously contributed. What other proper disposition can be made of it?

C. W. Chancellor, M. D.

Secretary, State Board of Health.  
Baltimore, July 25, 1889.

DA, Sat. 7/27/89, p. 3. **CHESAPEAKE & OHIO CANAL** – “President Stephen Gambrill, of the Chesapeake and Ohio Canal, has announced his intentions of calling the directors together and laying the true situation of the canal’s affairs before them officially. If they can suggest no remedy, as seems probable, they will report their helpless condition to a general meeting of the stockholders. The next step, unless measures for relief can be found, will be the appointment of a receiver.

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awarded the contract at \$13,750, together with \$2,250 for repairs to the feeder and feeder gates. The entire work will be finished in about two weeks. It is going on under the supervision of myself and Division Superintendent J. B. Biser, of the canal. The amount has been raised by the millers and deposited in bank by Mr. George W. Cissell, representing their interests, and myself. The total of \$16,000 is accepted by the canal management as an advance of the rent the millers have to pay. It will amount to that sum in two years.

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ES, Mon. 7/29/89, p. 3. **GEORGETOWN Work on the Canal, Repairs Delayed** – The repairing of the Chesapeake and Ohio canal has from time to time been delayed by rain, and for the past four days, including today, no work has been done. The mud in the bed of the canal is so deep that work today was out of the question. Dr. Becker, one of the contractors, stated this morning that no one could tell when the Georgetown level of the canal would be ready to receive the water, as it depended on the weather. Should it remain favorable, the repairs will be finished within a short space of time. Mr. Robert B. Tenney, in a conversation with a *Star* reporter this morning, said he was of the opinion that there were about eight or ten days more work yet to be done on the canal and that it can be done in that time if the weather is favorable. President Gambrill and Mr. Cissell made another payment on Saturday for the millers to the contractors. Should there be no rain today, work will be resumed tomorrow and, in a day, or so, the canal

will be repaired as far as the Chain bridge. A good deal will then remain to be done, for there is a great break above of several hundred yards.

*Sun*, Tue. 7/30/89, p. Suppl. 2. **Sanitary Relief Wanted** – In a communication to *The Sun* dated Sandy Hook, Washington county, Md., July 28, Mr. Preston E. Miller, Justice of the Peace, supplies some further information in support of the recent letter from Dr. C. W. Chancellor, Secretary, State Board of Health, calling attention to the danger to health incident to the condition of the Chesapeake and Ohio canal at Clear Spring and Sandy Hook, Washington county, Md. Justice Miller says: “For a distance of nearly three-quarters of a mile, and fronting on the residences in the village of Sandy Hook, and at no place more than seventy-five yards therefrom, there now exists in the bed of the canal from two to four feet of pent-up, stagnant and rotting water, seething in the summer sun and having no possible escape save through slow decomposition and evaporation, and each added day of summer heat gives new aggregation and increased virulence to this pool of accumulating malarial poison and not remotely possible pestilence. Some of our citizens are now sick – one adult has lately died – from diseases attributable by medical science to the conditions above described.”

In view of the fact that the State Board of Health is powerless to render the necessary aid, Justice Miller suggests that the contributions to the flood relief fund urge upon Mayor Latrobe the application of any money remaining undistributed to this sanitary relief, which is of pressing and vital importance. It may be added that while none of these people stand in need of food and clothing, a great many have sustained losses which to them are heavy. So, too, it is stated there are some tenant farmers and others on the Potomac river in Montgomery county whose losses make it a very hard struggle for them to get along.

(Mayor Latrobe has called a meeting of the emergency committee, composed of

representatives of the city, the Board of Trade and the Corn and Flour Exchange, to consider the sanitary condition of Sandy Hook and to decide if the committee ought to give for that purpose the money contributed for the flood sufferers. The committee have about \$1,000 left over. The mayor thinks the State should afford the desired relief. There is no other immediate use, however, to which the committee could put the \$1,000, and therefore they will consider the subject.)

*ES*. Tue. 7/30/89, p. 6. **WORK ON THE CANAL** – The condition of the bed of the canal from the recent heavy rains would not permit of any work being done yesterday. Contractor Blandon said last night, however, that if it did not rain during the night, he would have his force at work today.

J. B. Biser, superintendent of the work for the Chesapeake and Ohio canal, was seen by a *Star* reporter this morning, to whom he stated that a force of workmen was engaged on the canal this morning, but it was not as great as on other days. “This work is so peculiar,” continued Superintendent Biser, “that unless the bed of the canal is very firm, that portion of the work will have to be discontinued until it will permit wagons and carts to be hauled over it without cutting it up. I have nothing to do with the management of the job, and cannot tell you why on one day forty-five carts and twenty wagons are employed in hauling earth and on other days a smaller force, but such is the case.

“Gangs of Men,” said Mr. Biser, “are at work on both sides of the Chain bridge – and, in fact, all along the line of the damaged canal. This is done for the purpose of finishing the job at once.

“The two breaks just this side of the Chain bridge have been completed, but the long wash of about 550 yards remains untouched. The work on the long wash is not the only thing that remains to be done on this side of the Chain bridge,” added Mr. Biser, “for there are sand bars to remove, culverts to repair, and the scope wall to build, all of which requires some little time.”

**HOW LONG IT WILL TAKE**

In answer to a question of the reporter as to the length of time remaining to complete the job, Mr. Biser said: "I can't say, as it depends a great deal on the force employed and the weather. Then the clay that is used in banking is not so easy to get and has to be hauled a good distance. If rotten rock could be used with the same effect as clay considerable time would be saved, but rotten rock is too treacherous."

**PRESIDENT GAMBRILL**

of the Chesapeake and Ohio canal company expressed his opinion to a *Star* reporter this morning to the effect that the work of repairing the canal is not more than two-thirds, if that near, completed.

"The millers, who are not acquainted with the character of the work, have an idea," remarked President Gambrill, "that eight or ten days will wind up the job, but they have the wrong idea. I have often heard men going by a break or washout in the canal remark that it will be fixed in a day or two when at times it has taken a week of steady work to complete it, as well as \$1,000 or so. But about the present break or breaks, they may finish them in the specified time, their contract is certainly an easy one.

"The company has really nothing to do with the contactor, it being a sub-contract, their contract being with the millers, who contracted to put the canal in the condition it was before being damaged. Now, I am rather lenient with the millers and intend to take some risks, for I am sure the condition will not be the same. I do not think that there will be six feet of water in the canal as was before."

*Sun*, Thu. 8/1/89, p. 4. ***The County or State Must Render Help*** – The committee having in charge the distribution of the funds for the benefit of the flood sufferers have decided that the funds cannot be devoted to any other object than that for which they were contributed. The committee, Mr. Frank Frick chairman, held a meeting in the office of Col. Wm. H. Love, secretary to the Mayor, and considered a letter

from State Senator Stake, of Washington county, asking that a part of the money be devoted to flushing the Chesapeake and Ohio canal of gaseous matter, etc. The committee adopted a resolution that the State or county in which sanitary measures were needed should provide for them. The money collected was for the sufferers alone. Mayor Latrobe said he agreed with the committee.

*Sun*, Fri. 8/2/89, p. 4. ***Will the Canal go into a Receiver's Hands?*** – A short meeting of the directors of the Chesapeake and Ohio canal was held in the canal company's office in Georgetown yesterday. The directors assembled in response to an invitation from President Gambrill, who desired to lay the helpless condition of the company before them. A message was received stating that Mr. Gambrill was ill in bed at his home, near Laurel, and the meeting adjourned subject to his call. No one who was willing to buy any of the \$300,000 of repair bonds put in an appearance. Unless effective measures are taken to repair the canal, it must shortly go into the hands of a receiver.

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*Ibid*, p. Suppl. 2. ***Canal Suspension Benefitting the Baltimore and Ohio.*** – Washington, Aug. 1., - The Potomac river front of the Baltimore and Ohio Railroad at Shepherd's, some four miles below Washington harbor, has proven of great value to the riverside merchant, especially since the closing of the Chesapeake and Ohio canal. Even while soft coal came via the canal and was sent to the Washington wharves in canal boats lugged through the Long Bridge draw, a portion of the hard coal used on the riverfront or river steamers was brought via Shepherd. Now, however, all the Cumberland coal needed on the river is brought in the Baltimore and Ohio coal cars to Shepherd's and there delivered to barges – for the Washington wharves. Georgetown, too, now relies on the Baltimore and Ohio Railway for its soft coal, and the business between Shepherd's and Georgetown will, if the Chesapeake and

Ohio canal is not soon repaired, grow to be a considerable one. The project for carrying B. and O. cars to Georgetown on barges, as they are carried to Alexandria, is receiving an impetus from the present condition of canal affairs.

ES, Fri. 8/2/89, p. 3. **GEORGETOWN Canal Matters** – There was to have been a meeting of the directors of the Chesapeake and Ohio canal yesterday at the company’s office here on the invitation of President Gambrill, but owing to his illness at his home in Laurel, no business was done, and the meeting adjourned subject to the president’s call. Superintendent Biser stated yesterday that nothing would be done on the canal repairs until Monday on account of the heavy rains.

ES, Mon. 8/5/89, p. 4. Montgomery county, Md., is in open revolt to the Gorman rule. The issue was made upon the contest in the democratic primary elections Saturday between Dr. Edward Wootton, the “reform” and “anti-ring” candidate for the state senate, and Mr. Howard Griffith, the Gorman candidate for the same place. The battle was hotly fought, and the Gorman men, having the advantage of possession of the party machinery, were supposed to have the winning chances, but when the votes were counted it was found that Wootton had defeated Griffith by 514 majority out of a total vote of 3,100. The disaffection to the Gorman rule was manifested very strongly in the vote in the districts bordering on the Chesapeake and Ohio canal. There are threats among some of the wrathful Gorman men that they will knife Wootton at the polls, but their chief will probably discourage any one from bolting, as it would be a dangerous precedent to establish.

AG, Fri. 8/2/89, p. 3. **The C. & O. Canal.** – The canal has been somewhat further damaged by the heavy rains of the past few days near Frederick, Md. At the Aqueduct bridge, mouth of the Monocacy, yesterday the water was within a foot of the floor.

ES, Thu. 8/8/89, p. 5. **THE WRECKED CANAL** – There was a rumor in persistent circulation today to the effect that someone was going to apply to the courts to appoint a receiver for the Chesapeake and Ohio canal. In a general way, there seemed to be little foundation for it.

Col. James G. Berrett, the only director of the company in town, said to a *Star* reporter this afternoon that he had heard nothing of the report. “Until President Gambrill is well enough,” said he, “to call a meeting of the board of directors – who will report to the board of public works the condition of the canal and its prospects – I do not think any action will be taken looking to the demand for the appointment of a receiver. If a receivership should be granted, it will undoubtedly be done on the application of a majority of the bondholders of 1878; that means the Baltimore and Ohio railway company.

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**GEORGETOWN**

**Work Resumed on the Canal Repairs** – Contractor Blundon and his force of laborers were idle yesterday, as far as any work being done in repairing the breaks and washouts in the Georgetown level of the Chesapeake and Ohio canal was concerned, for the heavy rains of the night before left the bed of the canal in such a deplorable condition that work on it was out of the question. The contractors, however, put a large force at work this morning on the breaks near the Chain bridge and on this side of the bridge.

SR, Fri. 8/9/89, p. 4. **The Canal.** – A dispatch from Baltimore says that a meeting of the directors of the Chesapeake and Ohio Canal was recently held in that city, but as President Gambrill was unable to attend on account of sickness, the meeting adjourned, subject to his call. The efforts of the present management to float \$300,000 repair bonds have thus far been ineffectual, and unless measures are soon taken to repair the canal, it must go into the hands of a receiver.

*Sun*, Fri. 8/9/89, p. 4. **The Canal Repair Bonds a-Begging.** – Mr. Stephen Gambrill, president of the Chesapeake and Ohio canal, has recovered from his recent indisposition. No one has yet come forward to take the repair bonds, and outside of some work done at Georgetown and Cumberland by private parties, nothing has been accomplished towards putting the canal into serviceable condition. It is expected to have the Georgetown level in operation within a week.

*Sun*, Mon. 8/12/89, p. Suppl. 2. **DELAY IN REPAIRING THE CANAL** – On the 4<sup>th</sup> of last June, the contract for the repair of the Georgetown level of the Chesapeake and Ohio canal for water-power purposes was signed by the contractors. They agreed to complete the work within thirty-one days of working time or forfeit \$10 for each day that the work shall remain uncompleted after that time. The unusual rainy season has delayed the work, and even now, after the time has elapsed, the work is still incomplete. No week has passed without rains which have not only prevented the progress of the work, but have washed away part of the repairs which have already been made. The rains near the close of last week set back the work several days, but it is hoped that with fair weather to have the water in the Georgetown mill flumes within 10 or 15 days.

ES. Mon. 8/12/89, p. 3. **A Railroad to Seneca**  
A party of Baltimore and Ohio engineers, under the direction of Mr. George B. Wode, began Saturday the survey of a route for a railroad from Gaithersburg to Seneca, where a number of industries are suffering greatly because of the absence of means of transportation since the destruction of the canal. The survey of the route from Boyd's to Seneca has been completed, and whichever route is found cheapest for construction will be adopted.

SR, Fri. 8/16/89, p. 3. The Chesapeake & Ohio Canal seems to have fallen into a state of

“innocuous desuetude.” The present officials are worse than useless, for they are not doing a thing but drawing their salaries.

ES, Mon. 8/19/89, p. 9. **From Frederick**  
A touching memento of the ancient glory of the wrecked Chesapeake and Ohio canal is the pay-boat “Maryland,” as it at present rests securely in the muddy bed of the once great waterway at Washington Junction, this county. The boat was steaming down the canal in the early part of June last when the flood of that time overtook it and it was laid up to rot where it now is. Its only occupant today is an old canal man, who guards his trust with sacred care.

ES, Tue. 8/20/89, p. 2. **THE GEORGETOWN LEVEL** – A good stroke was dealt the damaged Georgetown level of the Chesapeake and Ohio canal yesterday by Contractor Blundon and his small army of workmen, for the work done yesterday is in excess of any previous day. The opinion of Mr. Tenney, expressed a few days ago, that the water would be turned on in the canal by Thursday is now accepted by Mr. Blundon. The work is being pushed by a force of over a hundred laborers, together with about forty wagons and twenty carts. Yesterday, when the workmen knocked off for the day, the repairs had extended within about six hundred feet of the Chain bridge. It is expected that the distance to the bridge will be covered by today's work. The break just on the west side of the Chain bridge had begun to receive the attention of the laborers yesterday afternoon and enough of that portion of the job was executed to make the remainder of it quite an easy task. The cleaning of the canal as far as the lower coal wharves is required of the contractor. So stated President Gambrill of the canal company to a *Star* reporter this morning. This is to be done to allow the forty-odd canal boats now lying on the exposed bed of the canal to be unloaded at the coal wharves. In the opinion of Mr. Gambrill, the accumulation of waste, &c., of about two and a half feet on the canal below the coal wharves

would not allow the passage of loaded canal boats to the dealers' wharves further down the canal and upon the creek. The outlet lock was not rendered useless by the freshet, as many supposed, but it will require at least \$1,500 to put it in operation and the canal company is loath to expend that sum upon the work.

*Sun, Wed. 8/21/89, p. Suppl. 2. THE GEORGETOWN WATER-POWER.*

The Georgetown millers are patiently or perhaps impatiently waiting the coming of the water for which they have paid in advance. The favorable weather of the week past has enabled the contractor to go on with his work until the repairs of the Georgetown level of the Chesapeake and Ohio canal are now on the eve of completion, and the water will probably be turning the mills before the close of the month. The filling-in of the washed bank near the Chain bridge to a height that will permit sufficient water to pass for milling purposes cannot be done within a week, and then the strengthening of weak places, etc., will be all that is necessary to secure a constant water supply.

*ES, Thu. 8/22/89, p. 8. ELECTRICITY VERSUS MULES* – “Why don't the managers of canals, and especially the managers of the Chesapeake and Ohio canal (for we are all interested in that). run their waterways upon the same general plan as that which governs the railroad system?”

That was the conundrum which Agent Key of the Humane society fired at a *Star* reporter today, and then, without waiting for a reply, the agent went on to answer it himself. “Whoever heard,” said he, “of a railroad company building a road through a fine agricultural, lumber and mineral country; furnishing an office for its president and treasurer; engaging clerks and book keepers, and then sitting down to wait for Farmer Smith, Miller Jones or Mrs. Harris and her daughters to put on second-hand rolling stock to be drawn by old, worn-out, spavined mules? Yet this is just

what has been done by the Chesapeake and Ohio canal company. The canal boats are owned by men and women who are too poor to buy good mules, or too cruel to keep them good, and, as a consequence, the average speed of a traveling boat was less than 3 miles an hour. Then when a freshet comes and washes away a few thousand dollars' worth of canal bank the officers and directors say: ‘Oh, the canal doesn't pay; its losing money all the time.’ Any intelligent man who will give the matter a little thought can see that the miserable old plan has caused them more financial distress than all the floods put together. I have yet to see a man or a company successful in any business where they derived motor power from old, poor, spavined horses or mules. Such animals are not only the slowest and poorest, but they are the most expensive motor. It costs just as much to feed them when the boats are idle as when the boats are running. If this company can only repair the canal, and will then put on its own boats and run them by an electric cable (if nothing better can be found,) and have the canal managed by live, intelligent men, capital will seek an investment in its stock instead of, as now, hiding every time it sees a canal man. The electric motor would be cheap, for the company has water power enough and to spare.

**TO FURNISH COLD AIR**

“Now there is another thing the canal company could do that would be profitable.” he went on, “One of the principal things heretofore accomplished by the canal was the supplying of this city with cheap fuel, so that the poorest could afford to have a little fire at which to warm themselves in winter time. The field can be enlarged very materially. Why cannot the company furnish cold air in summer time? The electric fan is no longer an experiment, but its motive power must be furnished more cheaply than at present or only those people who are in comfortable circumstances can afford to have one. The homes of the poor are in most instances comfortable when the thermometer goes below freezing, but how are they when the mercury is up in the nineties? Those fortunate ones who

have means can go to the mountains or seashore to be benefited by the cool, refreshing breezes, but the poverty-stricken in our city have no such relief. The electricity generated by steam engines is so costly that the poor man cannot indulge in the luxury of a fan, and if he wants light after sundown, he must use the oxygen destroying and heating gas or oil lamp. The canal company has ample water power and it ought to use it. If it will, then every house in the District of Columbia would be the more comfortable. My advice (if the canal company will listen to it) is to call together two or three of the best practical electricians in the company and ask some sound capitalists to consult with them as to the feasibility of this scheme. If they do this; if they furnish us with cheaper fuel and motive power, cheaper and better light, and cooler air in summer time, I predict that when the Three Americas exposition is held here in 1892 the business of the company will be paying a handsome dividend on \$10,000,000.”

ES, Fri. 8/23/89, p. 4. **TO TURN ON THE WATER** – The final repairs upon the damaged Georgetown level of the Chesapeake and Ohio canal will, it is expected, be completed tomorrow in time to permit the water to be let in before tomorrow evening. The water will, however, be let in first as a means of cleaning or flushing the canal bed, which is filled with a mass of accumulated filth and debris. Upon Monday it is probable that the mills will be supplied and will resume operations. All the breaks have been repaired but one. This one is a short distance above the chain bridge and is of rather a small affair compared to others that are now finished.

The two damaged culverts near Ede’s mills and in the vicinity of the Little Falls church have also been repaired.

ES, Sat. 8/24/89, p. 3. **OUR MARYLAND NEIGHBORS** – The work of repairing the Chesapeake and Ohio canal from Williamsport to Dam No. 6 is being pushed rapidly. The money for the purpose is being furnished by

business men along the line from Williamsport to Hancock. There are only twenty-one miles left to repair from the latter place to the tunnel. If the people along this twenty-one miles respond as promptly as those between Williamsport and Hancock, the speedy restoration of the canal from the former place to Cumberland is assured.

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**IN MONTGOMERY COUNTY**

The survey for the route of the new short line railroad from Gaithersburg to the mouth of Seneca on the Potomac, has been completed, and it is said that work on the line will be commenced at an early day.

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**GEORGETOWN**

**The Water to be Turned On.** – When Dr. Becker, one of the contractors for the repairing of the damaged Georgetown level of the canal, was asked this morning by a *Star* reporter, if the water would be turned on in the canal this evening, he replied that it would. The doctor’s countenance plainly showed that he was pleased to give that information to the public. He also stated that the last break was nearly completed yesterday, and there is no doubt that the job will be finished today.

AG, Sat. 8/24/89, p. 4. **LOCAL BREVITIES.** The final repairs upon the damaged Georgetown level of the Chesapeake and Ohio Canal will, it is expected, be completed this evening in time to permit the water to be let in before tonight. On Monday, it is probable that the Georgetown mills will be supplied and will resume operations.

ES, Tue. 8/27/89, p. 8. **The News at Boyd’s** – The Groton bridge and manufacturing company have finished their contract for supplying stone for the erection of the new bridge over the Eastern Branch. The Seneca sandstone company are still at work loading stone here.

The engineers are at work making their third survey over the proposed route from here to Seneca. It is now proposed to extend the road to Herndon, Va., nine miles further. The survey



over the part of the road from Seneca to Herndon was made last week and it was found to be a good bed, requiring but little grade for a good road.

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**GEORGETOWN**

**The Repairs to the Canal** – The break in the canal just above the chain bridge is still receiving the attention of the contractors and their men. So great was the desire of the contractors to have the job of repairing the damaged Georgetown level of the canal repaired, that a good-sized force was kept at work on the last break all day Sunday. Yesterday a small quantity of water was allowed to flow in, but the flow was greater than intended or desired, owing to the failure of the lock near the feeder to perform its functions. This, together with the rain of Friday last, threw the work back again, but all hands, with the exception of one or two doubting millers, bobbed up serenely this morning, expressing their opinion that the water would be turned on today. Superintendent Biser declared yesterday that he would allow sufficient water in the canal today to flush it of the accumulated mass of filth and debris.

*Sun*, Wed. 8/28/89, p. Suppl. 2. **LOCAL JOTTINGS** – Water has been turned into the Georgetown level of the Chesapeake and Ohio canal in small quantities to clear out the accumulations made there, but as yet there has been no flow sufficient to move the Georgetown mills.

*ES*, Wed. 8/28/89, p. 8. **HAGERSTOWN HAPPENINGS** – A meeting of the citizens of Williamsport and the surrounding county was held last evening to take action with reference to the restoration of the Chesapeake and Ohio canal. It was largely attended and was presided over by Victor Cushwa, esq. After a general discussion, a committee was appointed to formulate a call for meetings to be held in each district of the county to elect ten delegates to a convention to be held in Hagerstown at a date to

be hereafter named, to take action toward the restoration of the canal as a waterway.

*ES*, Thu. 8/29/89, p. 8. **IN FREDERICK COUNTY** – Frederick, Md., August 28.

The friends in this county of the Chesapeake and Ohio canal have had their interest in the question of its probable restoration aroused by the action of the Washington county people who, a few days ago at Hagerstown, decided to hold a county convention for the purpose of taking hold of the matter. The movement seems to savor more of business than of politics, and the canal men in this section believe that with careful business management at its back the canal still stands a chance. The result of the convention in Washington county will probably determine those interested here as to what course is best to pursue in solving the problem that involves the future of the great ditch. If something is not done soon, the malaria-producing condition of the ditch will probably do the solving itself.

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*Ibid*, p. 9. **WATER IN THE CANAL**

A sluggish stream of water coursed its way over the filth-covered bed of the Chesapeake and Ohio canal this morning. There was insufficient height and force in the flow of water to flush the canal bed properly, yet it is hoped that when the water is allowed to fill the canal to the height of five or six feet, it will be sufficient to wash out any fever-breeding debris and the rank growth of weeds. It is quite likely that the mills will be supplied with water tomorrow.

*ES*, Fri. 8/30/89, p. 2. **THE GEORGETOWN LEVEL** – The flow of water in the canal has not been increased in height or current since yesterday. President Gambrill, of the Chesapeake and Ohio canal company, stated to a *Star* reporter today, that he thought it would take the contractors until the middle of next month to complete the necessary repairs to sustain the six feet of water required by the contract, which depth is requisite for the floating of loaded canal boats.

“I understand,” continued Mr. Gambrill, “that for a good long distance the bank of the canal will have to be raised, which will require some time longer, and also that one of the recently repaired culverts was injured by allowing the water to be turned on too soon. If the canal company,” remarked President Gambrill, “had not been lenient with the contractors regarding the work, the repairs of this level would be taken into the winter months, but we have released them of many things in the contract.”

Mr. Gambrill was of the opinion that there was scarcely enough water in the canal to flush it. What was there, he said, was put in for sanitary purposes and to have some effect on recently completed repairs. “I am sure,” said Mr. Gambrill, “the contractors will not be so eager to turn in the water as they were one day last week, when one of the repaired breaks could not withstand the water, and it was found necessary to repair it again at a cost of several hundred dollars.”

*Sun*, Sat. 8/31/89, p. Suppl. 2. **WASHINGTON LETTER** – The new Pennsylvania avenue bridge across the Eastern Branch is still under contract. This bridge requires Seneca stone, and the destruction of the Chesapeake and Ohio canal has delayed its receipt, while much time has been occupied in repairing damages caused by the flood to the coffer-dams, &c., used in the building of the bridge.

ES, Sat. 8/31/89, p. 4. One of the disastrous results of the closing of the Chesapeake and Ohio canal is felt in the fact that persons living along its line are now paying twice as much for their supply of Cumberland coal as they did a year ago. In other words, at points where it used to be laid down for two dollars and a half per ton, it now costs five dollars per ton, in consequence of the higher rates of transportation by rail. And this is but one phase of the case. Not alone do the producers and consumers of coal suffer for want of cheap freights. Equally are the

farmers along the line and the food consumers who draw their supplies from that quarter, made to feel the want of competition. Everything that each class requires, is greatly increased in price in consequence of the destruction of the canal. And as time goes on, these effects will be more severely felt. The standing rule with railways everywhere is to charge “as much in all cases as the traffic will bear,” and under this rule the scale is adjusted according to the necessities of the victims. The greater the need, the higher the price.

With these facts in view, one would suppose that there ought to be found enough statesmanship and business sense in the legislative assembly of Maryland to devise some means for rehabilitating an agency that plays so important a part in the daily life of so many of her people. It will be a most deplorable thing in itself, and a sad commentary on the intelligence and patriotism of the public men of the state, if this is not done, and right speedily.

AG, Sat. 8/31/89, p. 4. **LOCAL BREVITIES**  
Water is being turned into the Georgetown level of the Chesapeake and Ohio canal, but it is not yet sufficient for the mills to start work. There are some forty boats aground in the Georgetown level. These will be floated as soon as possible and brought to Georgetown.

ES, Tue. 9/3/89, p. 2. **GEORGETOWN Still Waiting for Water for the Mills** – It was noised about this morning that the long spell of idleness of the flouring mills had been broken and that they had resumed operations. This report was, of course, heard with pleasure by everyone, but the news was too good to be true. The bone mills of the F. L. Moore agricultural company were running a few hours yesterday afternoon and were started again this morning at 4 o'clock and continued to run all day, but there was scarcely enough water to run the machinery. It was stated by an employee of this company that there would be enough water in the canal to start all of the mills tomorrow, but President

Gambrill of the Chesapeake and Ohio canal company, puts little or no faith in this prediction. He is still of the opinion that the work of repairing the canal will not be finished until about the 10<sup>th</sup> instant, if then. Mr. Gambrill stated this morning to a *Star* reporter that before six feet of water can be safely held in the canal, as the contract calls for, there remains a good deal to be done, and when it is accomplished, the water cannot be allowed to rush in, for it will be dangerous if there are weak spots in the work. Mr. Gambrill was severe upon the contractors and remarked that "if he had the contract and it had not been completed before now, he would no doubt be mobbed on his way over to the canal office from the depot."

SR, Fri. 9/6/89, p. 3. The President of the Chesapeake & Ohio Canal seems to have gone into a hole and pulled the hole in after him.

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*Ibid*, p. 4. **Effect of the Canal**

**Suspension.** – The Washington Evening *Star* says editorially: "One of the disastrous results of the closing of the Chesapeake and Ohio Canal is felt in the fact that persons living along its line are now paying twice as much for their supply of Cumberland coal as they did a year ago. In other words, at points where it used to be laid down for two dollars and a-half per ton, it now costs five dollars per ton in consequence of the higher rates of transportation by rail. And this is but one phase of the case. Not alone do the producers and consumers of coal suffer for want of cheap freight. Equally are the farmers along the line and the food consumers who draw their supplies from that quarter made to feel the want of competition. Everything that each class requires is greatly increased in price in consequence of the destruction of the canal. And as time goes on, these effects will be more severely felt. The standing rule with railways everywhere is to charge 'as much in all cases as the traffic will bear,' and under this rule the scale is adjusted according to the necessities of the victims. The greater the need, the higher the

price. With these facts in view, one would suppose that there ought to be found enough statesmanship and business sense in the legislative assembly of Maryland to devise some means for rehabilitating an agency that plays so important a part in the daily life of so many of her people. It will be a most deplorable thing in itself and a sad commentary on the intelligence and patriotism of the public men of the State if this be not done, and right speedily."

The Cumberland (Md.) *Times* says: "The temporary loss – we hope it is nothing more – of this waterway, is severely felt in this community, and each day people living along the now silent bed feel some new burden heaped upon their shoulders, only the more strongly and urgently demanding and proving that something should be done to restore it to its former life of activity. The idea comes from shippers in New York, and can certainly be given consideration that the closing of the canal will lift the tariff on foreign coal."

*Sun*, Sat. 9/7/89, p. Suppl. 2. **WASHINGTON LETTER** – The Chesapeake and Ohio canal is now well filled with water on the Georgetown level, and it is thought the Georgetown mills will all be at work next week.

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**A Dance at Senator Gorman's**

Washington, Sept. 6., - Senator Gorman's summer house, "Fairview," near Laurel, was the scene of a brilliant gathering last night, the occasion being a dancing party given by the Misses. Gorman in honor of their friends in that vicinity and in Baltimore and Washington. Senator and Mrs. Gorman, assisted by their daughters, Misses Grace, Hattie and Ada, welcomed the company in the music-room, the two parlors having been previously arranged for the dancers. An orchestra from Baltimore was in attendance, and the opening number began at 8:30 o'clock. About 11 o'clock the guests were invited into the dining room, where a beautiful repast was served. Afterward dancing was resumed, and it was near daylight when the

familiar strains of “Home Sweet Home” warned the merry-makers that the time for home-going had arrived. There were present Mr. and Mrs. Stephen Gambrill, Miss Gambrill, the Misses Gray, of Laurel; the Misses Clarke, of Washington; the Misses Snowden, of Baltimore; Freeman Rasin, Jr., Miss Compton, Dr. Will Compton, Miss King, of College Station; the Messrs. Baldwin, Mr. and Mrs. Calvin Gorman, the Misses Johnson, of Washington; Miss Fielding Rosselle, the Messrs. Gambrill, Mr. Halstead, of Baltimore; Miss Fuller, of Hyattsville; Mr. Puller, of Washington; Miss Brown, niece of Senator Gorman; Arthur Truitt, S. Gambrill, Jr., Mr. Clarke, Arthur Gorman, Jr., and Messrs. Lanahan and Chew.

The Senator and his family propose to remain at Fairview until the middle of October.

ES, Mon. 9/9/89, p. 4. The wail of the Philadelphia press over the decadence of the Pennsylvania canal finds a prompt echo from here in the general lamentation at the ruin of the Chesapeake and Ohio canal. Both of these waterways have served a noble purpose for their day, and deserved a better fate than to be allowed to fall into decay now, simply because a spring flood has done them a serious mischief.

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*Ibid*, p. 8. **WESTERN MARYLAND** – Hagerstown, September 6. - Williamsport held a meeting this week and elected delegates to the convention which meets here on the 10<sup>th</sup> to take action with reference to the restoration of the Chesapeake and Ohio canal. The meeting adopted strong resolutions, urging that the management be taken out of politics and declaring to withhold support and influence from any and all that are unfavorable toward the plan which will be most beneficial in restoring this great work.

*Sun*, Wed. 9/11/89, p. Suppl. 1. **CHESAPEAKE AND OHIO CANAL**  
 Hagerstown, Md., Sept. 10. – Pursuant to the call issued by the committee of citizens of

Williamsport appointed for the purpose some time ago, a convention to take action with reference to the preservation of the Chesapeake and Ohio canal as a waterway was held in the court hall in Hagerstown today. Dr. Edward Wootton and D. J. Willard, of Montgomery county; Fred Mertens, of Allegany county; L. W. Poffenberger, W. J. Knott, George Knott and John Flanagan, of West Virginia, and delegates from Sharpsburg, Downsville, Williamsport, Wilson’s and Indian Spring districts, in Washington county, composed the convention. Victor Cushwa was made temporary chairman and Dr. C. F. Russell secretary. The permanent officers were R. D. Johnson, of Cumberland, president; Dr. E. Wootton and Upton Darby, vice-presidents, and Geo. W. McCardell and Wm. H. Boyer, secretaries. In the absence of Mr. Johnson, Dr. Wootton presided. The following committee on resolutions was appointed: Victor Cushwa, John Flanagan, William Coulehan, Jacob Marker and F. T. Goddard.

The resolutions adopted set forth the great loss to business, property and labor along the canal caused by the present condition of the canal, and urge the necessity of having it restored. They ask that the State authorities be urged to allow the people, or such of them as are willing, to repair, manage and operate the canal, and to reimburse themselves out of the revenues of the canal, and that such action be taken before other legal or legislative disposition be made of the canal. They also ask for the privilege of leasing the canal for a period of ten years or more, and thus save the State some of the money it has invested in it. The resolutions further favor a good, economic business management of the canal to stop the depreciation now going on, condemn the past political management of the canal and set forth the theory that under proper management the canal could be made to pay expenses. They provide for the appointment of a committee of five from each county along the canal, and from Jefferson county, W. Va., to meet the Governor and the board of public works to present the resolutions and to urge them to

adopt measures for the restoration of the canal, and also to appeal to them to allow the people to repair the canal and to take it out of the hands of the present management.

Dr. Wootton proposed a substitute to the resolutions asking the board of public works be urged to assist in having the canal put into the hands of a receiver. This was, after discussion, withdrawn. The convention was not largely attended, but a number of persons not delegates were present and addressed the convention. Dr. Wootton argued that the board of public works was not in a condition to carry out the provisions of the resolutions, and that the canal could not be repaired without money, and if the people asked the board of public works to appoint a president and board of directors, they would have to stand behind their backs and assist them. He condemned the present and past management of the canal and thought the bull ought to be taken by the horns and a receiver asked for.

State Senator Stake said that the directors at the meeting in June before the flood virtually admitted their inability to manage the canal successfully, and he thought it a child's play to expect the present management, under those circumstances, to do anything for the canal. He thought the convention ought to produce data showing that the canal could be made to pay, that its tonnage was sufficient to make it pay, and then to put these facts before the board of public works before they could ask for action.

Hon. L. E. McComas thought the days for canals were not past, as some people argued, and claimed that railroads had not supplanted canals for the transportation of heavy freight. He showed how they were used in England, France and Belgium, and thought there should be a revival in favor of waterways. He argued that the canal had not received proper attention in the past and was not properly managed, and said if railroads and telegraphs had not received more attention than canals, they, too, would be wrecks. He thought bankruptcy was no reason why the canal should be abandoned, because many

railroads now in operation are in the same condition.

H. H. Keedy condemned the political management of the canal, and said if it was properly managed it could be made to pay. Victor Cushwa and Col. Buchanan Schley also condemned the past management of the canal. Col. Schley thought that little help could be gotten from the board of public works, and advised that some plan be mapped out and submitted to them, and if they refused to act, then the people should act. The committee appointed to wait upon the Governor and the board of public works is as follows: Victor Cushwa, Jacob Marker, Wm. T. Hassett, Edw. Stake and H. H. Keedy, of Washington county, H. A. Garrett, Philip Stone, W. A. West, E. E. Jarboe and Upton Darby, of Montgomery county, Chas. Rice, Jacob Rohrback, E. W. Mercier, Outerbridge Horsey and Mr. Thomas, of Frederick county; W. J. Knott, T. J. Knott and John Flanagan, of West Virginia, and R. D. Johnson, Wm. Coulehan, Wm. M. McKaig, Thomas Callan and F. T. Goddard, of Allegany. The committee will go to Annapolis on the 24<sup>th</sup>, and Dr. Wootton was especially requested to accompany them.

SR, Fri. 9/13/89, p. 3. **TO SAVE THE CANAL.** – Pursuant to the call issued by the committee of citizens of Williamsport appointed for the purpose some time ago, a convention to take action with reference to the preservation of the Chesapeake and Ohio canal as a waterway was held in the court house in Hagerstown on Tuesday. Dr. Edward Wootton and D. J. Williard, of Montgomery county; Fred Mertens, of Allegany county; L. W. Poffenberger, W. J. Knott, George Knott and John Flanagan, of West Virginia, and delegates from Sharpsburg, Downsville, Williamsport, Wilson's and Indian Spring districts, in Washington county, composed the convention. Victor Cushwa was made temporary chairman and Dr. C. F. Russell secretary. The permanent officers were R. D. Johnson, of Cumberland, president; Dr. E.

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Charles Rice, Jacob Rohrback, E. W. Mercier, Outerbridge Horsey and Mr. Thomas of Frederick county; W. J. Knott, G. S. Knott and John Flanagan, of West Virginia; and R. D. Johnson, Wm. Coulehan, Wm. M. McKaig, Thomas Callan and F. T. Goddard, of Allegany. The committee will go to Annapolis on the 24<sup>th</sup>, and Dr. Wotton was especially requested to accompany them.

AG, Fri. 9/13/89, p. 3. **The Baltimore American**, on the subject of the Chesapeake and Ohio canal, says: "Nor does there appear to be any advantage in having a receiver appointed, beyond the chance that those who hold the repair bonds will then insist upon their rights and have the canal sold to the highest bidder." On the contrary, there would be a great advantage in having a receiver appointed, provided, of course, that the one selected be the proper sort of man, Mr. Mertens, for instance, who would guarantee to put, and keep, the canal in navigable order on the money received from its rents and tolls.

DA, Sat. 9/14/89, p. 3. A convention in the interest of restoring the Chesapeake and Ohio Canal was held at Hagerstown, on Tuesday. Resolutions were adopted favoring private management of the canal, and a committee appointed to wait on the Governor and board of public works.

ES, Tue. 9/17/89, p. 2. **GEORGETOWN The Obstructed Canal** – President Gambrill, of the Chesapeake and Ohio canal company, was in town today for the purpose of going over the line and to effect a settlement of some kind between the millers and the coal men who have boats lying stranded in the Georgetown level of the canal. To do this, Mr. Gambrill stated to a *Star* reporter it would be necessary to appoint a head, and Mr. Biser will act in that capacity until the mills are running regular, or at least until the flow of water is no longer impeded by heavily freighted canal boats. Before relief can be given, the canal boats that now interfere with the flow

of water and those which have too much coal on board to float over the bars, will have to be lightened. Mr. Gambrill is of the opinion that within forty-eight hours the boats will be removed and the flow of water sufficient for the mills.

Sun, Wed. 9/18/89, p. 1. The Georgetown mills are still lacking sufficient water-power from the Chesapeake and Ohio canal.

ES, Thu. 9/19/89, p. 3. **AT HARPER'S FERRY – The Chesapeake and Ohio Canal** is in a terrible condition at this point. At some points between Washington junction and this place there is no trace of the canal, as a field of tall weeds and briars has grown up on the fertile bottom. The locks and wall between Sandy Hook and this place are completely wrecked. Rocks that weigh tons seem to have been shifted around by the water like chips and wedged into each other beyond resurrection. Tons of stone fill the canal bottom, and it would take weeks with the use of dynamite to clear away the debris and restore the canal at this point to a navigable condition. Three canal boats are stranded here – one of them sits high and dry alongside the mountain, one on the bottom of the canal, and the other one is almost in a see-saw position across one of the lock walls and damaged beyond repair.

SR, Fri. 9/20/89, p. 3. While the citizens along the line of the Chesapeake & Ohio Canal are working with all their might to save that waterway, the president and directors are in complete retirement, doing nothing except to throw obstacles in the way of the business men. Such officials are worse than useless, and common decency demands that they should resign.

ES, Fri. 9/20/89, p. 2. **The Title Vested in the United States.** – Judge Cox today passed a decree in the case of the United States ex. rel. Secretary of War against the Chesapeake and

Ohio canal company, vesting the title in the real estate involving the abutments and approaches to the new bridge across the Potomac at Georgetown in the United States.

ES, Sat. 9/21/89, p. 11. **FREDERICK CITY AND COUNTY** – The discussion by the people of Williamsport of the subject of repairing the Chesapeake and Ohio canal from Cumberland to Williamsport, in order to open up canal traffic between those points once more, has set people along this section of the canal to thinking of the probability of forming a company to proceed with the repair of the canal to meet the work of repair at Williamsport and thus open up the waterway for a greater distance. All sorts of mental calculations are being made as to the financial policy of such a plan, which, it is hinted, if carried through, would instigate the Montgomery county people to look after the repair of the canal from Point of Rocks to Georgetown. In the meantime, the railroad companies continue to take advantage of the shippers who erstwhile had the canal to fall back upon when railroad rates did not suit.

ES, Mon. 9/23/89, p. 3. **A NEW STATION HOUSE FOR GEORGETOWN RECOMMENDED** – “In this condition,” says he, “attention is invited to the need of a new station house in the seventh (or Georgetown) precinct. The present building was erected over twenty years ago and is not eligibly situated for effective police work or as to sanitary conditions. Each year it becomes more dilapidated, its southern wall having for a foundation a dry wall some 20 feet in height resting on the Chesapeake and Ohio canal. The effluvia from the canal are harmful to health and cause much sickness among both man and prisoners. It is therefore desirable that another site should be purchased in a more central portion of the city and a building better adapted for police purposes than that now in use, and also a stable, should be erected thereon. It is estimated that the cost of the ground and improvements will be \$27,500.”

*Sun*, Tue. 9/24/89, p. 4. Gov. Jackson came to Baltimore yesterday, will go to Annapolis today to meet the Chesapeake and Ohio canal committee, and will probably be in Annapolis again on Friday to meet the other two members of the board of public works – Mr. Archer and Col. Baughman.

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**ALLEGANY'S CENTENNIAL  
MR. WELLINGTON'S ADDRESS**

Mr. G. L. Wellington made an exhaustive address on the pioneers of the county, the building of the Chesapeake and Ohio canal and the Baltimore and Ohio Railroad, the growth of manufactures, the development of mines and the gradual progress of the entire county. Among other things he said: “In 1785 Thomas Beall of Samuel located the town of Cumberland on two tracts of land known, respectively, as “Walnut Bottom” and “Lime Stone Rock.” He laid out a town west of Will’s creek and gave it the title “Washington town.” Two years later the inhabitants of the place petitioned the Legislature for authority to establish a town and for the privilege of calling it after the old fort – Cumberland.

“The land west of Cumberland began to be rapidly taken up after this time. A large tract was surveyed, divided into military lots and awarded as bounty land to the soldiers of the revolution by authority of act of the Legislature in 1788. Settlers had previously occupied a portion of this land, and those were permitted to purchase their holdings at a nominal price. From the report of the commissioners having the matter in charge, we find 323 heads of families thus purchasing. As we scan the list, we find many well-known names whose descendants have peopled that district of our county and of Garrett, whilst others have entirely disappeared and have strange and alien sound. Among the familiars are such as Arnold, Bruce, Brady, Beall, Cresap, Coddington, Dawson, Duckworth, Durbin, Davis, Devecmon, Eloin, Frazer, Frost, Friend, Fazeubaker, Green, Johnson, Jones,



Kelley, Lowdermilk, Logsdon, Miller, Myers, Michael, McKenzie, Moore, Magruder, Neff, Porter, Price, Rush, Richards, Ryan, Rice, Read, Simpkins, Shaw, Scott, Troxell, Tomlinson, Trotten, Watson, White, Wilhelm, Winters, Walter, Warnick and others. Some years previously a German named John Friend and his six grown sons settled in the extreme western portion of the county upon lands of the Youghiogheny and Savage rivers. Later Meshack Browning, the noted hunter, founded a settlement in the “Bang Run” district.

“In 1789 a petition was presented to the Legislature praying for the erection of a new county out of the upper section of Washington. Accordingly, an act was passed on the 26<sup>th</sup> day of December of that year, entitled ‘An act for the division of Washington county, and for the erecting of a new county by the name of Allegany.’ The new county embraced all that part of Washington [county] lying westward of Sideling Hill Creek.”

EC, Tue. 9/24/89, p. 4. **Board of Public Works and the C. & O. Canal.** – State Director Edward Stake and other citizens from Western Maryland were before the Board of Public Works today, and in accordance with resolutions adopted at a recent meeting in Hagerstown, asked the board to lease the Chesapeake and Ohio Canal and appoint a president and board of directors. The board said they would willingly consent to such a proposition provided the parties could raise the amount.

ES, Tue. 9/24/89, p. 5. **THE C. AND O. CANAL** – Annapolis, Md., Sept. 24. – Messrs. Edward Stake, Victor Cushwa and Jacob Marker, of Washington county, today urged the board of public works to lease the Chesapeake and Ohio canal to a syndicate. A majority of the board, Comptroller Baughman not being present, said that if the money was raised, they would appoint a president and board of directors to carry out the views of the syndicate, and they also would

assist in obtaining legislation to give a long lease of the canal.

*Sun*, Wed. 9/25/89, p. 1. **TO LEASE THE CANAL** – Annapolis, Sept. 24. – The State board of public works, Governor Jackson and Treasurer Archer present, today met, by appointment, representatives from Western Maryland who are interested in the Chesapeake and Ohio canal, who were appointed at a meeting held at Hagerstown on the 10<sup>th</sup> instant. When the board met, shortly after 11 o’clock, only the Washington county delegation were present. It was stated that the committees from Allegany, Montgomery and Frederick counties were probably on their way, and a postponement was suggested until the arrival of the 2 P. M. train. Subsequently it was agreed to hear the views of those present and to give an audience to those who were expected to arrive later on. The Washington county people were headed by State Senator Edward Stake, who read a statement to the board suggesting a plan to be followed to protect the canal as a waterway. Others from Washington county were Victor Cushwa, Jacob Marker and Wm. T. Hassett.

The statement read by Mr. Stake gives a history of the canal and its financial vicissitudes, and says: “The first step that it is necessary for this board to consider and determine upon, is a change in the method of operating the canal. If the existing methods produce deficits and existing officials declare their inability to maintain the canal, a change of policy is a prerequisite to any other matter connected with it. Unless you shall be willing to do this; unless you are willing to call things by their right terms – to say that failure is failure – there can be nothing more than a mere repetition of the past, without reason, without hope. It is absolutely necessary that we find the board of public works convinced that the existing method of management will not revive it and willing and zealous to co-operate with its friends and patrons in trying to discover a method that will not only

restore it to working order, but maintain it in that same condition.

“There seems to be no legal objection to a lease of the canal. Suppose a company or set of gentlemen can be found who will be willing to lease the canal, and instead of the old-fashioned way of boats of all grades of quality, and good, bad and indifferent teams, will place the canal in repair and run it as a transportation company themselves; own equipment of boats and teams or steam, receive and transport all freight offered, but managed with economy in details with relays of teams maintained in the best possible condition at the least possible expense, receiving in provender, supplies and labor in every department full value for the money expended, may we expect the co-operation of this board to the accomplishment of such an end? There may be other methods suggested that are as likely to lead to the desired end. We believe that some of these means are possible, but we know that the beginning of any plan or method can only be made with your approbation and co-operation. We realize also that it may be necessary to secure the approbation of lien creditors, but, fundamentally, this board must be impressed with the necessity of a change and its co-operation assured before any steps looking to any plan can be taken.

“To convince you of this fact and that it is worth the effort, is the object of our appearance here today. If you assent to a change from past methods is assured; and acted upon, it is likely that the canal may again become a useful and important work of the State. If you shall conclude otherwise, it can only become the prey of private enterprises for personal gain, or remain a ruin of its former greatness and a monument of the folly of those who could, but would not, save it.”

Mr. Cushwa said: “In order to impress you with the usefulness of this work to Western Maryland, suppose the Chesapeake were to recede to the ocean, what would be the result to you? Such is the case with Western Maryland. I have lost much, but others have lost more. The

occupation of the people has gone and their property has depreciated. They are a laboring people. You can imagine how wide are their losses, and the end is not yet. How these poor people are going to live, the Lord only knows. Our people believe the board of public works can lease the canal. For God’s sake, let it go abroad that you are willing to lease it. This is our only hope. The people of both parties are opposed to the State raising money on bonds hypothecated on the revenues of the canal. I have no complaints to make of the management of the canal. That is with the people. But no political management has ever been entirely successful. Williamsport did a business of \$500,000. It has none now and property has depreciated 25 or 50 percent.”

Mr. John P. Poe, who was present in the interest of the bondholders of 1844, asked Mr. Stake where the authority was given to lease the canal, to which Mr. Stake replied that he saw no reason why the corporation could not lease itself to others to work it.

Mr. Poe thought these should be a law governing such a lease.

Mr. Stake said the Baltimore and Ohio could lease itself to others to run it.

Governor Jackson said he had no doubt if the proper parties could be found to raise the money, the board could do what the committee wanted.

Treasure Archer – “If the State is willing to lease, could the gentlemen raise the money to lease it?”

Mr. Poe said the practical question was: Could you bring a president and board of directors to the board of public works who could pledge themselves to raise the money to repair the canal and be able to run the canal properly?

Mr. Stake said they thought such men could be produced, to which the Governor added that he had no doubt then, that the board would appoint such a president and board.

Mr. Cushwa said it would be a dark day for Maryland when the canal passed out of its hands, and he insisted upon the board saying it

would lease the canal if proper parties are produced.

Both the Governor and Mr. Poe explained that the management would have to protect the bondholders of the \$500,000 repair bonds and stop proceedings for foreclosure.

Mr. Stake and Mr. Cushwa said they were aware of it.

After Mr. Poe had suggested a draft of what the committee wanted, and Mr. Stake had said he was prepared to make it today, Treasurer Archer suggested that the first step to be taken was that the committee should bring forth the parties willing to raise the money to preserve the canal, and the next to offer a president and directors to carry out their views. If these men were presented, he would willingly vote for such a president and such a board of directors. The Governor said he was also willing to support such a proposition. Both officials further stated, in reply to an inquiry, that they would assist in securing legislation to make a long lease of the canal.

Mr. Jacob Marker said he was gratified at the outcome of the meeting, and had no doubt it would terminate successfully. He had been told that the board would not grant them a hearing, but was satisfied now that they were trying to do all in their power for the canal.

President Gambrill and Accountant Ayers were present in the interest of the canal.

Dr. Edward Wootton and Mr. Jarboe, of Montgomery county, called on Gov. Jackson on the arrival of the afternoon train. They were told that the board of public works were favorably disposed towards the proposition to lease and would do all in their power for the relief of the canal.

The State officials, while anxious to lease the canal on the conditions named, consider it doubtful whether the necessary funds can be raised through the channel indicated with which to carry the work. The committee will report the action of the board at a future meeting of canal people, to be held in Hagerstown, when

arrangements, it is said, will be made looking to the restoration of the waterway.

EC, Wed. 9/25/89, p. 4. **Certificate of Incorporation** – A certificate of incorporation of the “Seneca and Potomac Railroad Company” has been filed in the office of the Secretary of State. The incorporators are E. J. D. Cross, George W. Hollenbeck, Edward J. Silkman, Frederick J. Griffith and George D. Johnston, all of Baltimore. The termini of the road are: At a point at or near Boyd’s station, on the Metropolitan Branch of the Baltimore and Ohio Railroad, in Montgomery county, and at a point at or near the mouth of Seneca creek, where the same flows into the Potomac river, with such branches from the main line as are or may be authorized by the same laws of Maryland. The capital stock is placed at \$25,000, composed of five hundred shares at \$50 each.

ES, Wed. 9/25/89, p. 4. The Chesapeake and Ohio canal will not stay buried. The injury which its discontinuance as a waterway has accomplished is felt so keenly in western Maryland that there is no cessation of efforts to secure its reconstruction. A delegation representing all the counties through which the canal passes urged yesterday upon the state board of public works the lease of the canal to private parties, in order that it might be rebuilt and managed on strict business principles. The attempt to secure funds for rendering the canal navigable by a sale of bonds has failed, and there seems to be no way in which the waterway can be put in operation except in the manner proposed, and there is yet doubt whether this project is feasible. The governor and treasurer of Maryland at yesterday’s conference indicated that if men able to repair the canal and run it properly should present themselves, they would appoint a president and directors to carry out the views of the money-backers, and would favor legislation making a long lease of the canal, if that should be desired. The delegation gave assurance that such men would be produced.

There the matter rests. The representatives of the Maryland counties are firm in the belief that if the repaired canal may be managed on business principles, by men interested in its business success, and not in its use for political purposes, it can be profitably operated. Their spokesman said: "We believe that this is the time for new methods of management; we believe that an analysis of the figures in the reports of the president to the stockholders will convince careful inquirers that the savings that can be made in salaries, in lock and dock expenses, in wharfage, and by the application of strict business rules in all the details of its operation, will largely reduce the necessary expenditures, and with the same strict application of correct business rules to the building up of local as well as through freights, the revenues will increase as expenditures will decrease and the canal can be maintained. We believe that a company of responsible gentlemen can be found who would be willing to lease it, and by the application of business methods assure its maintenance for the purposes of the commerce and traffic of the section of the state dependent upon its existence."

The District sincerely hopes that this last effort to revive the waterway may be successful. The permanent abandonment of the canal involves a blow at the local interests as well as those of western Maryland; and no satisfactory substitute for it as a transporting agent is anywhere in sight.

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*Ibid*, p. 7. **TO LEASE THE CANAL** – Representatives from Washington, Montgomery, Allegany and Frederick counties, Md., had a conference yesterday, as stated in *The Star*, with the Maryland board of public works at Annapolis, represented by Gov. Jackson and Treasurer Archer. The delegation represented the residents of western Maryland interested in the Chesapeake and Ohio canal and were appointed at the recent meeting of citizens held in Hagerstown. The members of the delegation were as follows: From Washington county,

Edward Stake, Victor Cushwa, Jacob Marker, Frank Goddard, H. H. Keedy; from Allegany county, R. D. Johnson, Wm. Coulehan, Wm. M. McKaig, Thomas Callan, Thomas F. McCardell; from Montgomery county, H. A. Garrett, Philip Stone, W. C. West, E. E. Jarboe, Upton Darby, Dr. Edward Wootton; from Frederick county, O. Horsey, Charles Rice, E. W. Mercer, Jacob Rohrback, A. W. Thomas; from West Virginia, W. J. Knott, L. J. Knott, John Flannagan.

**SENATOR STAKE'S STATEMENT**

State Senator Stake made the opening address, which was a statement of the present situation of the canal and its apparently hopeless future under the present management. He said that the people believed that it was now the time for new methods of management. He believed that an analysis of the figures in the reports of the president of the canal will show that by the application of strict business rules the expenditure could be largely reduced. With the same strict application of correct business rules to the building up of local as well as through freights, he claimed, the revenues will increase as expenditures will decrease, and the canal can be maintained. It is believed, he said, that a company of responsible men can be found who would be willing to lease it, and by the application of business methods assure its maintenance for the purposes of the commerce and traffic of the section of the state dependent upon its existence.

He asked if the people of the western section of the state could find such men, whether they could count upon the co-operation of the board of public works. Without the assistance of the board, he said the people could not hope to do anything. He thought that if they assented to this change, the canal would again become a useful and important work of the state.

Mr. Victor Cushwa, of Washington county, also spoke of the great loss entailed upon the residents of western Maryland by the stoppage of the canal. He favored the plan of leasing the canal to a company of citizens. He said that the people were opposed to the state's

raising money in bonds for which the revenues of the canal were hypothecated. No political management, he said, has ever been entirely successful.

#### **THE BONDHOLDERS**

Mr. John P. Poe, who was present as the representative of the bondholders of 1844, asked when the authority was given to lease the canal. Gov. Jackson said that if a president and board of directors could be presented to the board of public works, who could pledge themselves to raise the money to repair the canal and would be able to run the canal properly, he had no doubt the board would appoint such a president and such a board.

In response to Mr. Cushwa, who urged the board to give a final answer as to whether they would lease the canal or not if the proper parties were produced, both the governor and Mr. Poe explained that the management would have to protect the holders of the \$500,000 repair bonds and stop proceedings for foreclosure.

Mr. Stake and Mr. Cushwa said they were aware of it.

#### **THE BOARD'S FAVORABLE REPLY**

The conference then came to an end and the delegation will make a report to a meeting of citizens to be held in Hagerstown. The members of the delegation expressed themselves as being gratified with their reception by the board.

ES, Thu. 9/26/89, p. 1. **MARYLAND DEMOCRATS - THE CHESAPEAKE AND OHIO CANAL** – An explanation of the condition of the Chesapeake and Ohio canal is then made, and the party urges that the board of public works to co-operate with private interests in any reasonable proposition to repair it, or if necessary, to lease it for a term of years. The board of public works should do everything in their power to prevent the total destruction of this waterway in which the state and especially the counties of Garrett, Allegany, Washington, Frederick and Montgomery are so vitally interested, and any business proposition reasonably guaranteed. Looking to the

restoration of the canal and its rescue from sale under foreclosure should be accepted in the expectation that so far as legislation may be necessary to give permanent effect to such arrangement, it will be promptly passed by the coming legislature.

#### **BAUGHMAN NOMINATED FOR CONTROLLER**

Col. Henry Page, of Somerset county, nominated L. Victor Baughman, of Frederick county, for controller and he was declared the nominee by acclamation. Col. Baughman is the present controller.

SR, Fri. 9/27/89, p. 4. **To Save the Canal.**

The delegates from Western Maryland who are interested in the preservation of the Chesapeake & Ohio Canal met the Maryland Board of Public Works at Annapolis on Tuesday. State Senator Edward Stake, of Hagerstown, spoke for the delegates, and urged that the State lease the canal to a company or a set of gentlemen who will repair the canal and run it as a transportation company themselves, owning a full equipment of bats and teams, and managing all the business of the canal. The question was thereupon asked by the State officials, "Could there be obtained a president and board of directors to the board of public works who could pledge themselves to raise the money to repair the canal and be able to run the canal properly?" Mr. Stake said he thought such men could be produced. Governor Jackson then said that the Board of Public Works would no doubt appoint said board of directors when they were made known. It was suggested that the first step to be taken was that the committee should bring forth the parties willing to raise the money to preserve the canal, and the next to offer a president and directors to carry out their views. If these men were presented, he would willingly vote for such a president and such a board of directors. The Governor said he was also willing to support such a proposition. The officials further stated in reply to an inquiry, that they would assist in securing legislation for a long lease of the canal. The committee will

report the action of the board at a future meeting of canal people, to be held in Hagerstown, when arrangements, it is said, will be made looking to the restoration of the waterway.

In the published report of the proceedings, we notice the following bit of humor: President Gambrell and Accountant Ayers were present in the interest of the canal.

*Sun*, Fri. 9/27/89, p. Suppl. 1. **CHESAPEAKE AND OHIO CANAL** – As is well known, the disastrous freshets of May and June last wrecked the Chesapeake and Ohio canal. The company is now without business, revenue or credit, and, notwithstanding the most earnest and persistent efforts on the part of its president and directors, it has been unable to procure, in any shape or upon any terms, sufficient money to repair the canal and put it in condition for navigation, so that all transportation on it has absolutely ceased. Five successive coupons, amounting to \$75,000, on the \$500,000 of repair bonds, issued under the act of 1878, chapter 58, are now overdue and unpaid, and by the terms of that act and the mortgage given in accordance with its provision, the holders of a majority of these bonds may at any moment sell the canal at public auction, and may also at once obtain a decree of court appointing a receiver to take possession. No help can be expected from the State because by the constitution she is prohibited from making any advances in aid of works of public improvement. But, under existing circumstances, unless the private interests involved can be induced to come to the rescue by providing the money required to restore the canal and its works, a foreclosure sale in the near future seems to be inevitable. To avoid this unfortunate result, attended as it will most probably be by the permanent abandonment of the canal as a waterway, the board of public works are earnestly urged to co-operate with these private interests in any reasonable proposition to repair and restore it. If necessary, they should not hesitate to appoint as president and directors, upon the recommendation of these private interests, any competent and responsible

men who will give a satisfactory guaranty of their willingness and ability to raise the money necessary to put and keep the canal in complete repair for transportation, and even to lease it for a long term of years to any responsible parties who will undertake, with satisfactory stipulations, such a desirable and important work. There should be no hesitation on the part of the board of public works in doing everything in their power to prevent the total destruction of this waterway, in which the State, and especially the counties of Garrett, Allegany, Washington, Frederick and Montgomery, is so vitally interested, and any business proposition reasonably guaranteed looking to the restoration of the canal and its rescue from sale under foreclosure proceedings, should be accepted in the confident expectation that so far as legislation may be necessary to give permanent effect to such arrangement, it will be promptly passed by the coming Legislature. If, however, the large private interests to whom its preservation is so vitally important should be unable before the meeting of the approaching Legislature to raise the funds required to repair it and put it in good navigable condition, all that can then be done will be to provide in some way by law for the rescue, as far as possible, of the interests of the State from the total sacrifice which will be sure to result from a forced sale under foreclosure proceedings at the insistence of holders of the repair bonds of 1878.

*ES*, Fri. 9/27/89, p. 4. The platform of the Maryland democrats gives thoughtful treatment to the problem of the Chesapeake and Ohio canal. Endorsement is given to the plan of co-operation between the board of public works and private interests for its restoration. Direct approval is expressed of the appointment as president and directors, upon the recommendation of these private interests, of any competent and responsible men who will give a satisfactory guaranty of their willingness and ability to accomplish the work of repair, and of the lease of the canal for a long term of years to

any responsible parties who will undertake the work of restoration. It is also recognized that this is the last move in the game of which the canal is the stake. The backing of the dominant party in the state will doubtless encourage the board of public works in strenuous efforts to come to some arrangement with the large private interests to which the preservation of the canal is vitally important. And now is the time for these interests to come to the front.

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*Ibid*, p. 7. **WESTERN MARYLAND** – Hagerstown, Sept. 26, 1889.

As usual, the Chesapeake and Ohio canal will form an important factor in the approaching fall election in this county and candidates are likely to find that there is “life in the old ditch yet.” At the democratic primaries and other meetings recently held in the districts bordering on the canal, resolutions were passed declaring against the support of any candidate who failed to pledge his best efforts to procure its restoration as a waterway. For this reason, every aspirant is a straight-out canal man, notwithstanding repeated assertions that the “canal should be taken out of politics.” Apropos of this, however, it may be mentioned that the conference at Annapolis between Messrs. Stake, Cushwa and Marker, representing the convention held here, and the members of the board of public works, has infused the friends of the canal with new hope that it will be repaired. The syndicate plan is heartily indorsed here, and the friends of this movement confidently assert the necessary money can be raised and promptly raised in Washington and Allegany counties alone.

AG, Fri. 9/27/89, p. 3. **The State** democratic convention of Maryland, which met yesterday, declared in favor of the maintenance of the Chesapeake and Ohio Canal, if necessary, by leasing it to a company who will guarantee to keep it in navigable order. It is to be hoped that the thousands of Maryland voters interested in the welfare of the canal will so cast their ballots

at the approaching election in their State as to make the declaration referred to effective.

*Sun*, Tue. 10/1/89, p. Suppl. 2. **Washington County Republicans** – Hagerstown, Sept. 30. The republicans of Washington county held their county convention today to select delegates to the State convention, which meets at Westminster tomorrow. Col. E. M. Mobley was chairman and Mandel Sener, secretary. Resolutions were passed appealing to the State to take the Chesapeake and Ohio canal from politics, and to secure for it a good business management.

ES, Tue. 10/1/89, p. 6. **Take the Canal Out of Politics.** – Among the resolutions submitted at the republican party convention at Hagerstown yesterday was one to remove the Chesapeake and Ohio canal from politics and secure for it a business management and perpetuate it as a waterway.

EC, Thu. 10/3/89, p. 3. The principal planks in the platform of the Maryland Republicans says the *Washington Post*, relate to the suppression of the liquid traffic and the preservation of the Chesapeake and Ohio canal. Less whiskey and cheaper canal water seems to be the Republican slogan in Maryland this year, and it will be uphill work to rally the boys in the wards on these lines, though the oyster plank may be a saving cause.

ES, Thu. 10/3/89, p. 4. **GEORGETOWN** The flow of water in the Georgetown level of the Chesapeake and Ohio canal is now unobstructed by stranded canal boats, the last of which was removed yesterday. The mills are once more in steady operation.

SR, Fri. 10/4/89, p. 3. It is not generally believed that the officials of the Chesapeake & Ohio Canal are lying awake of nights to find means to save that waterway.

*Sun*, Fri. 10/4/89, p. Suppl. 2. **FUTURE OF THE CANAL** – Mr. Victor Cushwa, of Williamsport, Washington county, Md., writes to *The Sun* as follows: “The meeting and conference at Annapolis, on the 24<sup>th</sup> ultimo with the Governor and State Treasurer Archer by delegates from Western Maryland in the interest of the speedy and prompt repair and restoration of the great and now damaged and inoperative work, the Chesapeake and Ohio canal, by lease or otherwise, to a syndicate for a term of years, elicited a prompt and hearty response of our State officials to lease or otherwise do all in their power to aid and give the canal such management and tenure of lien as will be best for the work and the people. This action of the Governor and treasurer has given new hope and inspiration to our suffering people, and the general belief is that the repair and restoration are now assured on such a plan as will give the work such character, credit and worth as it never has before enjoyed. A lease upon any mutually satisfactory and equitable basis for a long tenure of years will not only be best, but will give the most satisfactory results in the restoration of losses of property, labor, business and the great general depreciation that has ensued, and will continue till repair and restoration are accomplished.

“As we have many inquiries in regard to plans of restoration, cost of same and the operation, management, &c., we beg the indulgence of space in *The Sun* to answer these queries: A lease being given to a party for a term of not less than twenty or more years by the State, the party or syndicate to furnish the means to repair and operate the canal on the basis of best business principles, money would be found ready, and the people of the District of Columbia cities, Baltimore and the coal companies of the mining regions, the people of Cumberland and other towns along the whole line of the canal would be greatly benefitted. If such a lease is effected, by which the work would be divorced from political influence and party, it would at once elicit sufficient means to repair, operate and

appreciate the work most successfully The most sanguine would be surprised at the result of good management, and in a few years the old canal would be more appreciable and beneficial than ever.

“Now, about cost of repair, management, &c.: From the most reliable sources the cost of repair for navigation from Cumberland to Georgetown under good management is estimated at from \$100,000 to \$125,000, and having no example of business management – free from political influence – we will take the example of the cost of ordinary operating expenses of the year 1850, when the canal was completed to Cumberland in October of that year, having been for years previous operated from Georgetown, D. C., to Dam No. 6, where the Baltimore and Ohio Railroad, by contract, furnished coal to the boats. We give below a copy of Mr. W. S. Ringgold’s (clerk) report made January 10, 1851.

Total expenses of the Chesapeake and Ohio Canal for the year ending 31<sup>st</sup> December, 1850, exclusive of cost of completion and interest. &c.:

Repairs ordinary		\$30,107.25
Pay of lockkeepers, superintendents and collectors		12,936.03
Pay of officers		5,480.00
Contingent expenses		1,306.69
Stationery and printing		463.84
Postage		67.98
Law expenses and counsel		393.99
Taxes		51.67
Exhibit		<u>\$50,867.45</u>
Total ordinary expenditures, year 1850		50,867.45
Receipts – Descending	\$54,813.81	
Receipts – Ascending tolls	9,628.21	
Surplus of receipts over expenses for year 1850		<u>13,574.57</u>
	\$64,442.02	\$64,442.02

“During the year 1850, the ordinary expenses were unusually heavy owing to labor to keep the fresh banks in order and stop leaks and leakage. Notwithstanding this, the surplus was nearly \$14,000 over the expenses. Now take the expenses ordinary of this year of 1850, \$51,000, as the maximum for the year’s expense under business control and management, which, we



think, are the average excessive, as the banks of the canal are more settled, its dams being all stone save one. Let us estimate a low tonnage or trade at low tolls and see the result:

**RECEIPTS**

Tolls on 300,000 tons of coal through to District of Columbia, 30 cents per 2,240 lbs.	\$90,000.00
Toll on 80,000 tons of coal through to Williamsport, 13 cents per 2,240 lbs.	12,000.00
Tolls on light boats, coal, grain, cross-ties, wood, &c., through and local points	10,000.00
Water, house and land leases	<u>15,000.00</u>
Total receipts for a year	<u>\$127,000.00</u>
Ordinary operating expenses of year 1850	50,867.45
Surplus, or excess of receipts over expenses	<u>76,132.55</u>
	\$127,000.00

“In the above estimated receipts and tonnage, care has been taken to make a low average. Tolls are low, and at the figures 30 and 70 cents from Cumberland to Georgetown coal would be served there at \$1 for 2,240 pounds, and 30 to 35 cents per ton from Cumberland to Williamsport. The water, house and land leases, as also all tolls on light boats and on freights to local points, are very low, and can be greatly increased, yet we have a surplus of \$76,000 over the ordinary operating expenses of 1850, quite sufficient for interest, &c., urgent liens for permanent improvements, betterments and extraordinary expenses. We believe the receipts could be made an average of \$140,000 to \$150,000, and the operating expenses \$45,000 to \$50,000 per season, leaving out extraordinary expenses. This would give an average surplus of \$95,000 to \$100,000, which would in time meet all demands and leave a good surplus. So that the canal, well managed, will pay a nice revenue on its money value besides the incalculable benefits to the State and the people.

“As to the management, we would suggest a president or general manager of good practical judgment, who would act as superintendent, paymaster, &c., appointing good section bosses and holding them responsible for the condition of their sections; abolish boarding by the canal company; pay good wages to good

men; pay every month and let the men board themselves, or, when necessary, board with section bosses, as they can arrange; payrolls to be made out and sent the manager by the bosses, &c., checks sent them and payrolls returned receipted; take all boats under the sponsorship or ownership of company, so as to have freights and tolls one item. No additional clerical labor would be needed, as collectors can easily make out waybills for both as well as the one. This would place shippers on an equal footing with railroads and other carriers. Many other minor and great improvements can be made. There are about 300 canal boats that can be caulked to run for several seasons. New boats can and will be added as fast as needed.

“Is the canal prejudicial to other carriers? Are railroads prejudicial to the canal? We will answer, no. The railroads, as also the canal, want and desire equitable freight rates. So do the people, for general prosperity and progress. We want all the railroads we can get, and the canal too. There is work enough for them all, and increasing population makes increasing progress. The canal is a great auxiliary to our Western Maryland Railroad, giving the people of Baltimore and the people along its line coal, cement, lumber, &c., without injury to other carriers and with benefit and dispatch to the people; so that the canal is of general benefit to all, particularly those who have no other means of transportation.

“The damage to the canal by the great flood of June 1 was not as great as the damage to many of our railroads from the same cause; but business management equal to the emergency soon repaired the damage, whilst political management, without money and the confidence of the people sufficient to elicit money, left the poor, disparaged work to suffer with its thousands of friends. Floods occasionally come, but the canal can be made reasonably secure against damage by them by proper care.

“Having given our views we will close, with the sincere hope that a lease and good business management may be the speedy result,

and that the great work – the Chesapeake and Ohio canal, projected by statesmen, who left it with other sacred legacies – may yet serve State and suffering people as it was originally intended and as can be done, instead of being a ruined monument of neglect and a prey for political Shylocks.”

DA, Sat. 10/5/89, p. 4. **CHESAPEAKE AND OHIO CANAL** – [The article in the *Sun*, Fri. 9/27/89, p. Suppl. 1 above is duplicated here by the DA.]

*Sun*, Mon. 10/7/89, p. Suppl. 2. **Washington County Democrats** – Hagerstown, Md., Oct. 6. – The democrats of Washington county held their county convention in Hagerstown, on Saturday, and nominated candidates for the different county offices. The convention adopted a resolution favoring the restoration of the Chesapeake and Ohio canal as a waterway.

*Sun*, Wed. 10/9/89, p. Suppl. 2. **Washington County Republicans** – Resolutions were passed commending the present board of county commissioners, and charging the democratic party of Maryland with wrecking the Chesapeake and Ohio canal, squandering repair funds, and neglecting to repair the canal since the flood. The board of public works is accused of abandoning the canal, and the candidates nominated for the Legislature are pledged to the restoration of the canal as a waterway.

*Sun*, Thu. 10/10/89, p. Suppl. 2. **MARYLAND ROADS** – The Cumberland Valley Railroad now terminates at Winchester. The Western Maryland and the West Virginia Central are competitors – possibly to be allies – for the canal-berm route along the Potomac.

The Chesapeake and Ohio canal is regarded as next to abandoned, and whether it be tinkered into another lease of old age or not, the feeling of those who dwell nearest to it was recently expressed by a merchant of Clear Spring, who said: “Since it will eventually have

to go, is not this the best time to let it go, as all the other canals, whether in Pennsylvania, Virginia or Ohio, have gone?

The writer was fishing, after the late May and June freshet, near Shepherdstown, and heard the ferryman say: “I don’t see how the railroad can last there either, as the canal has never been able to hold out.”

ES, Thu. 10/17/89, p. 7. **THE STEAM RAILROAD PROBLEM** – In reference to steam railroads, the report says: “Washington is growing with great rapidity and the railroads will require constantly increasing facilities for the transaction of their business. The destruction of the Chesapeake and Ohio canal has thrown a heavy additional burden upon the railroads, and this, united with the natural growth of business, finds them with entirely inadequate facilities for the handling of freight. In some instances, cars destined for the city are delayed for weeks before they can be brought in and unloaded. Serious annoyance and loss is caused by this delay.”

*Sun*, Sat. 10/19/89, p. Suppl. 2. **CANAL RESTORATION** – Washington, Oct. 18. – The question of restoring the Chesapeake and Ohio canal continues to be agitated, and a representative of *The Sun* was detailed to obtain the views of some of the leading citizens of the District of Columbia as to the suggestion of Colonel James G. Berrett, recently published in *The Sun*, that Congress authorize the issue of \$1,000,000 of 3.65 bonds by the District of Columbia to place the canal in good condition.

Mr. Robert B. Tenney holds that the canal is of the greatest importance to the District of Columbia, and its restoration between Cumberland and Georgetown should be affected, provided its management is placed in the hands of business men. Western Maryland, through which the canal passes, is equally interested in this important waterway, and the owners of property along its banks should share the expense of repairing it. If the Marylanders decline to render their share of assistance, then

Mr. Tenney claims that the District of Columbia might expend to advantage one, or if necessary, two million dollars to restore the canal. Mr. Tenney is not very enthusiastic as to obtaining private capital in Washington, and cites the fact that only four or five business men in Georgetown came to the assistance of the mill owners along the canal, to restore the four-mile level and help set the mill wheels in motion, after the flood of last summer. It cost nearly \$25,000 to repair the Georgetown level, and of that amount not over \$1,500 was raised from merchants not engaged in milling. The Farmers' and Mechanics' Bank, of Georgetown, contributed \$1,000, and Messrs. Noerdlinger and Adler, each gave \$100, and a few other gave small sums.

Mr. Tenney contends that the business of the canal has never been properly managed. On the question of constructing a railroad on the bed or parallel with the canal, Mr. Tenney has very decided views. He asserts that the Baltimore and Ohio Railroad Company holds a controlling interest in the canal and will never permit a railroad to be built over the route proposed; besides, a well conducted canal will give cheaper freights and better accommodations to all concerned than a railroad could give.

Mr. Austin Herr, proprietor of large milling interests in Georgetown, differs materially with his neighbor on the subject of the canal. Mr. Herr says the people of the District should not be subjected to an additional tax to help restore the canal, which is a bankrupt concern and practically useless. The Georgetown millers are interested in keeping in operation the four-mile level from the Chain bridge to Georgetown. They went down into their pockets and advanced the money to repair it after it had been virtually washed away by the recent flood, and under no circumstances will the millers permit that level to be abandoned for railroad or any other purposes. Should a railroad supplant the canal, it is hardly probable that the railroad company would interfere with the maintenance of the Georgetown level, as it would be to the

interest of the company to keep the mills in motion; besides, the mill-owners have leases and grants on the water-power that no court in the land would undertake to overthrow. Mr. Herr says he understands that a proposition is under way looking to the construction of a railroad from Cumberland to Georgetown. Such a scheme, he believes, would be satisfactory to the majority of the merchants of the District of Columbia, as a railroad would be a decided advantage over a canal in many ways. The canal usually freezes up in winter, and for about four months not a ton of coal comes down by water. The canal is, therefore, obliged to fix the rates to cover the entire year, while it only operates eight months out of twelve. A railroad could operate all the year round, and the freight would hardly be higher than the charges on the canal. Besides, the railroad has the advantage of speed over a canal, and a railroad running into Georgetown would probably be of greater advantage to the business men of Georgetown and Washington than two or three canals.

A. W. Ward, president of the Transparent Ice Company, says he is simply interested in the Georgetown level, and does not care whether the entire canal is restored or not. He says canals are way behind the times, and railroads are of greater advantage in building up and maintaining business centers. There is but little if any profit in canal boating on the Chesapeake and Ohio, for when the waterway is open the captains of boats scarcely eke out an existence for themselves and their families. Their boats are in wretched condition, and but few of them are fit to carry freight. Many of the canal boatmen whose fortunes were wrecked by the recent flood, have disappeared to go into other business, perhaps, that a mule cannot keep up with a locomotive.

Samuel S. Cissell, junior member of the firm of George W. Cissell & Co., millers, was not inclined to discuss the subject during the absence of his father. The latter is supposed to be favorable to restoration of the canal by any reasonable circumstances. [illegible.]

ES, Mon. 10/21/89, p. 2. **THE SENECA AND POTOMAC ROAD** – Boyd's, Md., Oct. 21. There was a meeting of the Seneca and Potomac railroad company (the proposed route from Boyd's to Seneca) at Dawsonville, Md., on Saturday, for the purpose of obtaining right of way and soliciting subscriptions to the bonds. The following officers of the Potomac red sandstone company were present: Mr. Nathaniel Wilson, president; Mr. John A. Baker, secretary; Mr. D. L. Shoemaker, manager; and Mr. J. H. Ward & Co., agents, Baltimore, Md.

The meeting was called to order by Mr. J. E. Williams of Boyd's, upon whose nomination Mr. Upton Darby, of Seneca, was made chairman of the meeting. The chairman read the propositions of the Baltimore and Ohio railroad company to the members of the sandstone company, which stated that the cost of building a road would amount to \$88,000; that the Baltimore and Ohio would take one-half of the stock, the rest to be taken by farmers, the sandstone company and other interested in the building of the road. Mr. J. E. Williams asked that the chairman of the meeting appoint a committee of three to secure the right of way and to solicit subscriptions to the bonds. The chairman appointed Messrs. Upton Darby, J. E. Williams and Mr. N. W. Allmett as the committee. They at once secured right of way for more than one-half the distance and secured about \$7,000 in subscriptions to the stock. The meeting adjourned to meet on the 26<sup>th</sup> instant at Dawsonville, Md.

*Sun*, Wed. 10/23/89, p. Suppl. 2. **THE CHESAPEAKE AND OHIO CANAL.**

As for our works of public improvement, I think they deserve the greatest consideration at the hands of our people. I should like to see the canal maintained as a waterway, and I trust a private corporation may be formed which will protect the State's interest and at the same time take the canal out of State management for the reason that, however such management may be, there will always be those who will find fault and take

exception to what is done. I refer with pride to the fact that in the first year of my administration as president of the canal I reduced the expenditures nearly twenty-five thousand dollars, and, by the way, no man was louder in his praise of my management than my present opponent, Mr. Wellington. When he discusses canal matters, he should be manly enough to state what administration he refers to, for as I said before, the people want to hear of the living issues, not of those that have been buried and should be forgotten.

ES, Thu. 10/24/89, p. 8. **THE NEWS OF FREDERICK** – The sidings and buildings of the Baltimore and Ohio road are not sufficient to accommodate the increased freight traffic between Point of Rocks and Monocacy junction, and enlargements and improvements are to be made. This increase in traffic is largely accredited to the wreck of the canal, and people are just beginning to realize what an immense factor the canal was even in its later days. Apropos of this fact, the speech made at the republican mass meeting in the city hall Monday night by Congressman Louis E. McComas was an earnest argument in favor of canal restoration. He cited the fact that such waterways as the Chesapeake and Ohio canal are the only practical means of transporting heavy freight bulks, such as coal, stone and grain; that the railroads are not capable of handling these bulks in a satisfactory manner, and never will be, and finally argued that if the canal could be restored to usefulness on a business basis it would be a blessing to the people of the state.

*Sun*, Wed. 10/30/89, p. Suppl. 2. The delay of the city council in confirming the mayor's appointments of directors on the part of the city in the Western Maryland Railroad Company until Monday of this week necessitated the postponement of the organization of the board. A special meeting has been called for that business. The Western Maryland, besides suffering severely in damages to the road by the floods of

the last spring, sustained loss of revenue from Cumberland coal tonnage by the wreck of the Chesapeake and Ohio canal. The railroad company had a considerable business in moving coal that was brought to Williamsport, Md., by the canal, and also received by that route the coal for the use of the road. The company has now to pay more for its coal, which comes by another route, and the coal revenue from the Williamsport connection with the canal has been loped off. It is said the Western Maryland Railroad people want the canal repaired from Cumberland to Williamsport, which would restore it the lost coal traffic. The estimated cost of this repair has been placed by engineers at \$23,000.

ES, Fri. 11/1/89, p. 7. **FREDERICK COUNTY** – Reports from the villages bordering on the wrecked Chesapeake and Ohio canal indicate that there is more sickness in that vicinity than ever before, owing to the polluted condition of the canal bed. The recent rains, by washing the bed of the canal, have somewhat allayed the danger for the present.

ES, Sat. 11/30/89, p. 7. **STEAM RAILROADS** – The Commissioners again invite attention to the unsettled condition of affairs with respect to steam railroads. The rapid growth of the city renders increased facilities necessary for the transaction of railway business, and the destruction of the Chesapeake and Ohio canal has thrown a heavy additional burden upon the railroads. It is urged that some general plan should be adopted at an early day to regulate the granting of further necessary extensions and privileges and to protect the interests of the people.

ES, Wed. 12/4/89, p. 7. **WASHINGTON COUNTY, MD.** – Mr. Victor Cushwa, whose business was wiped out at Williamsport, this county, by the destruction of the Chesapeake and Ohio canal, proposes to erect at that place an extensive paper mill.

*Sun*, Thu. 12/5/89, p. 3. Legislation will be demanded for the Chesapeake and Ohio canal, the crippled or semi-demolished condition of which is well understood. Whether that work shall be leased on terms satisfactory to the creditors and the State, or whether it shall be sold under legal direction and the proceeds be distributed by order of court, or some other plan be pursued, remains for the Legislature to decide.

*Sun*, Mon. 12/9/89, p. Suppl. 2. **Death of Ex-Register Rhind.** – Cumberland, Md., Dec. 8. A dispatch was received in Cumberland today announcing the death of John Rhind in Washington, D. C. Mr. Rhind, who was formerly register of wills for Allegany county, was a native of Scotland and was born December 23, 1810. At the age of fourteen he left home and went to Glasgow and learned the trade of mason and stonemason. He was employed in the government buildings in England in 1832. He came to the United States in 1834 and found employment at his trade on the Thomas Viaduct, near the Relay House, B. and O. R. R. In 1835 he was appointed superintendent of masonry on the Chesapeake and Ohio canal. He obtained an interest in the Tonoloway aqueduct and retained it until the completion of the work. Mr. Rhind married Eliza Snyder, of Washington county, Md., in 1837. He was employed in the patent office in Washington, D. C. in 1840, and remained several years, after which he moved to Cumberland in 1845, where he was again appointed superintendent of masonry on the Chesapeake and Ohio canal. In 1852 he entered the wholesale grocery business and remained in it until 1873. In 1873 he was chosen register of wills for Allegany county. In 1877 his wife died, and four years later he was again elected register of wills. His remains will be brought here for burial. He had lately moved to Washington, and was living with his son, Charles. Mr. Rhind was highly esteemed by his many friends.

*Sun*, Thu. 12/12/89, p. Suppl. 2.

**GATHERING OF DEMOCRATS**

Wednesday was again the meeting day for Maryland democrats at the Carrollton Hotel. Senator Gorman was there and Treasurer Archer, State Senator Edward Lloyd of Talbot, Poe of Baltimore city, Silver of Harford, Lindsay of Baltimore county, and a number of members elect to the House of Delegates were among the callers. Candidates for the positions to be filled in the two houses of the General Assembly were around too.

Opinions were exchanged upon matters of legislation. The Chesapeake and Ohio canal are one of the items under this head. The holders of the majority of the \$500,000 repair bonds of 1878, or Baltimore and Ohio Railroad interest, are said to favor the appointment of a receiver for the canal, which would carry with it its repair and maintenance as a waterway. Provision for the repairs would be made by the interest which wants a receiver. Such a disposition of the question would end for the time any movement for the sale of the canal to rival a railroad. This is the first definite statement concerning the canal that has yet come to the front.

ES, Sat. 12/14/89, p. 6. **WASHINGTON COUNTY, MD.** – Mr. Isaac Dodd, for many years a carpenter in the employ of the Chesapeake and Ohio canal company, died here on Wednesday at Williamsport, aged eighty-three years.

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*Ibid*, p. 12. **WESTERN MARYLAND**

An illustration of the unfortunate effects of the spring flood is given by Mr. E. A. Fry, county and state tax collector. During his recent trip to the towns along the Chesapeake and Ohio canal, he collected only about \$500, while his aggregate collections at the same points the previous year ran up into the thousands. Owing to this fact, the county authorities are pressed for funds to meet current expenses, and difficulty was experienced in securing sufficient to pay the school teachers promptly.

AG, Sat. 12/14/89, p. 3. According to the recent annual report of the superintendent of the New York canals, those canals last season carried half a million tons more freight than they did the year before. And yet the parties interested in the destruction of the Chesapeake and Ohio canal say canals are “played out.” If the proper ways and means were adopted, it would not be an impossible task to induce Congress to repair and produce the C. & O. canal to the Ohio river, as a feeder and a line of defense to the national capital, and as a work of international improvement in which it has already invested a large sum of money.

ES, Sat. 12/21/89, p. 3. **GEORGETOWN Relief of Destitute Canal Boatmen** – Officer Frank Burrows is kept quite busy at the police station giving out clothing to the destitute canal boatmen and their families. Mr. F. L. Moore has given transportation to their homes of a number of the canal people who have been quartered in the canal boats. Transportation was given to five persons yesterday. Mr. Moore writes that *The Star* “was in error in regard to the four boxes of clothing now at police station for distribution. It will only be given to those for whom it was contributed, the sufferers by the flood on the Chesapeake and Ohio canal.”

*Sun*, Mon. 12/23/89, p. Suppl. 2. **Levying Upon Canal Property** – Frederick, Md., Dec. 23 – The canal boat *Maryland*, better known as the President’s boat, which has been lying fast in the mud, in charge of a keeper, at the Washington Junction of the Metropolitan Railroad, since the big flood of May last, was levied on, together with its furniture and entire equipment, by County Constable Krantz, of Frederick county, on Friday, to satisfy a judgment obtained by Randolph Nichols, of Point of Rocks, against the Chesapeake and Ohio Canal Company. The judgment was granted by Justice Thomas, and it was ordered that the property levied on be sold on December 28, unless the matter is otherwise settled. The claim against the company, it is

understood, is for labor performed. The *Maryland* had been used as a pay boat for some years, and it was while on a mission of this kind that it was overtaken by the flood and rendered unable to proceed further.

*Sun*, Thu. 12/26/89, p. 3. **FUTURE OF THE CANAL.** Mr. Victor Cushwa, of Williamsport, Washington county, Md., writes to *The Sun* as follows: "The Legislature of Maryland will assemble in a few days and will have much work of the greatest and most vital importance to the people before it. Apart from the passing of such important and much-needed legislation as the Tilden-Pearce election law of the Australian ballot system, license, the reassessment of property, the Chesapeake and Ohio canal is to the people, at least to those of the western part of the State, in the most pressing need of legislation or other adjudication that will speedily relieve the fearful anxiety, loss of labor and depreciation of property and business – the natural consequence of its present inoperative condition. The failure on the part of management to repair and operate the canal has brought upon our people the most disastrous results. Loss of business, labor and property amounting to hundreds of thousands of dollars, and the depreciation still going on, are matters that go down deep into the recesses of the heart, and most seriously affect the prosperity of the people of Western Maryland, to so many of whom the canal was the only market and sole artery of trade. Our own fertile county of Washington, noted for its farms and thrifty farmers, is skirted by the canal a distance of 77 miles out of the 185 miles, the canal's entire length. The farmers of our sister counties in Pennsylvania, (Franklin and Fulton,) notwithstanding that many of them were favored with shipping facilities by near-by railroads, found better markets on the line of the canal, and hauled to it from miles inland the products of the farm, returning with coal, plaster, lumber, &c., benefitted by the exchange. We would here answer a question often asked: "How can the canal create a better market than the

railroads?" Simply because the canal is a consumer of farm produce as well as a *carrier* of it. The boatmen are liberal buyers of every product of the farm. Purchasers of the heavy staples – coal, plaster, lumber, &c., - brought lower by canal because canal freight was always lower than rail freight. Is the canal more difficult and expensive to keep in repair and operate as a waterway than a railroad of equal length? We think not as much so; certainly not more so under equal management. We have shown in former communications what the canal has operated for and what good business management could do. The canal has advantages over railroads. The wear and tear of the canal is ordinarily slight and diminishes in proportion as the volume of business increase. With railroads the opposite is true. Rails, cross-ties and bridges wear out in proportion as they are used. The damage to railroads by floods and storms is at least equal to the loss sustained by the canal. Indeed, both the Baltimore and Ohio and the Pennsylvania Railroads experienced even greater damage from the flood of last June than did the canal for the same distance. We are all sincerely hoping for a speedy and equitable adjustment of the matter, trusting that wise counsel may prevail, and that this great work may be restored as a waterway, and forever hereafter be divorced from party and politics and placed under good practical management, either through a lease by legislative enactment, or by appointment through the courts of a good practical receiver. Then the thousands of dependents – laborers, boatmen, business men, the farmers of the section tributary to the canal – may repair their losses and regain their former prosperity. Great benefits must also inure to the citizens of the State at large and of the District of Columbia. Can this be done without additional cost to or responsibility on the part of the State? We say most emphatically, yes. Your readers remember the proposition of the bondholders of 1844 to lease the canal for a period of twenty or more years and pay their bonds \$1,700,000, and give to the State out of the gross earnings \$10,000 per year during the

lease. The trustees named and personally bound were Messrs. W. W. Corcoran, George S. Brown, George Hawkins Williams, A. Bayard Smith, Allen Bowie Davis – a most responsible and honorable security for the full performance of the stipulations of the lease and for the maintenance of the canal as a waterway, and its return to the State in the same condition as it was when it passed into their hands. (See letters of Mr. Allen Bowie Davis, published in *The Sun* of January 19 and February 10, 1888, which contain much valuable information.) This lease failed to meet with political favor, whilst I think it met with much of general favor among many who were directly interested in the welfare of the canal. Draw the picture: In the background a lease, in which the canal was to have been operated as a waterway, \$10,000 per year flowing into the State’s treasury, besides the liquidation of \$1,700,000 of bonded indebtedness, with such sureties as the honorable and responsible men named above. The foreground shows us all of this indebtedness largely increased, the canal a wreck, physically and financially. Could any work in the whole world have succeeded under similar management? Let its present damaged and silent condition; its creditors, the thousands who have lost their labor, their business, their property, answer. Our county of Washington, with her fertile lands and so large a portion of the canal within her borders, the great interest of her people in its welfare, has not had a voice or a representative in its management for years. Whilst our people have of their own no representative to plead a most vital and important cause – the restoration of the canal as a waterway – can we not appeal to our brethren in Baltimore and on the Eastern and Western shores for their cooperation in this our hour of loss and trial? We believe we can, as such restoration and future management is not only possible, but perfectly feasible without further cost to the State. We feel sure that sympathy and action will not be wanting, as simple justice demands as much, no more certainty than they would have a right to

expect of us should a similar calamity befall them, which we trust may never be their lot to experience.

A report says that there were from \$1,800 to \$2,000 in the canal treasury after the flood. Though the canal company is largely in arrears to its employees, there has been no distribution of funds among them. Are the president, treasurer and directors still in office “on pay?” Let us have the canal restored as a waterway. “*Fiat Justitia, ruat coelum.*”

Progression is the order of the day. There are now serious delays in transportation. Complaints are coming from all quarters. We want more railroads and more canals.

ES. Fri. 12/27/89, p. 6. **FREDERICK CITY AND COUNTY** – Counsel for Randolph Nichols of Point of Rocks have secured a judgment against the Chesapeake and Ohio canal company, issued through Justice Thomas of Adamstown, and levied on the pay-boat “Maryland,” stranded in the mud at Washington Junction since the flood of last June, which will be sold on the 28<sup>th</sup> instant unless the claim is otherwise settled. The claim is for labor.

AG, Fri. 12/27/89, p. 3. Among the strangers in the city today is Mr. Mertens, of Cumberland. Mr. Mertens says the hope for the repair of the Chesapeake and Ohio canal has been so long deferred that the people interested in that canal are sick at heart and are now settling down into the belief that a railroad laid on its bed is the best they can expect, and that only in the distant future. He says he thinks if the canal could be eliminated from politics, Maryland would repair it, to the great benefit not only of the section through which the canal runs, but to that of all other parts of the State.

*Sun*, Tue. 12/31/89, p. 1. Counsel representing the trustees of the bondholders of the Chesapeake and Ohio Canal Company filed bills in the Circuit Court for Washington county and in the Supreme Court of the District of



Columbia, in equity, asking for the appointment of a receiver to take charge of the affairs of the canal, the object being to preserve it as a waterway.

ES, Tue. 12/31/89, p. 5. **FUTURE OF THE CANAL** – The bill for appointment of a receiver for the Chesapeake and Ohio canal mentioned elsewhere in *The Star* was filed about 3:45 o'clock p.m. and was at once placed in the hands of Judge Cox.

The people in Washington who are specially interested in the Chesapeake and Ohio canal seem to know nothing whatever about the legal proceedings. The well-known law firm of Morris & Hamilton, who are the attorneys for the Baltimore and Ohio railroad, are as ignorant as the rest on the subject. Mr. Morris said to a *Star* reporter this afternoon that he knew actually nothing about the matter except what he had read in the Baltimore papers, but that his idea was that while the Baltimore and Ohio road might be in favor of such a move, they were not actively pressing it.

Mr. James G. Berrett, one of the directors for the Chesapeake and Ohio canal, was likewise utterly ignorant of the proceedings when approached by the reporter.

**THE MILLERS AND COAL MEN** in Georgetown, who, owing to their situation, have been especially interested in the canal, had only heard vague rumors concerning the new step in the matter. There seemed a general preponderance of sentiment in favor of keeping the canal as a waterway and for not changing it to a railroad. Their supply of water, whatever happens, they consider as assured to them. No matter into whose hands the canal passes, arrangements will be made to continue this supply even if it is necessary to form a water supply company and purchase that part of the canal necessary for that purpose.

**ADVANTAGES OF THE WATERWAY** “The canal,” said Mr. Robert Tenney, “is of the greatest benefit to Georgetown and the District of Columbia. It is used not only as a common

carrier, but also for the large amount of money spent by the men at this place every year. Each boat buys \$20 worth of provisions alone right here in Georgetown each trip it makes. Then as a carrier, a canal is of the greatest use in any state. The grain trade in New York city shows this, where the receipts of grain during the seven months of canal traffic was 25.6 percent more than by rail. You may say that I am in favor of any plan which will put the canal in a waterway on its feet again.” The canal should be separated entirely from politics and run as a business affair and carried on in that manner. There is no reason why it should not pay a considerable profit on the investment.

There is general talk in Georgetown of the formation of a corporation to purchase the canal and run it as a business venture.

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*Ibid*, p. 8. **TO RESTORE THE CANAL** – Gen. George S. Brown, Mr. John S. Gittings, Wm. M. Matthews, Frederick M. Colston and Bradley S. Johnson, trustees of the bond holders of the Chesapeake and Ohio canal company, under the act of 1844 and the mortgage of 1848, have filed bills in the Supreme Court of the District of Columbia and the circuit court for Washington county, Md., in equity, asking for the appointment of a receiver to take charge of the canal, to borrow money to put it in repair and operate it. The bill charges that the company is insolvent; that it owes \$1,693,500 of bonds, which are now due, with twenty-five years' interest on them; that in May last a great freshet totally wrecked the canal and made it useless, and that it is now completely destroyed as a waterway. It is stated that the company has made every reasonable effort to raise money to repair the canal, without success. The report of the president and directors of June 13, 1889, states that it will require \$300,000 to repair the canal and put it on good condition, and that the company is powerless to raise this amount; that the bondholders, for whom the complainants are trustees, have a first lien on the tolls and revenues of the canal, and unless it is repaired

and operated as a canal, they will lose their money and be without remedy; that if a receiver or receivers be appointed, money can be obtained to repair the canal, it can be maintained as a waterway, and revenue can be earned to pay the bondholders. Chief Judge Alvey, at Hagerstown, set the application down for a hearing on the 30<sup>th</sup> of January. The counsel for the trustees is Gen. Bradley T. Johnson, and the bill in Hagerstown was foiled by Johnson & Johnson and H. H. Keedy and in this city by Johnson & Johnson and W. M. Matthews.

**WHAT GEN. JOHNSON SAYS.**

The Baltimore *Sun* quotes Gen. Johnson as saying: "The object of this movement is to prevent the sale of the canal and to preserve it as a waterway. The bond holders are vitally interested in having the canal operated as a canal and not as a railroad. It is a great mistake to believe that the days of canals are numbered. Under proper conditions, canals can transport heavy freight like coal on terms beyond possible competition by railroads. The bond holders are not willing to advance the money to repair and operate the canal as long as it remains under political management. We are not complaining of the personnel of the management, but of the system. Politics can't run a hotel, a canal or a railroad. Experience is overwhelming on that point, but we believe that the canal may be resuscitated and made a great benefit to the coal regions, to the state and to the bond holders. The canals in Belgium regulate the railroad charges. The Erie canal is the great regulator of east and west transportation, and we believe that the Chesapeake and Ohio canal may be made the means of cheapening coal in Baltimore, of increasing power, and of developing a great system of manufacture. If we can get a receivership, and thus have an administration purely an industrial one, we can get the money necessary in ten days. If we cannot get the receivership, the canal must remain dry and then be sold. The question is: To whom will it be sold and for what price? We propose to save the canal and to make it pay."

AG, Tue. 12/31/89, p. 3. **NEWS OF THE DAY**  
– Counsel representing the trustees of the bondholders of the Chesapeake and Ohio Canal Company yesterday filed bills in the Circuit Court for Washington Co., Md., and in the Supreme Court of the District of Columbia in equity asking for the appointment of a receiver to take charge of the affairs of the canal, the object being to preserve it as a waterway.