

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***SHEPHERDSTOWN REGISTER***  
a Shepherdstown, WV newspaper  
and  
***THE SUN***  
a Baltimore, Md. newspaper  
and  
***MORNING TIMES,***  
***EVENING STAR,***  
and  
***EVENING TIMES***  
three Washington, D. C. newspapers  
and  
***ALEXANDRIA GAZETTE***  
an Alexandria, Va. newspaper.  
1897

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A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from the *Shepherdstown Register* a Shepherdstown, WV, newspaper, *The Sun* a Baltimore, Md. newspaper, *Morning Times*, *Evening Star* and the *Evening Times*, three District of Columbia newspapers and *Alexandria Gazette* an Alexandria, Va. newspaper of the era. The articles were compiled, chronologically in a two-column format, much as they appeared in the newspaper. Articles from the *Shepherdstown Register* are preceded by SR, those from *The Sun* are preceded by *Sun*, those from *Morning Times* are preceded by MT, those from the *Evening Star* are preceded by ES, those from the *Evening Times* are preceded by ET and those from the *Alexandria Gazette* are preceded by AG.

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

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**Canal Trade 1897.**

*Sun*, Mon. 1/4/97, p. 6. **BASS AND THEIR FOOD** – Harper’s Ferry, W. Va., Jan. 2. – Captain Harron, from the United States fish commission, and his men arrived last night. Today they began seining the canal and 3,000 fish were put into the Potomac. These included 500 bass, ranging from 3 to 14 inches in length. The other fish were minnows, chubs, shiners, white perch, a few catfish, but no carp.

White perch are becoming very plentiful. All the transferred fish would have perished. They were taken from the shallower places. The deeper pools and lock will be seined tomorrow on the arrival of waist boots, which were wired for yesterday. Hip boots only were here to be used, but the work will require waist boots.

One division only was at work, going two miles north. The work today was preliminary, Captain Harron educating all hands as they went along. The projectors ought to be greatly encouraged. The residents here are loud in their praises of the way in which not only bass are being saved, but all the fish that bass feed upon.

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Hagerstown, Md., Jan. 3. – Thomas Hardy and several helpers at Weverton caught a carp weighing twelve pounds out of the Chesapeake and Ohio canal, a large number of minnows and only one black bass. The bass and minnows were transferred to the Potomac river and the carp was killed.

J. T. Richards, supervisor of the Chesapeake and Ohio canal at Williamsport, caught a beautiful goldfish weighing over a pound in the canal near Williamsport.

Frank T. Goddard, of Williamsport, who is interested in preserving the bass in the river, has received a letter from Secretary Massamore, of the Game and Fish Protective Association, in which he says that seining the canal by individuals and parties not having instructions from Secretary Massamore or Col. George L. Nicholson, superintendent of the canal, is forbidden.

Deputy Game Warden J. Scott Bowers, of Hagerstown, who is seining the canal from Hancock to Williamsport under official orders, caught a sixteen-pound German carp at Miller’s Bend and he presented the fish to V. L. Woltz, of Williamsport. All minnows found are turned into the river.

The seiners expect to reap a rich harvest at the fourteen-mile level near Cedar Grove. This is one of the finest pools to seine along the stream. It goes under the name of “Dellinger’s Wide Water.” For many years it has been seined by a company of farmers and others in that vicinity, and often as many as twenty bushels of fish of all kinds have been taken from out of the pool after the water has been drawn off of the canal. People go for miles around to see the work accomplished.

The ice is nearly all melted off of the canal pools and seining is being prosecuted under much more favorable circumstances.

*ET*, Mon. 1/4/97, p. 4. **SEINING THE CANAL** The Chesapeake and Ohio Canal is being seined, under the direction of Capt. Harron, of the United States Fish Commission. At Harper’s Ferry yesterday at least 5,000 fish were transferred from the canal into the Potomac river, 500 of which were bass.

The residents along the canal praise the work of the Fish Commission, as all the fish would have perished had they remained in the canal pools.

In Maryland, the game warden has a number of deputies at work. Only a few bass have been transferred. Plenty of minnows are captured. The carp caught are killed.

J. T. Richards, supervisor of the Chesapeake and Ohio Canal at Williamsport, caught a beautiful gold fish weighing over a pound in the canal near Williamsport.

*MT*, Tue. 1/5/97, p. 4. **GOOD NEWS FOR ANGLERS** – The first seining of the Chesapeake and Ohio Canal this winter took place last week.

It will be continued until the majority of the fish are removed.

As soon as the fish are taken, they are immediately thrown into the Potomac, so that the supply is not lessened any. The seining was done only at locks 34, 35 and 36, around Harper's Ferry, but it will be commenced at all points along the canal as fast as men can be secured who are familiar with the handling of nets.

Dr. George W. Massamore, the chief deputy game warden of Maryland, has had the affair in charge, and under his careful supervision 5,000 fish were removed from the canal last week.

Messrs. Cross, John F. Smith and G. Scott Bowers will take charge of the various points along the canal where the greatest work will be done. Under the direction of Dr. Massamore, they expect to exceed the record of last week.

The fish caught are chiefly black bass and white perch, with a fair sprinkling of catfish. Fortunately, very few carp are found and these are immediately killed. About ten were caught near Weverton, but in other localities hardly any were found.

The work of seining is very interesting to the spectator. The seiners enter the locks in rubber clothing, and with their nets sweep the canal from side to side so that nothing escapes. After a long haul, when the net gets heavy with fish, it is taken out of the water and emptied. The fish are at once thrown into the Potomac, although a quantity of them have been given to poor people of the vicinity.

The greatest difficulty that lies in the way of the fishermen are the hidden rocks at the bottom of the canal which catch the seins and allow the fish to escape. Fortunately, however, this is confined to but few localities.

The Georgetown end of the canal has a very smooth bottom and presents an opportunity for splendid work. This is of great interest to thousands of fishermen along the Potomac as the supply of fish in the river will be greatly increased by the time the season opens, and rare sport is thus promised.

The Canal Company has invited the United States Fish Commission to use all the opportunities thus presented and the latter has taken advantage of the offer.

Capt. Harron and Dr. Harban of the Fish Commission have been appointed two attendants to assist Dr. Massamore.

*Sun*, Fri. 1/8/97, p. 6. **SAYS SEINING IS WRONG** – Hagerstown, Md., Jan. 7. – United States Deputy Marshal Wm. B. Oliver, of Hagerstown, today stated that he proposed to put a stop to what he calls the ruthless slaughter of fish in the Chesapeake and Ohio canal by the seiners for bass. He says he will show the State of Maryland and the Governor that the United States government did not go to the expense of stocking the canal and river with food fish for some "freaks" to come along and kill them at pleasure.

He referred to the various acts of the United States government in placing in the Potomac suckers, sunfish, carp, trout, &c., the suckers having come from the great lakes.

He understood that the fish were being seined from the canal by bushels and that nothing was saved but the bass. The government, he said, had given authority to no one to kill, give away or sell the fish by wholesale.

People at Sharpsburg report that the seiners on Wednesday caught from 12,000 to 15,000 fish of all kinds, and that of these only 1,500 were bass. The rest were given away or killed, they say.

*Sun*, Sat. 1/9/97, p. 6. **THE OTHER SIDE.** Dr. George W. Massamore, who is in charge of the seining of the Chesapeake and Ohio canal in order to turn the bass into the Potomac river for their preservation, writes a letter from Harper's ferry in reply to United States Deputy Marshall William B. Oliver, of Hagerstown, who says he will take steps to stop the seining.

Dr. Massamore says the accounts of the destruction of the fish are exaggerated. The bass, he states, are placed in buckets and emptied into

the river, but carp, eels, large catfish, mullets and suckers are given to the people along the canal. All the remaining fish are put into the river instead of dying in the mud or freezing in the shallow pools, some of which dry up entirely.

“When the canal locks are pumped off for repairs,” he adds, “thousands of fish perish, but this year, under Instructions from General Manager Nicholson, all bass will be taken out by lockkeepers and will be put into the river. You will see that instead of killing all the fish we are saving them.

“Fully 5,000 white perch have been put into the river between Harper’s Ferry and Sharpsburg Landing. They were planted at Cherry Run some years ago and have propagated wonderfully. This is the first year in which they have been seen in the canal in any numbers.”

Captain Harron, of the United States fish commission, says a million would be a conservative estimate of the number of small fish transferred to the river.

Dr. Massamore thinks Mr. Oliver got his information from a party of ten seiners who went to fish the canal on their own account with a 120-foot seine, but were stopped. He says that in the past, the fish were in this way seined out by the thousands, thus decreasing the number of bass.

“Now that the seining has been successful,” he adds, “the United States fish commission will send additional men to seine the canal from Washington Junction to Little Falls, and next year the work will be done almost, if not entirely, by the commission.”

The writer makes an additional claim that the canal is private property.

ES, Sat. 1/9/97, p. 2. **Widespread Interest in the Seining of the Canal.** – The success which has met the efforts to seine the Chesapeake and Ohio canal and transfer the bass and the food fish contained therein to the waters of the Potomac river has excited great interest among the anglers, who had regarded the result of the project with considerable doubt. There is a general sentiment that the seining should be recommenced as soon

as the weather permits and be continued until the holes and pools of the canal are entirely freed from the fish which would otherwise perish before spring. The reason the fish die in the canal is because the water left remaining in the pools when the canal is drawn off, slowly but surely dries up, and from the middle of February until navigation opens there is very little moisture between its banks. Consequently, when the water evaporates and the mud freezes, the fish are destroyed by thousands.

ES, Mon. 1/11/97, p. 8. **WASHINGTON AQUEDUCT, - Captain Gaillard’s Report on the Raising of the Dam at Great Falls.** – Capt. Gaillard, the engineer officer in charge of the Washington aqueduct, has reported to the War Department the completion of the project for increasing the water supply of the District by raising the height of the dam at Great Falls. The dam extends from the Virginia to the Maryland shore of the Potomac, crossing Conn’s Island. The reference of the crest of the original dam was 148 feet. It has been raised to a reference of 150.5 feet. The project of improvement involved removing the old coping stones, raising the height of the body of the dam two and one-half feet and resetting and bolting in place the coping stones; also strengthening the conduit to withstand the increased pressure caused by raising the dam.

#### **How the Work was Done.**

Part of the stone used in the work was obtained from the government quarry at Seneca, eight miles above Great Falls. The balance was furnished by Mr. Asa B. Cook of Petersburg, Va., who had the contract. The stage of the river was so high that it was impossible to commence laying the stone until April 20 last, and even then, it was done with considerable difficulty, as the depth of water pouring over the crest of the dam was over two feet. By the use of horizontal, moveable shutters and sand bags and by caulking to prevent the smaller leaks, a cheap and efficient cofferdam was devised, by means of which the stone was finally laid against a head of over five feet on the dam. Riprap revetment was laid on

the up-stream side of the dam as a protection against ice, and about 199 cubic yards of this riprap were carried over the dam during the flood of October last.

**Cost of the Improvement.**

Capt. Gaillard says that all the work on the dam was completed December 12, and the property collected and carefully stored away. All the employees, except the assistant engineer, were discharged on the 15<sup>th</sup> ult. To strengthen the conduit against the increased pressure which may be developed on account of raising the dam, the conduit rests were widened. In this work 9,870 cubic yards of material were put in place. The work of raising the dam and strengthening the conduit has been completed at a cost below the original estimate. Capt. Gaillard says that when all the outstanding liabilities have been settled, including the award to the Chesapeake and Ohio Canal Company, there will remain a surplus of about \$23,000. The amount expended to the end of the last fiscal year was \$52,266, leaving a balance available of \$72,734, of which amount there has been since expended \$33,340, leaving a balance on hand January 1, 1897, \$39,394, against which are outstanding liabilities of \$15,475, leaving an unexpended balance of \$23,919 as of January 1, out of the appropriation of \$125,000 made by the act approved March 2, 1895. Capt. Gaillard makes no comment whatever as to the possible effect of this improvement upon the general water supply.

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*Ibid*, p. 10. **The Catch of the First Bass.**

– Lock 35 of the Chesapeake and Ohio canal is about two miles above Harper’s Ferry, and just below it is a feeder from the Potomac, which is not more than a hundred yards distant, [where water] enters the canal. It was here that actual operations were commenced. There was not much water in the lock itself, but a few feet from the lower gate was a rather deep pool, containing probably forty square yards. Its bottom was covered with rocks and stones, affording excellent hiding places for the bass. Captain Harron and his men descended into the lock and

the forty-five-foot seine was passed down to them. The seine was drawn out from the entrance to the lock and through the pool to a bank of gravel on the side of the canal, where a good landing place was afforded. As the seine was being hauled, two men agitated the water on either side of it in the direction that it was being drawn, in order to keep any fish that might be in the water before the net. Up and down behind the net waded Captain Harron, with his eyes glued to the meshes; carefully lifting the net over stones and snags and relieving it now and then of a broken branch or a waterlogged stick. During the first haul, while he was thus engaged, the shrill voice of Butts rang out a warning: “Look-a-there,” he shouted, “There’s a big bass in the seine.”

And there was a big bass in the seine. Captain Harron had seen it sooner than Butts, and while the youngster’s ejaculation was being echoed in the hills around, Herron had lifted the cork line of the seine and deftly grasped the big bass behind the gills. An assistant brought a bucket, into which the bass was transferred, and thus was caught the first bass of the many thousand that have been transferred during the past week from the canal to the river.

The hauling was not discontinued while Capt. Harron was dexterously catching the bass and preventing his escape, either by jumping the net or hiding under a projecting rock. The seine was drawn slowly into the shallow water on the gravel bank alluded to, the lead line was reached for and drawn in, and then the seine was lifted and the catch exposed to view. The crowd on the towpath and the sides of the lock indulged in a chorus of surprise and gratified exclamation, for looking down they saw in the seine a writhing mass of silver, touched here and there by the golden gleam of the yellow catfish. Distinguishable in the mass were the writhing bodies of the athletic bass, and they received the attention first.

MT, Fri. 1/15/97, p. 2. **CHILDREN OF JOHN SEAMAN** – The children of John Seaman, a lock

tender on the Chesapeake and Ohio Canal, were stated last night to be co-heirs of the vast estate of the late John McCaffery, the litigation for the settlement of which is nearing a close in Chicago. These children are two sons now living in Washington and a daughter, Mrs. Whelan, who lives in Baltimore. The estate is said to have a minimum value of \$1,000,000. It has not yet been divided, but there is enough of it to make the Washington heirs very wealthy.

*Sun*, Thu. 1/21/97, p. 2. **ALLEGANY COUNTY** Cumberland, Md., Jan. 20. – The inspection of the Chesapeake and Ohio canal between Cumberland and Williamsport shows the waterway to be in fine condition. Unless there should be a freshet, the winter will be passed through without a single break.

The Baltimore and Ohio Railroad Company have concluded a contract with the Western Maryland Railroad Company to haul 150 car-loads of coal daily from Cherry Run over the latter line. The coal is to go to tidewater at Port Amboy, N. J.

*AG*, Thu. 1/21/97, p. 3. Colonel J. B. Moulton died at St. Louis, Mo., yesterday. He was born in Boston in 1810 and was a graduate of West Point. After leaving the military academy, he became an engineer of the Chesapeake and Ohio canal. He was one of the most prominent engineers of the West.

*Sun*, Fri. 1/22/97, p. 1. **COL. J. B. MOULTON DEAD** - St. Louis, Jan. 21. – Col. J. B. Moulton, one of the most prominent civil engineers in the West, is dead at the age of eighty-seven years.

He was born in Boston, Mass., in 1810, and entered West Point as a cadet in 1828. Completing his studies, he became engineer of the Chesapeake and Ohio canal from Georgetown, D. C., to Cumberland, Md.

In 1836 Colonel Moulton constructed the Lexington and Frankford Railroad, of which Henry Clay was president. He was afterward chief engineer of the Iron Mountain Railroad,

now a part of the Wabash system. About twenty years ago he retired from the active duties of his profession.

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*Ibid*, p. 6. It was announced that in the future Fish Commissioner J. J. Brice will seine the Chesapeake and Ohio canal with his force to save the good fish.

*Sun*, Sat. 2/6/97, p. 7. **Chesapeake and Ohio Canal Repairs.** – Williamsport, Md., Feb. 5. – The Chesapeake and Ohio canal is being put in thorough repair all along the line for the season of 1897. The aqueduct at Williamsport is undergoing extensive repairs and the tow path being made perfectly solid. A large number of new lock-gates are being placed, the lock-houses repaired, and the culverts and waste-weirs put in excellent condition. The culvert on the brick house level of the canal, which was swept out, together with sixty feet of towpath last fall, will be filled in with earth and made firm.

*ES*, Thu. 2/18/97, p. 10. **Went Through the Boat.** – James Douglass, a colored laborer, was arrested yesterday by Policemen Harrison and locked up with a charge of larceny placed opposite his name. The negro is alleged to have boarded the canal boat of Captain Eddy of Cumberland, which is tied up on the Georgetown level of the waterway. There was no one on the boat at the time, and the negro went through all the cabins. He carried away three flat irons, and also 30 cents in money. The theft was discovered soon afterward, and the police notified, which resulted in the arrest of Douglass.

*ES*, Sat. 2/20/97, p. 15. **RIVER FRONT STORIES - The Arks that once Navigated the Upper Potomac** – “For seventy years, as boy and man, I have lived on the river front,” said Mr. Thomas W. Riley, “and for over fifty years I have carried on business there on my own hook. My business has been in all lines about the water, but principally in wharfing, wood and coal, and in fish and oysters, my headquarters always having

been at Riley's wharf at the foot of 11<sup>th</sup> street, where my father carried on the same kind of business before me. I have, therefore, seen the river front when it was at its best. I have seen it when times were very lively there, and I have seen it when it was very dull. I was wharfing long before the iron horse made his appearance with long trains of cars, in the days when nearly everything that came to this city necessarily had to come by water, and I handled a great deal of it.

"Fifty years ago, the river front, all the way from the Arsenal grounds up to 17<sup>th</sup> street, presented a very busy appearance, I assure you. Every wharf was busy, and ships from all lands, flying every flag known to civilization, could nearly always be seen here. The ships not only came here, but many is the ship that was built on the river front and sailed from here to all parts of the world. Great steamboats – that is, great for that day – were built at the 9<sup>th</sup> street wharf, and many were rebuilt and repaired. The Signet, the Sydney, the Joe Johnston, the Chesapeake and many others were built there. The ship-building business was carried on by an Englishman named K. H. Lambell. His foreman, Charles Edmonston, who died only week before last, with a deserved reputation as the best house builder ever known, managed a great deal of this business. Mr. Edmonston carried into the ship-building business the same care and honesty that made him so reliable and respected as a house builder. Ships, large vessels, by the hundreds were built and rebuilt by Mr. Lambell. Many of them are afloat yet. At Easby's wharf, near the Naval Observatory, many vessels were also built and rebuilt. Mr. Easby, like Mr. Lambell, was also an Englishman.

"But the steam horse proved that business could be done at a more rapid rate than the water could float ships or the wind blow them, and since the day when the railroad announced itself ready and proved itself able to move goods the shipping business began to decline. I have seen the day when there were twenty or thirty steamers running regularly from this city to New York, Philadelphia, Baltimore and Boston.

### Story of the Oyster Trade.

"Probably I have had a closer and longer connection with the oyster business from its start in this city than any other, and, indeed, than all my businesses combined. Originally all the oyster business was done in Georgetown, and it took nearly twenty years to get the trade moved to the 11<sup>st</sup> street wharf, where it has been ever since. It was small enough in the early days, the arrivals seldom ever being over one boat load in a week, and oftentimes it has been even less than that, sometimes being only one load in a month. In those days oysters were only got down in the Chesapeake bay, and one or two of the sounds adjacent thereto. Such a thing as taking an oyster from the Potomac fifty years ago was not even dreamed of. Now nine-tenths of the oysters which are brought here by the oyster fleet, for there are about fifty boats in the business, large and small, are taken from the Potomac at various localities between here and the Chesapeake bay. The custom of many persons going to the wharf, selecting their oysters and eating them on the spot, as it were, seems to be growing, though it has existed since the arrival of the first load which ever arrived here. There are also hundred of heads of families who send their buckets regularly to the boats for their oysters; preferring to buy them direct from the boats, rather than from dealers. I don't think, however, that I ever saw a lady on the oyster wharf until during the war. Since then, there is scarcely a day during the oyster season that ladies are not to be seen there.

"The fish business has always been large here, especially during the shad and herring season, although the special branch of it known as 'struck' fish has almost entirely disappeared. By a 'struck' fish, I mean cleaning, salting or smoking them. Of course, the fishermen and seine men always preferred to sell their fish fresh, but when they could not, there was always a market for them after they were salted or smoked. Men who owned large numbers of slaves, from all parts of Maryland, Virginia and elsewhere, were the buyers of struck fish, for they were used



very largely as food for slaves. I have seen hundreds of large slave owners drive to the wharf and buy struck fish by the wagon load. The principal users of struck fish now, as before the war, are colored persons, though, as I said before, the trade has dwindled down to almost nothing in comparison to what it was years ago. The enormous business of cleaning fish, or something else that I do not know of, was a source of great attraction to wild ducks. In my boyhood days, I have seen the river literally covered with ducks. My father, I remember, had a blind rigged up just off where the Independent Ice Company wharf now is, at the foot of 9<sup>th</sup> street, and he often shot ducks by the dozen without going fifty yards away from his own wharf. If any one took any trouble at all, it was easy to kill a hundred wild ducks within a radius of a quarter or half of a mile from any of the wharves, in a half day.

#### **Sold the First Coal Here.**

“The wood business was also the cause of a great deal of shipping in the early days, for even as late as fifty years ago there was not a pound of coal to be had in this city, and there was not a stove which could burn it, even if coal could be had. My father inaugurated the coal business, and I personally sold the first load of coal ever burned in Washington. The wood always came up the river in flat-bottomed boats, and were turned up Tiber creek, which made in from the river at 17<sup>th</sup> street. The wood business was carried on along what is now B street, from 17<sup>th</sup> down to 6<sup>th</sup> street, and it was increased very considerably when the canal was built to that point. For years I owned and carried on a wood yard on the exact ground on which the Baltimore and Potomac depot is now located, and every stick of my wood came up there by water, either in Tiber creek, which was a natural stream, or the canal, which was afterward constructed. There were at least twenty-four wood yards along the banks of the creek or canal. So also, all of the lumber used in building up this city came. When the canal was first constructed, it allowed boats of heavier draught to pass up, though in a few years it began

to fill up, and forced the larger vessels to unload on the river front.

“At my wharf, all the stone and material arrived which was used in the construction of the Smithsonian Institution, the Soldiers’ Home and several other public buildings. Besides this, I contracted for and hauled the lumber and every stone to the building sites. It is hard to realize the wonderful changes that have taken place. In those days, there was a mall on the maps, but it was only on the maps. There was not a tree between the White House and the Capitol. The mall of today, with its elegant structures and attractions, was then simply a cow pasture, used by everybody in common. There were no dairies then, and every one either kept a cow or got milk for a neighbor who did.

#### **No Milk Wagons Then.**

“Such a thing as a delivery of milk, except in the immediate locality of where the cow was kept, was not known. The people of the entire city pastured their cows, and horses, too, on what is now the beautiful grounds of the Smithsonian, Agricultural Department, Botanical gardens, Monument park and the White lot. Those who lived uptown, of course, had no need of pasturing their horses or cows there, for there was plenty of pasturage in that section of the city, for many is the cow and horse I have seen at pasture on Lafayette Square, Franklin Park and on the fields and commons everywhere north of K street. To us boys, who lived on the ‘island,’ as all of South Washington was then called, and as it was made by the creek and canal, we thought we were in the woods when we got as far out as K street, though the ‘slashes’ hardly began until M street was reached. From there out it was farm land or woods.

“In my boyhood days, there was a great deal of business done in what were known as arks by those who lived on the upper Potomac. They had no other way to bring their wheat, corn, oats, hay and other produce to market. These arks were large wooden floats, put together in a substantial, though inexpensive manner, with wooden bolts and pins. They carried a great deal.

These arks were floated down the river and helped with poles where they were not carried by the current. On their arrival in Georgetown, after their contents were sold, the arks were taken to pieces and the lumber sold. I have seen hundreds of them. This was before the opening of the Chesapeake and Ohio canal. People nowadays talk about push and enterprise as if it was a new invention, and they the only discoverers and owners of it. Though I have always tried to keep up with the procession in a business way, I assure you, I have seen evidence of a 'get there' spirit among the grandfathers of some of the business men of today that surpassed much of their so-called push. These ark owners had goods to sell, and, though they did not come with lightning speed, they got down to market just the same.

#### **Once a Boat Landing.**

"It may seem strange to those who cross over B street at 14<sup>th</sup>, where Pettitt & Dripps' foundry is now located, on their way to the monument, when they are told that all the excursion steamers for many years started from that point, by way of the canal, but such is the fact. So also did all the excursion parties for Arlington or Custis' Springs, as it was then called. It was a favorite excursion place. The boats generally used were barges or flat boats, and were chartered for that purpose. Frequently they were poled, but often they could sail. The water was deep enough in those days to cross over into Virginia from almost any point, the course being direct. Many of the excursions were met by Col. Parke Custis, who was by marriage one of the Washington family, and who lived at Arlington long before Gen. R. E. Lee lived there.

"The rowing clubs and the yachting clubs also started their regattas from that point, as many of our older people will remember. Even boys of forty-five or fifty years of age will remember the swimming pool on the north side of the Monument lot which was known as the 'Tobacco Box.' It was as popular in its day as the bathing beach is now during the bathing season. The colored Baptists for many years celebrated all their baptizings at the Sycamore, which is about

where the bathing beach is located, though nearer somewhat to the Long bridge. I remember very well the laying out of Jackson City, at the Virginia end of the Long Bridge, and heard the speech of Col. Jackson on that occasion. I also remember that the crowd of invited guests invaded the rooms where the lunch and drinkables were set out, and that after Gen. Jackson finished his speech there was not enough of anything left for him to get a bite.

"There was not a railroad anywhere in the United States in my early days," said Mr. Riley, "and business had to be done by staging or by boats. I often went to Baltimore and even farther by the stage route. The trip took four and a half hours, there being three changes of horses enroute. The stages were generally drawn by four horses, and held nine or ten persons and in pleasant weather two extra passengers on the top of the stage. The fare was \$4 for each passenger. In 1846, when the first railroad trains ran between here and Baltimore, they charged \$2.50 for each passenger. The stages met this cut and held on for some time, but finally when the railroad reduced the price to \$1.50 the stages suspended business. The stages from Baltimore started from the Indian Queen Hotel, afterward known as Brown's Hotel, and now as the Metropolitan. The start was usually between 9 and 10 in the morning, there being but one stage each way, each day generally, though on special occasions there were as many as three stages started out each day. This did not include all the traveling, for many persons drove their own teams over the road very frequently."

Mr. Riley celebrated his seventy-sixth birthday recently, but does not consider himself by any means an old man yet. He personally supervises his extensive business interests at his wharf and elsewhere throughout the city.

MT, Tue. 2/23/97, p. 2. **THE POTOMAC IS RISING** – The heavy rains during the past two days have so swollen the Potomac that at many points life and property are in imminent danger. Many small settlements have been entirely

washed out and, in some cases, lives saved only after heroic efforts by rescuing parties. Trains scheduled to leave the city last night after 11 o'clock from the Baltimore and Ohio station were delayed until an early hour this morning, by orders received from Harper's Ferry.

At that place and others west of Cumberland and all along the Pittsburg division, which skirts the Potomac and other rivers of less importance, the tracks were inundated, to a depth of four feet in places, while danger of washouts made it impossible to run trains, though no news of actual damage was received.

At Cumberland, where Wills' Creek and Potomac join, the water has risen far beyond the danger point, and is rising, at a rate of more than a foot an hour. All of the houses along the Chesapeake and Ohio Canal, occupied by boatmen and their families, have been rendered uninhabitable by the water, and many have been completely wrecked.

So far, no loss of life has been reported, but it is probable that numbers have perished. The river, usually placid at Cumberland, has become a raging torrent, and great anxiety is felt that the city itself will be flooded. At Harper's Ferry, and, indeed, at all points along the river, similar scenes were enacted last night. Telegraphic communication in many instances has been suspended, and definite news of the extent of the danger or damage is difficult to obtain.

Along the water front here, the river had not felt the full force of the influx of waters from above, and at an early hour this morning showed no serious signs of rising above the danger line. All day yesterday, however, it kept slowly getting higher, and at night had exceeded the height of the usual high tide, and was still rising. As this is no unusual occurrence during heavy rains, the knowing ones along the wharves felt no serious apprehension, and at the Aqueduct office the same opinion was entertained, though it was admitted that unless the downpour ceased, danger might possibly menace the portions of the city immediately adjacent to the river.

The height of the water is most noticeable along the upper Georgetown wharves and persons owning moveable property in that locality, last night were busy making everything fast. No damage as yet has been done, but as the water is still rising, many are afraid that Water street may be flooded.

MT, Wed. 2/24/97, p. 2. **POTOMAC FLOOD SUBSIDING** – The grave fears of a flood that were entertained by property owners and merchants living along the waterfront on account of the high water reported on the upper Potomac were dispelled late last night when the river began to gradually recede. All danger seems now to have been passed, although an unexpected rainfall would certainly cause the Potomac to go on another rampage which might result in serious loss of life and the devastation of much valuable property. Everything, however, points to the fact that the rise of the water has been checked, and no serious results are looked for.

Mr. G. L. Nicholson, the general manager of the Chesapeake and Ohio Canal, who is perhaps one of the best-informed men on river matters in the city, gives assurance that the danger is about over, "although," said he, "at one point yesterday I did not see how a serious flood could be well averted. During one hour, the river rose over a foot. Had this continued, there is no estimating the amount of damage that would have been done. I look upon the escape we have had as nothing short of a miracle."

It will be a hard matter to determine the amount of damage that has been done along the line of the canal until the water recedes, but it is generally agreed that the work of spoilation wrought by the flood has been heavy.

ES, Wed. 2/24/97, p. 2. Hagerstown, Md., February 24. – The danger point in the rise of the Potomac river at Williamsport has passed. Reports from above show receding waters, which is now perceptible at that place. The present flood lacks but ten inches below that of 1889,

marked by the Johnstown disaster, and that of the Chesapeake and Ohio canal.

At this hour (12 noon) the damage to the canal cannot be ascertained, as it is yet submerged. Boatmen, shippers and others interested in this waterway of transportation in this section are lined along the banks waiting.

It is certain that damage has been done, but to what extent causes the anxiety. This cannot be ascertained until late tomorrow, if then. There has been great loss to the farmers in the lowlands by the carrying away of fodder, hay, straw and outbuildings of all descriptions.

ET, Wed. 2/24/97, p. 2. **Reports From Above Relieve Fears Here** – The Potomac is today slowly, but surely, subsiding, and it is now believed that all danger of a flood is past. The property owners along the river front heard with satisfaction and relief the Weather Bureau bulletin issued early this morning, stating that the river at Harper’s Ferry had reached the maximum height of twenty-three and a half feet and had commenced to subside.

All along the anxious fears of the Georgetown property owners along the wharves have been centered in the reports from Harper’s Ferry, as the rise at that point is the best index of what may be expected here. The encouraging news that the river is falling there, dispelled all fear of disaster, and there was much relief expressed along the lower Georgetown wharves this morning.

The officials at the Aqueduct Office report that the observer at Great Falls had detected no rise for four consecutive hours after 5 o’clock this morning, and the current was a shade less swift than yesterday.

General Manager Nicholson, of the Chesapeake and Ohio Canal, received several dispatches from various points along the line of the canal this morning, all of them being of an encouraging nature. He said he was very sanguine that little damage had been done the canal.

“I have just received two telegrams,” he said to a *Times* reporter late in the forenoon, “which makes me feel that our property has escaped with little loss. One is a dispatch from Williamsport, stating that from 2 o’clock this morning, to 7 the water had fallen fifteen inches, and the other from Hancock, saying that the fall had been four inches in as many hours. So, I am practically sure that the critical point is past.

“Washingtonians may consider themselves very lucky that the Shenandoah River emptied its volume of water into the Potomac, before the big rise occurred in the main stream. If the rise in the two rivers had been simultaneous there would have been a flood here such as has not been seen for many a year.

“Another fortunate circumstance was the breaking up of the ice in the river above here before the rise occurred. Had any great amount of ice come down, the damage to property along the Georgetown wharves would have been incalculable.

“Whenever a freshet of this kind occurs, I am impressed by the danger along the wharves. That antique structure, the Long Bridge, with its immense piles of rock to choke the flow of the river, is an awful menace, not only to property, but life as well. The sea wall recently built around the flats serve to aggravate that danger, too. Some day we may have it brought to public notice in a way of which I hate to think.”

*Sun*, Thu. 2/25/97, p. 2. **POTOMAC FALLING AT LAST** – Williamsport, Md., Feb. 24. – The flood in the Potomac reached its highest late last night, when its actual height was thirty-one feet, a few feet below the marks of 1832 and 1877 and about fourteen feet below that of 1889.

After midnight the waters began to recede gradually, and today the river has fallen several feet.

Old canal men say the canal is ruined for miles. Filling the levels before the high water reached the banks, it was believed, would relieve the pressure on the banks, but the flooding was particularly injurious on account of the banks

being spongy from thawing. The water went through the towpath like a sieve.

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Brunswick, Md., Feb. 24. – The Potomac here is falling at the rate of about six inches an hour, and all danger is past.  
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Washington, Feb. 24. – The water has been steadily falling here ever since 4 P. M., and there appears to be no doubt that it will rapidly subside to the normal level. It is believed that all danger is now passed.

ET, Thu. 2/25/97, p. 3. Mr. G. L. Nicholson, superintendent of the Chesapeake and Ohio Canal, left at noon today for a tour of inspection in the vicinity of Cumberland and other points. Before leaving, he said he had received no reports of actual danger to the property of the company, and he was hopeful that there had been none. He said, however, that this would not be definitely known until the high water had almost entirely receded.

AG, Fri. 2/26/97, p. 4. The damage to the Chesapeake and Ohio canal by the freshet is not so bad as was at first reported.

ES, Sat. 2/27/97, p. 3. Policemen Harrison and Brown shortly before 11 o'clock last night discovered that the canal boat J. B. Hewett, lying at the foot of 37<sup>th</sup> street, was on fire. No. 5 engine company was summoned and quickly extinguished the blaze after damage to the amount of \$100 had been occasioned.

ET, Sat. 2/27/97, p. 3. **Canal Boat on Fire.** Policemen Harrison and Brown discovered the canal boat J. B. Hewitt to be in flames at the foot of Thirty-seventh street last night. The crew of the vessel were brought out of the cabin in a partly suffocated and badly scared condition. No. 5 engine company extinguished the fire after \$100 damage had resulted. The boat is owned by H. C. Winship.

ES, Mon. 3/1/97, p. 12. The canal boat J. P. Hewett, owned by W. H. Winship, which was lying in the canal just west of the Aqueduct bridge, caught fire Friday night shortly before 11 o'clock, from an overheated stove, so it is supposed. John Bronson, the watchman on the craft, was barely awakened in time by the heat and smoke, and escaped without his clothing. The engines responded to a local alarm and extinguished the blaze. The entire hull of the boat was gutted and the damage is placed at \$100. [Transcriber's Note: I have included the above three articles to show how the story evolved.]

ES, Wed. 3/3/97, p. 4. **Repairing the Canal.** The work of repairing the Chesapeake and Ohio canal has commenced in earnest, and with the large force of men now at work at various points along the waterway, the canal is expected to be in shape for navigation by the fore part of next month. The damage inflicted to the waterway by the rise in the river was not as great as was anticipated. The locks, dams, waste weirs and other valuable property escaped harm, and the most serious injury was the washing away of the banks, there being a number of such breaks along the upper line. General Manager G. L. Nicholson estimates that it will take twenty-five days to make the necessary repairs, which will delay the commencement of traffic perhaps two weeks or more. The cost of the improvements will amount to somewhere between \$25,000 and \$50,000.

SR, Thu. 3/4/97, p. 4. **The Canal Not Damaged Much.** – It has become apparent since the waters of the Potomac river have receded that the flood last week did not do a great deal of damage to the Chesapeake & Ohio canal. In the vicinity of Shepherdstown there was comparatively little injury, although the water was entirely over the banks in many places. The towpath was washed some, a few small sandbars were formed in the bed of the canal, and in several places considerable drift and other debris was deposited – nothing, however, that will be difficult to repair. We see no reason why water may not be turned in

by the 1<sup>st</sup> of April. General Manager G. L. Nicholson has made a tour of inspection and has submitted the following report:

“The canal from Washington to Harper’s Ferry is very slightly damaged. There is a small breach near Harper’s Ferry, and from Harper’s Ferry dam to Williamsport there are two small breaches and some surface wash on the towpath. From Williamsport to Hancock the damage is very light, and from Hancock to dam No. 6 there is one small breach and about a mile and a-half of towpath badly washed. Dam No. 6 is not injured, but there is a wash around the West Virginia guard wall. From Dam No. 6 to Cumberland there are three small breaches, and some of the towpath is washed on the surface. There has been no injury to locks, waste weirs or dams. The points most seriously damaged by previous floods were not injured by this freshet. In twenty-five working days, with good weather, we will be ready to turn on the water for spring navigation. Work has already commenced.”

MT, Mon. 3/8/97, p. 3. **Body Found in the Canal.** – The body of a colored man about thirty years of age was found floating in the Chesapeake and Ohio Canal in Georgetown about 11 o’clock yesterday morning, and identified as that of William Hughes. His home was in Lewisville, Va., and he came here to see the inauguration. It is supposed that while under the influence of liquor, and being unfamiliar with the locality, he accidentally fell into the canal and was unable to get out.

MT, Wed. 3/10/97, p. 9. **Condemnation Proceedings.** – The Washington and Great Falls Electric Railway Company, through its attorney, Clarence A. Brandenburg, yesterday filed a petition in the District court asking for the appointment of a commission to condemn certain property of the Chesapeake and Ohio Canal Company for a right-of-way.

SR, Thu. 3/11/97, p. 4. The work of repairing the Chesapeake and Ohio canal is going on in

earnest, and with the large force of men now at work at various points along the waterway, the canal is expected to be in shape for navigation by the forepart of next month. The locks, dams, waste weirs and other valuable property escaped harm, and the most serious injury was the washing away of the banks. The cost of the improvements will amount to somewhere between \$25,000 and \$40,000.

*Sun*, Thu. 3/11/97, p. 7. Large gangs of men are at work all along the line of the Chesapeake and Ohio canal, getting it in condition for navigation. It is expected that the boating season will open on March 23.

MT, Thu. 3/11/97, p. 7. **A CHILD ASSAULTED** – Pretty little Rosa Neuse, the five-year-old daughter of Capt. John Neuse, who runs a boat on the Chesapeake and Ohio canal between this city and Cumberland, Md., was brought to the Emergency Hospital yesterday afternoon to be treated for a crime of most revolting nature, said to have been committed upon the little one by two white boys, Eddie McCauley and Phil England, aged ten years.

There was a pathetic scene, as the little one, frightened almost into hysteria, placed her arms about her father’s neck and clung to him. Her big blue eyes filled with tears, and between the sobs and moans she was induced to tell Dr. Hooe of the attempt which the boys had made. She is a bright little child, and told her story in a plain, straightforward manner.

Capt. Neuse’s boat landed in Georgetown yesterday morning and tied up at one of the docks. While it was being unloaded, little Rosa asked permission of her mother to go out and play. It was a pleasant day and her mother consented, and the child strayed away into some of the yards along the wharves, and met, among several other children, Eddie McCauley and Phil England. They enticed Rosa away from the others and into a vacant shed. As soon as they released the little one, she ran crying to her mother. Her parents were badly frightened and

the father, with Rosa in his arms, rushed to the office of a Georgetown physician.

The doctor, however, refused to treat the case, fearing that he would be called to testify as a witness, and advised the father to remove her to the hospital. Dr. Hooe made a very careful examination and found that the child is in a serious condition.

The boys' names were learned from some of the other children in the vicinity. The police of the Seventh precinct were advised of the affair last night. It was stated that the child would doubtless recover unless some unforeseen complication arises. The child's father resides in Cumberland, Md.

ES, Thu. 3/11/97, p. 12. **Shocking Assault.** About 5 o'clock yesterday afternoon Capt. John Neuse, the manager of a canal boat lying near the Aqueduct bridge, called at the station house, accompanied by his five-year-old daughter Rosa, and told a tale of brutal criminal assault, in which his daughter was the victim. The father stated that yesterday afternoon the mother permitted the child to go ashore and play, and while amusing herself was met by two boys about ten years of age each, whose names are given as Eddie McCauley and Phil England, who enticed her away into a deserted shed. The condition of the child was regarded as dangerous by the parents, and she was quickly taken to a local physician, who refused to treat the case. The girl was taken to the Emergency hospital, where it was found that her condition was not serious. The father then appeared at the station and lodged a complaint against the two boys, but it is doubtful if any prosecution will be made.

ES, Fri. 3/12/97, p. 8. Nothing has been done by the police on the assault case of little Rosa Neuse, the five-year-old child of the canal boat captain, who was enticed into a shed, as published in *The Star* yesterday. The father of the child, it is understood, is satisfied that no assault was committed of a criminal nature and is content to permit the case to remain as it is. The two boys

who are claimed to be connected with the affair are very much frightened over the turn of events, and the lesson will be an experience to them for many years.

ES, Sat. 3/13/97, p. 2. **WASHINGTON AQUEDUCT** – Capt. Gaillard, Corps of Engineers, in a report of operations on the Washington aqueduct during February, says that the trustees of the Chesapeake and Ohio canal have been paid the award of \$15,000 on account of the damages sustained by raising the height of the dam at Great Falls, the payment of which was authorized by the Secretary of War September, 1895. The water on the gauge at Great Falls reached a height of 6.1 feet above the crest of the dam February 24, being the highest stage of the river recorded since June 1889. No damage was done to the recently completed dam, the aqueduct or its accessory structures.

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*Ibid*, p. 3. **SUCCESS AT THE START** – The work of seining the pools and ponds in the Chesapeake and Ohio canal for the purpose of catching the bass and other food fish therein and transferring them into the waters of the Potomac and destroying any carp that may be captured in the nets is being vigorously pushed by a party of United States fish commission men under the direction of Mr. R. H. Dement. Four suits of rubber wading boots were sent down last night from the Blue Ridge Rod and Gun Club, and were taken to Little Falls this morning for the use of the seiners. The men were very much in need of these suits, and can prosecute the work with much better results now that they have them. The seining was commenced late yesterday afternoon near Little Falls, and Mr. Dement reported last night that 200 bass and a great many other food fish had been taken and transferred to the river, and that fifty carp, weighing fifteen to twenty pounds apiece, were also captured and killed.

The fish commission men said they never saw so many big carp captured in such a short time. It will thus be seen that the seining has

started out most successfully, and there is no estimating the value of the work that will be accomplished, because it will restore to the Potomac fish that will breed this spring, but which otherwise would be prevented from doing so on account of the conditions of the muddy water and the soft bottom in the canal. Dr. Walter S. Harban, Dr. W. Pope Young and a party of other well-known anglers went up to the scene of the seining this afternoon, to watch the operations, and if, as is expected, the work is continued tomorrow, there will doubtless be a large crowd of visitors to Mr. Dement and his associates. At that time, they will probably be in the vicinity of Glen Echo.

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*Ibid*, p. 10. **End of Fishing.**

Tomorrow is the last day for bass fishing in Maryland and Virginia waters until the 1<sup>st</sup> of June. There is a severe penalty provided for violations of the law, and one-half the fines go to the informers. Local anglers are very much interested in the enforcement of the provisions of this act, and with the assistance of the men employed along the Chesapeake and Ohio canal, they hope to prevent wholesale violations of the law.

ET, Mon. 3/15/97, p. 7. It is reported that the Chesapeake and Ohio Canal Company has reduced its freight rates on coal shipped to this place from the George's Creek region.

SR, Thu. 3/18/97, p. 4. **Starvation Rates on the Canal** – The wave of prosperity that is rolling backward over the country has struck the Chesapeake & Ohio canal, and according to an agreement between the shippers and canal managers there is to be a reduction of about fifteen cents a ton in the rate allowed the boatmen. It is stated that the freight rate from Cumberland to Georgetown is to be cut from 60 to 45 cents, and from Cumberland to Williamsport from 35 to 30 cents. We do not know of any boatmen who have been getting wealthy at the old rate, and many of them say that

they will lose money at the reduction unless there are concessions in other matters.

A meeting of boatmen was held at Williamsport Tuesday night to protest against the reduction. Frank T. Goddard was chairman and Geo. W. McCardell was secretary. A committee reported that the expense to boatmen of transporting a ton of coal from Cumberland to Williamsport was more than 30 cents, and they showed that a boatman who made on an average of four trips a month and hauled 115 tons at a trip at 30 cents a ton would, after paying all expenses, be \$65.78 in debt. A suggestion was made to cut down the wages of the captain, steersman and driver, but even then and with five trips per month made, the boatman would still lose \$18.28 a month. The following committee was appointed to arrange for the holding of a public meeting next Tuesday night for the purpose of entering a formal protest against the reduction: Samuel Kelley, John Tice, Alexander McKelvey, John Malotte, Henry T. Singer, Wesley Bear and Samuel I. Preston.

ES, Fri. 3/19/97, p. 12. **Canal Boatmen Opposing a Reduction in Freight Rates.** – Last year the freight on the canal was reduced considerably, and as a result the canal boat captains did not make as much money as usual. To accommodate the cut that was made in the freight rates, the tax on tonnage levied by the canal company on the boats plying on the waterway was also reduced. Last season the freight rates charged from Cumberland to Georgetown were 60 cents per ton, and as a cargo averaged 115 tons, it would make the net receipts for each trip just \$69. In a month about two trips can be made which would mean an income of \$138. Some boatmen, when all things are favorable, may make three trips a month, but most often there is a lay over at one end waiting for a cargo, and another at the other end discharging the load, so that in a month only a few days are left over after two trips are made. It is contemplated this season to still further reduce the freight rates, and make 45 cents per ton the



regular rate between this city and Cumberland, which on an average load would mean only \$51.75, or \$17.25 less than the rates of last season. This, the boatmen claim, is entirely too low, and makes the business of running canal boats unprofitable. At the rates in vogue last year, it was possible to clear expenses and leave a small margin of profit, but with the reduced rates the expenses will be more than the income. A mass meeting of boatmen was held a few days ago at Williamsport to take some action regarding the reduction in freight rates, and a committee was appointed to wait upon the coal shippers and use their best efforts to have the old rates maintained.

SR, Thu. 3/25/97, p. 4. **Canal Affairs.**

It is announced that the Chesapeake & Ohio canal will be opened for navigation the first of April. A meeting of boatmen and coal dealers was held at Williamsport Tuesday night, when the boatmen protested against the proposed reduction in freight. They were told it was a question whether the dealers are to take contracts and receive coal by canal or railroad. The dealers said they could not possibly pay more than 30 cents a ton freight on coal from Cumberland to Williamsport.

It is stated that the pay of boat employees will be reduced as follows: Steersmen from \$16 per month to \$12 and drivers from \$14 to \$10 per month. Trimmings on boat at Cumberland will also be reduced, and it is hoped that by these reductions it will be possible for boatmen to make both ends meet. The canal company will make reductions in the salaries of their employees all along the line to meet existing rates.

It is probable that the boatmen will be persuaded to accept the starvation rates offered, but we believe they would be wiser to refuse. If they decline to use their own boats or run the coal companies' boats there will be no business to speak of on the canal. If there is any material falling off in revenues, the canal will not pay expenses. When it fails to pay expenses, the courts will take hold of it. We believe there will

speedily be brought to bear sufficient influence to prevent this state of affairs.

If the canal cannot provide the modest living required by the boatmen, then the best thing is to turn it into a railroad – and the quicker the better.

Fri. 3/26/97, p. 5.<sup>1</sup> The Chesapeake and Ohio Canal officials will reduce the rate for carrying coal from Cumberland to Georgetown to forty-five cents a ton this season.

Sat. 3/27/97, p. 4.<sup>2</sup> The shipments of coal *via* the water outlet, the Chesapeake and Ohio canal, aggregated for the year 364,474 tons, an increase of 51,700 tons, a comparison which shows the gratifying fact that the canal is still a useful and valuable institution. In much degree the large amount named represents coal which the railroads were unable to carry to many destinations.

Sun, Sat. 3/27/97, p. 6. **C. and O. Canal Navigation.** – Hagerstown, Md., March 26. – Three feet of water was turned in the levels of the Chesapeake and Ohio Canal today to float scows employed in carrying material to points along the waterway where repairs are being made. The canal will be filled with water and ready for navigation by April 10.

ES, Tue. 3/30/97, p. 8. **Painful Accident.**

Mrs. Victoria Neuse, the wife of Capt. John Neuse of the canal boat A. H. Brad, met with a painful accident yesterday afternoon on the canal, near 33<sup>rd</sup> street. The mother was walking across the hatches of the boat with her eight-month-old child in her arms, when the hatchway broke, precipitating the two to the hold of the boat, probably six feet below. Both were picked up unconscious and the Emergency Hospital ambulance summoned. An examination of the injuries showed that the mother was not so badly hurt, but the baby was suffering with an attack of

<sup>1</sup> *Frostburg News*, Frostburg, Md.

<sup>2</sup> *Frostburg Mining Journal*, Frostburg, Md.

concussion of the brain, which, it is feared, will result fatally.

*Sun*, Sat. 4/3/97, p. 6. **Suit of a Judgment Creditor to Force Sale of Chesapeake and Ohio Canal.** – Hagerstown, Md., April 2. – A bill was filed today in the Circuit Court for Washington County, sitting as a court of equity, for the sale of the Chesapeake and Ohio canal, by Ellen S. Stubblefield, administrator of George S. Stubblefield, deceased. Her solicitors are Messrs. Benjamin A. Richmond, J. W. Thomas and W. C. Devecmon, of Cumberland. The bill is a voluminous printed document, of about forty pages. George S. Stubblefield, in 1868, recovered a judgment against the Canal Company for \$32,798.83. It is to enforce this judgment that the bill is filed.

The bill asks that a decree be passed annulling so much of the decree passed in the consolidated equity cases on October 2, 1890, as suspending the operation of the decree of sale, and also that the order of court in the cases passed on July 30, 1894, by Judge Edward Stake, extending the time of suspension of the original decree of sale for six years from May 1, 1893 [sic 1894], may be reviewed, and that a decree for the sale of the canal and all its works be passed to satisfy the liens thereon.

The bill alleges that the Baltimore and Ohio Railroad Company has been enabled through cunningly devised chancery proceedings and the imposition upon the court of equity to operate the waterway as a common carrier, as well as its railway, and has thus been able indirectly to do what under the charter it could not legally do directly.

The bill further states that the recent freshet has caused damage amounting to between \$75,000 and \$100,000 to the canal. A history of the canal and the multiplicity of litigation is gone over at length. The bill charges that the conditions imposed by Judge Alvey's decree have been violated. The bill alleges that the Chesapeake and Ohio Transportation Company, with whom the trustees at the time they filed their

petition for an extension for time for the sale of the canal, claimed they had entered into an agreement, by which the revenues of the canal would be increased \$100,000 per year, is a corporation which never existed, except on paper, and the sole object of its formation was to furnish an apparently responsible bidder to the trustees in guaranteeing net revenues, and which was used in the petition in support of the prayer for and extension of time; that these things were at that time all concealed from the court; that the court was fraudulently induced by the B. and O. and the trustees, acting nominally in the interests of the 1844 bondholders, but really in the sole interests of the B. and O. to pass the decree on July 30, 1894, ratifying the contract with the Chesapeake and Ohio Transportation Company, and extending the time of the possession by the trustees to the canal for six years; that on account of the depressed price of coal in the markets the trustees cannot charge tolls on the coming business of the canal that will even pay the running expenses.

AG, Tue. 4/6/97, p. 4. The Chesapeake and Ohio Canal will open for navigation on April 12. The canal is now nearly all filled with water.

Fri. 4/9/97, p. 5.<sup>3</sup> A bill was filed in the Circuit Court for Washington County by Ellen S. Stubblefield, a judgement creditor, asking for the sale of the Chesapeake and Ohio Canal.

*Sun*, Fri. 4/9/97, p. 7. **Revenue Collector Agnew** Cumberland, Md., April 5, - Mr. Park Agnew, appointed collector of internal revenue for the sixth district of Virginia is a former Cumberlander and is yet connected with the extensive coal and lumber firm of F. Mertens' Sons in this city. His father, the late J. P. Agnew, came to Cumberland from Mercer county, Pa., before the Baltimore and Ohio Railroad was built to this point and conducted an extensive commission and forwarding business by the Chesapeake and Ohio canal, then the great

<sup>3</sup> *Citizen*, Frederick, Md.

avenue of trade. Mrs. George A. Hoffman, of Cumberland, is Mr. Agnew's aunt.

AG, Sat. 4/10/97, p. 4. **LOCAL BREVITIES**  
Navigation on the Chesapeake and Ohio Canal was resumed today.

ES, Mon. 4/12/97, p. 10. **Traffic on the Canal for the Present Season has Commenced.** – The traffic on the canal for the season of 1897 has been commenced, and barring accidents, will continue uninterrupted until the middle of next December. All of the repairs occasioned by the recent high water in the Potomac have been completed at a less cost than was expected, and everything all along the waterway is working in excellent shape. The season was opened Saturday, and all along the line the boats are working up toward Cumberland and other towns to take on a cargo and come down to this place. It will in all probability be fully a week or more before the first boat reaches Georgetown with a load, the trip being delayed by reason of the fact that it takes a day or longer to load up. Under these circumstances the first boat is not expected here before Saturday, the 17<sup>th</sup>, or Sunday, the 18<sup>th</sup>. At present, there are very few boats lying on the Georgetown level.

The indications are that there will be a smaller number of boats plying on the waterway this season than ever before, caused by the recent reduction in freight rates. The canal boat captains complain that under the cut there is no profit in the business, and the expenses fully equal the receipts of each trip, not giving them a chance to put anything away for use in the winter season. There was a cut made last year in the freight rates, but that did not materially affect the number of boats working on the course, though the lower cut this season will.

*Sun* Thu. 4/15/97, p. 4. **Cumberland Coal Trade**  
Cumberland, Md. April 14. – The coal shipments from the George's Creek and Cumberland region by rail for the week ended Saturday, April 10, aggregated 77,973.01 tons, and by Chesapeake

and Ohio canal 346.17 tons. During the same period 25,441 tons of coal and 4,265.03 tons of coke were shipped from the Elk Garden and Upper Potomac regions of West Virginia. The total shipments for the year from the Cumberland region aggregate 929,287.19 tons, an increase of 89,730.12 tons over the same period last year. The West Virginia Central shipments show an increase of 21,846.11 tons during the same period. The Davis Coal and Coke Company are pushed with orders for coke and have fired a number of new ovens at Coketon. The shipments for the year are behind those of last year for the same period, 705.19 tons.

Canal trade is starting off well. Yesterday thirty loaded boats cleared from Cumberland.

Fri. 4/16/97, p. 6.<sup>4</sup> **LOCAL NEWS**  
The first canal boat passed through the lock at Brunswick, on Tuesday of last week.

*Sun*, Tue. 4/20/97, p. 7. **Canal Traffic.**  
Hagerstown, Md., April 19. – Twenty loaded boats have arrived at Williamsport from Cumberland by the Chesapeake and Ohio canal since Saturday morning, and about thirty boats passed Williamsport bound for Georgetown. On account of a defect in the towpath on some of the upper levels, boats are for the present carrying light loads. A big slide occurred at the tunnel on Friday, causing a slight delay. Boatmen say there is danger of another slide at the same place. The boatmen are complaining about the 30-cent freight rate between Cumberland and Williamsport, and say it will ruin them and the canal, too, if it is maintained.

*Sun*, Thu. 4/22/97, p. 7. **Soft Coal Shipments**  
Cumberland, Md. April 21. – The coal shipments from the George's Creek and Cumberland regions for the week ended April 17, by rail aggregated 64,124.18 tons and by Chesapeake and Ohio canal 11,430.16 tons. During the same period 17,107.08 tons of coal and 3,861.03 tons of coke were shipped by rail from the Elk Garden and

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<sup>4</sup> *Citizen*, Frederick, Md.

Upper Potomac regions in West Virginia. The total shipments from the Cumberland region for the year aggregate 1,004,852.19 tons, an increase of 105,970.10 over the same period last year. The canal shipments for the same period are 18,169.03 tons behind last year. The West Virginia Central shipments show an increase of 19,132.12 tons during the same period.

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**Growth of South Cumberland.**

Cumberland, Md., April 21. – Over 400 lots have been sold in the addition to South Cumberland. About 40 homes have either been completed or are under erection, while contracts have been given for 30 others. The improved addition is now being sewerred at a cost of \$6,000. The main sewer, which runs under the canal to the river, is 24 inches and is tapped by 12 and 13-inch branches. It is being constructed after the most modern plans, at a fall of 6 inches to the 10 feet and is decidedly the best sewer in the whole city. Its effect on the once swampy tract is perceptible already. Mr. James C. Shriver is engineer. Every street in the addition is 60 feet wide and every lot runs back to a 16-foot alley.

*Sun*, Thu. 4/29/97, p. 7. **Increased Coal Trade**  
 Cumberland, Md., April 28. – The coal shipments from the George’s Creek and Cumberland region for the week ended Saturday, April 24, by rail aggregated 59,247.84 tons, and by Chesapeake and Ohio canal 8,257.16 tons. The total shipment for the year to date has reached 1,072,347.19 tons, an increase of 108,584.09 tons over the same period of last year. The shipments from the Elk Garden and Upper Potomac region last week by rail aggregated 21,517.15 tons of coal, and for the year to date 338,592.14 tons, an increase of 23,658.10 tons over the same period of last year. The coke shipped last week over the West Virginia Central Railroad amounted to 3,725.03 tons. The total coke shipment until last week was behind the record for the same period last year, but now it is 276.02 tons ahead.

*Sun*, Fri. 5/7/97, p. 7. **Coal Shipments.**

Cumberland, Md., May 6. – The coal shipments from the George’s Creek and Cumberland region by rail for the week ended Saturday, May 1, aggregated 72,085.94 tons and by the Chesapeake and Ohio canal 5,282.19 tons. During the same period 24,960.01 tons of coal and 3,936.06 tons of coke were shipped from the Elk Garden and Upper Potomac region of West Virginia. The total shipments from the Cumberland region for the year aggregate 1,150,716.12 tons, an increase of 113,711.21 tons over the same period of last year. The West Virginia Central shipments show an increase of 22,315.13 tons during the same period. Quite a large quantity of Cumberland coal is now being shipped to the Pacific States, being the only kind that can be used in the forges. The other kinds are drawn from New South Wales and Mexico.

*SR*, Thu. 5/13/97, p. 3. A colored man named Eugene Howard fell from a canal boat into a lock at Two Locks the other day and was drowned.

*ES*, Thu. 5/13/97, p. 2. **DANGER TO C. AND O. CANAL** – Hagerstown, Md., May 13. – It has been raining here for the past two days and nights, with slight intermissions, at times descending in torrents. All of the streams are swollen, and at Williamsport the river is rising rapidly and fears are again entertained for the safety of the Chesapeake and Ohio canal, especially as the repairs to the recent damage have not been completed.

*Sun*, Mon. 5/17/97, p. 6. Nelson C. Read has been succeeded as collector of tolls for the Chesapeake and Ohio canal at Cumberland by John A. Hanway, who has been assistant collector.

*Sun*, Tue. 5/18/97, p. 6. **A Colored Youth Drowned.** – Hagerstown, Md., May 17. – Jasper Dennis, colored, aged twenty years, was accidently drowned Sunday afternoon in the Chesapeake and Ohio canal at the foot of Big Pool, Washington county. He fell overboard

while running along the edge of his boat for the push-pole, which he intended to use to fish a bugle out of the water.

*Sun*, Wed. 5/19/97, p. 7. **C. and O. Canal Break.** Hagerstown, Md. May 18. – A bad break occurred this morning on the Chesapeake and Ohio canal near Old Town, between Williamsport and Cumberland, by the washing out of a big culvert not far from dam No. 6. The water on the level has been drawn off and a force of hands sent to repair the break. It is thought that it will take a week before the break can be fully repaired, during which time navigation will necessarily be suspended.

AG, Wed. 5/19/97, p. 4. A bad leak occurred yesterday on the Chesapeake and Ohio Canal near Old Town, between Williamsport and Cumberland, by the washing out of a big culvert not far from dam No. 6. It is thought that it will take a week before the break can be repaired.

SR, Thu. 5/20/97, p. 3. A bad break occurred early on Tuesday morning on the Chesapeake & Ohio canal near Old Town, between Williamsport and Cumberland, by the washing out of a big culvert not far from dam No. 6. The water on the level has been drawn off and a force of hands sent to repair the break. It is thought that it will take a week before the break can be fully repaired, during which time navigation will necessarily be suspended.

*Sun*, Thu. 5/20/97, p. 7. **Soft Coal Shipments** Cumberland, Md., May 19. – The coal shipments from the George's Creek and Cumberland region by rail for the week ended Saturday, May 15, aggregated 67,785.95 tons and by Chesapeake and Ohio canal 9,529.13 tons. During the same period 24,745.04 tons of coal and 4,762.06 tons of coke were shipped by rail from the Elk Garden and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 1,305,766.02 tons, an increase of 147,563.23 tons over the same period of last

year. The West Virginia Central shipments show an increase of 41,681.089 tons of coal and 3,774.13 tons of coke over the same period of last year.

Including yesterday, the shipments for the year over the Chesapeake and Ohio canal reached 45,083 tons, representing 306 boat-loads. This is regarded as a good business considering the delays occasioned by breaks and the lateness in opening the season.

Sat. 5/22/97, p. 3.<sup>5</sup> Another break in the Chesapeake and Ohio Canal will stop traffic for about two weeks.

ES, Wed. 5/26/97, p. 4. **Serious Charge.** Edward Harris, a young colored man, was arrested last evening by Policemen Brown and Harrison, on a charge of assault with intent to kill. The negro was employed by Warren Riggs to help unload a canal boat, and when through with the labor refused to take the money offered him. A few words followed, and the negro, becoming angry, drew a knife and made a slash at the employer. The blade went through the clothing and cut a small gash several inches long in the stomach of the victim. The police were attracted by the noise, and after chasing the negro for several squares caught him.

*Sun*, Thu. 5/27/97, p. 7. **Coal Shipments.** Cumberland, Md., May 26. – The coal shipments from the George's Creek and Cumberland regions by rail for the week ended Saturday, May 23, aggregate 65,370.00 tons and by Chesapeake and Ohio canal 10,335.13 tons. During the same period 21,025 tons of coal and 3,624.18 tons of coke were shipped by rail from the Elk Garden and Upper Potomac regions of West Virginia. The total shipments from the Cumberland region for the year aggregate 1,381,472.10 tons, an increase of 162,020.12 tons over the same period last year. The West Virginia Central shipments show an increase of 44,184.07 tons of coal and 3,141.05 tons of coke during the same period.

<sup>5</sup> *Democratic Advocate*, Westminster, Md.

The canal shipments for the year aggregate 54,021.01 tons.

While the greatest activity prevails in the Cumberland region, it is known that the mine owners' profits are much smaller than heretofore, owing to the cut in prices.

**SR, Thu. 6/3/97, p. 4. Canal Boat Sunk.**

The canal boat Fannie Flanagan, of Harper's Ferry, ran on a rock in Big Slackwater, on Saturday, knocking a hole in the bottom. The boat filled with water and sank. Navigation was stopped until the sunken craft was raised by the canal hands. The boat belongs to Mr. Stouffer, of Maryland, and was used for hauling railroad ties. It was formerly owned by Messrs. James and John Flanagan, of Bakerton, but they have recently purchased a fine new boat from Mertens, Cumberland, which they are suing in their stone business.

**Sun, Thu. 6/10/97, p. 8. C. and O. Canal.**

Hagerstown, Md., June 9. – The case in which Ellen Stubblefield, administratrix of Geo. S. Stubblefield, asked for the sale of the Chesapeake and Ohio canal to satisfy a judgment for about \$32,000 obtained in 1868 by George S. Stubblefield, was argued before Judge Edward Stake today by Mr. Hugh L. Bond, Jr., trustee of the canal, and Mr. William C. Devecmon, of Cumberland, for the plaintiff.

Judge Stake held his decision sub curia.

Mr. Devecmon contended that the decrees of the court staying the sale of the canal should be reopened and the canal sold on the grounds that the court had been imposed upon in staying the sale by reason of collusion and fraud on the part of the Baltimore and Ohio Railroad Company, which prevented the sale of the canal for the purpose of keeping it out of the hands of a competing railroad or being a successful competitor in getting coal to the seaboard. The plaintiff claimed that they had a perfect right to come into a court of equity and demand the sale of the canal to satisfy the judgment.

Mr. Bond, in arguing a demurrer to the whole bill, contended that the plaintiff had no standing in equity and if any decree were to be reopened, the proper channel would be through the consolidated canal causes. He treated lightly the accusations against the canal trustees of working in behalf of the B. and O. R. Co., and said the proper place to make charges against them was also in the canal cases, and that the trustees were subject to removal by the court if they were such wicked fellows as the bill charged. Mr. Bond denied that property such as the canal was subject to sale under a judgment.

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**Cumberland Coal Shipments.**

Cumberland, Md., June 9. – The coal shipments from the George's creek and Cumberland region for the week ended Saturday, June 5, by rail aggregated 68,513.83 tons and by Chesapeake and Ohio canal 5,451.19 tons. During the same period 23,399 tons of coal and 3,913 tons of coke were shipped by rail from the Elk Garden and Upper Potomac region in West Virginia. The total shipments for the year from the Cumberland region aggregate 1,335,282.11, an increase of 190,087.24 tons over the same period last year. The West Virginia Central shipments show an increase of 53,160.19 tons during the same period.

**Sun, Sat. 6/26/97, p. 7. Allegany County.**

Gen. Joseph Sprigg this afternoon received a telegram announcing the death of his brother, Richard M. Sprigg, at Staten Island, N. Y. He is the father of Wm. O. Sprigg, general superintendent of the Staten Island Railroad, and was a former resident of Cumberland, having been superintendent of the Cumberland Division of the Chesapeake and Ohio canal for nine or ten years.

**Sun, Thu. 7/8/97, p. 6. Coal Shipments.**

Cumberland, Md., July 7. – The coal shipments from the George's Creek and Cumberland region by rail for the week ended Saturday, July 3, aggregate 68,184.18 tons and by Chesapeake and

Ohio canal 6,084.07 tons. During the same period 17,839.19 tons of coal and 1,739.12 tons of coke were shipped from the Elk Garden and Upper Potomac region of West Virginia.

*Sun*, Sat. 7/10/97, p. 7. A very bad leak has sprung on the five-mile level of the C. and O. canal. It was necessary to draw off the water, which caused a delay of three days to boatmen.

*Sun*, Mon. 7/12/97, p. 8. - **Negotiating for a New Outlet.** – The West Virginia Central is very anxious for a new and shorter outlet to tidewater, and since all hope of securing the Chesapeake and Ohio canal for a roadbed has passed away, the owners of the road, Senator Elkins being one of them, leading spirits, have been looking after another outlet. Senator Gorman, ex-Senator Henry G. Davis and R. C. Kerens, of St. Louis, are among the leading stockholders. Senator Elkins is quoted as saying that he never did look upon the canal route as feasible on account of the frequent floods.

*Sun* Thu. 7/15/97, p. 2. **Cumberland Coal Trade** Cumberland, Md., July 14. – The coal shipments from the George's Creek – Cumberland region, for the week ended July 10, by rail aggregated 59,309.07 tons and by Chesapeake and Ohio canal 8,337.09 tons. During the same period 24,960.02 tons of coal and 4,593 tons of coke were shipped from the Elk Garden and Upper Potomac regions of West Virginia. For the year to date 1,920,313.08 tons of coal have been shipped from the Cumberland region, an increase of 214,508.27 tons over the same period of last year, and from the West Virginia Central region 591,402.01 tons have been shipped, an increase of 63,913.13 tons during the same period. Trade on the Chesapeake and Ohio canal has greatly revived and the shipments are now quite heavy.

The Davis Coal and coke Company turned down an order for two hundred carloads of coal from a company in the Fairmont region for want of cars.

*Sun*, Wed. 7/21/97, p. 6. **A Golden Wedding Anniversary Celebrated in Form at Cumberland.** – Today was the golden wedding anniversary of Mr. and Mrs. T. Leiper Patterson. Mrs. Paterson was Miss Louise R. Sprigg, daughter of Hon. Michael C. Sprigg, of Cumberland, and the marriage was solemnized at the "Grove," the Sprigg's family home, in Cumberland, July 20, 1847. Mr. Patterson is a native of Philadelphia and is in his eighty-first year. He came here from the Philadelphia, Wilmington and Baltimore Railroad in Cecil county to take charge of the construction of the Cumberland Division of the Chesapeake and Ohio Canal, in which employment he remained until its completion in about 1850, since which time Mr. Patterson has been connected with the canal at different intervals as chief engineer and general superintendent. In 1858 to '61 he was engineer in charge of the construction of a masonry dam across the Potomac for the use of the government at Harper's Ferry. He also built the extension of the Cumberland and Pennsylvania Railroad, from Mount Savage to Frostburg, and later was chief engineer of the George's Creek and Cumberland Railroad and the Pennsylvania Railroad in Maryland, and has had charge of other important engineering works in this vicinity. He is in the possession of unimpaired mental and physical vigor, and is still in the daily active practice of his profession.

*Sun*, Mon. 7/26/97, p. 7. Navigation on the Chesapeake and Ohio canal was temporarily suspended by a sand bar which washed into the canal near Miller's Bend, above Williamsport, during Friday night's heavy rain. The water has been drawn off the level and hands were dispatched to remove the obstruction.

*Sun*, Thu. 7/29/97, p. 8. **Coal Shipments.** Cumberland, Md., July 28. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, July 24, by rail, aggregated 77,387.97 tons, and by Chesapeake and Ohio canal 8,483.13 tons. During the same

period 26,181.14 tons of coal and 4,437.05 tons of coke were shipped from the Elk Garden and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 2,090,957 tons, an increase of 233,227.16 tons over the same period last year. The West Virginia Central shipments show an increase of 80,158.14 tons during the same period.

The shipments of the Chesapeake and Ohio canal to date aggregate 119,609.11 tons, a decrease of 34,298.12 tons from the corresponding period of 1896.

ES, Thu. 7/29/97, p. 9. **Police of West End Searching for James Carr.** – The police of this precinct are keeping a sharp lookout for James Carr, who criminally assaulted; little Rosa Robinson, as has been published in *The Star*. Word was received that Carr was seen passing through Georgetown soon after the assault, but there is very little credence placed in the report. The man has several relatives living in this section of the city, and, in the belief that he will visit their houses, the police are keeping an extra sharp watch.

Sun, Thu. 8/5/97, p. 6. **Cumberland Coal Trade** Cumberland, Md., Aug. 4. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, July 31, by rail, aggregated 76,289.98 tons, and by Chesapeake and Ohio canal 10,412.03 tons. During the same period 27,616.03 tons of coal and 3,734.10 tons of coke were shipped from the Elk Garden and Upper Potomac region in West Virginia. The total shipments for the year from the Cumberland region aggregate 2,117,669.01 tons, an increase of 242,670.16 tons over the same period last year. The West Virginia Central shipments show an increase of 80,158.14 tons during the same period. The shipments by Chesapeake and Ohio canal today aggregate 130,021.17 tons, a decrease of 32,884.06 tons over the corresponding period of 1896.

ES, Fri. 8/6/97, p. 12. **Domestic Affairs of a Canal Boat Party Aired in Court.** – Frederick Weishaupt of the canal boat D. N. Sloane, was arrested last evening by Policeman Passeno and charged with assault and battery. The arrest was made upon a warrant sworn out by Martin Smith, the captain of the canal boat, who is also the father-in-law of the prisoner. On the trip down, it is alleged, Weishaupt caused more or less commotion on the boat, threatening to kill all hands, and beating his mother-in-law in a shameful manner. After the arrest of Weishaupt, the mother-in-law and the father-in-law proceeded to get hilarious by indulging in the use of liquor. The woman became so demonstrative and profane that she was arrested by Policeman Passeno, on a charge of disorderly conduct, and locked up in a cell adjoining that of her son-in-law. Shortly before midnight old man Smith was arrested by the same policeman on a minor charge, while this morning the daughter swore out a warrant against the mother, charging her with assault and battery.

In the Police Court today the charge against the son-in-law was dismissed, the court holding that he did fight to protect his wife from the wrath of her mother. The charge of assault against the mother resulted in the personal bonds of the defendant being taken. The old man was made to pay a fine of \$5, and the old woman, for disorderly conduct, went down for fifteen days, in default of payment of a fine of \$5. This ended the trouble.

ET, Fri. 8/6/97, p. 3. **FROM CANAL BOAT TO JAIL** – That life on a canal boat is not always a joyful thing was shown last evening when aged Martin Smith walked into the Seventh precinct station-house last evening and asked for a warrant for the arrest of his son-in-law, Frederick Weishaupt.

Smith and his wife, together with his daughter and her husband, live along the line of the Chesapeake and Ohio Canal, about thirty miles south of Cumberland. They earn a fair livelihood by running a canal boat from the coal



regions to Georgetown. Last evening their boat, the D. N. Sloane, came down the canal and was fastened to the bank just beyond the Aqueduct Bridge.

Then the trouble began. It seems that since the marriage of the daughter, Elizabeth, the Smith houseboat has been a houseboat divided against itself, Mrs. Smith and the son-in-law being the principals in the case.

Recently it is said that Frederick drew a pistol on his mother-in-law and threatened to shoot her. This soon blew over and things simmered down before the boat came to Georgetown.

Yesterday evening Mrs. Smith struck her daughter. This ired the latter's husband, causing him to run to her rescue. The mother-in-law and son-in-law then became embroiled in a hand-to-hand fight, during the course of which the former received several ugly bruises on the side of her head as souvenirs of the occasion.

The husband hastened to the Georgetown station and procured a warrant for the arrest of Weishaupt, and with this instrument of the law, he went back toward Aqueduct Bridge, and presenting the warrant to Officer Passeno, had the son-in-law placed behind the bars at the station-house. Not satisfied with their victory, both the father and mother then drank rather freely.

Mrs. Smith was soon in a state of hilarity and caused a great deal of disturbance by a copious flow of indecent language, it is alleged. She became so noisy that Officer Passeno found it necessary to call the patrol wagon and have her locked up also.

The little household being thus divided, leaving only the father and daughter at home, the former left the boat and went up into Georgetown. At a late hour last night, he was seen frequenting a number of saloons, with fair chances of being given a ride in the patrol wagon to join those of his family already locked up. The case will be taken to the police court this morning.

ET, Sat. 8/7/97, p. 4. **FINED THE MOTHER-IN-LAW.** – The case of Frederick Weishaupt, charged with assault upon his mother-in-law, Mrs. Martin Smith, came up before Judge Mills in the police court yesterday morning. All parties concerned live on a canal boat. The testimony adduced tended to show that Mrs. Smith was the cause of all the trouble. She was very much intoxicated last night and entered into a quarrel with Weishaupt, during which she became so enraged that she endeavored to secure possession of a butter knife, with the intention of stabbing the son-in-law.

The wife, however, although in delicate health, endeavored to prevent her mother from obtaining the weapon, whereupon the enraged woman turned upon the daughter, and despite her delicate condition, struck her repeatedly upon the back and stomach. This inhumane action aroused the anger of Weishaupt, who, fearing for his wife's safety, struck Mrs. Smith in the face, knocking her over a chair.

The result of the blow was a badly swollen eye, with which the complainant appeared in the court. After hearing the testimony of all hands concerned, Judge Mills dismissed the charge against Weishaupt, but fined the mother-in-law \$5.

*Sun*, Fri. 8/13/97, p. 3. **George's Creek Coal Trade.** – Cumberland, Md., Aug. 12. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, August 7, by rail, aggregated 82,505.96 tons and by Chesapeake and Ohio canal 3,738.30 tons. During the same period 22,205.04 tons of coal and 3,796.14 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 2,263,020.09 tons, an increase of 280,994.25 tons over the same period last year. The West Virginia Central shipments show an increase of 93,880.12 tons during the same period. The miners in all quarters of the George's Creek and the West Virginia Central regions are working

full time. The shipments by Chesapeake and Ohio canal to date aggregate 138,777.09 tons, a decrease of 24,960.08 tons over the corresponding period of 1896.

ES, Fri. 8/20/97, p. 10. **LITTLE MARY BARTLETT** – When William Lucas was arrested, about two weeks ago, for an alleged indecent assault upon Bessie Gladman, at his home in South Washington, there was a little girl named Mary Bartlett living in his family. This child is about six years old, and her father lives on a canal boat. He did not want to keep the little one on the boat, and thinking she would fare better in the city, he sent her to live in the Lucas family.

A few days after Lucas was arrested and sent to jail, a report was made to Officer Wilson of the Humane Society concerning the Bartlett girl. When the officer went to the house to make some provision for the care of the child, he learned that she had been taken back on the boat by her father. Officer Wilson is now anxious to see the father. He thinks he may be able to make some arrangements whereby the child will be given a home in the city, where she can attend school.

*Sun*, Thu. 8/26/97, p. 2. **George's Creek Coal Shipments.** – Cumberland, Md., Aug. 25. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, August 21, by rail, aggregated 70,293.02 tons and by Chesapeake and Ohio canal 10,153.06 tons. During the same period 23,392.12 tons of coal and 2,334.03 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 2,437,664.04 tons, an increase of 285,326.26 tons over the same period last year. The West Virginia Central shipments show an increase of 103,681.11 tons during the same period. The shipments by Chesapeake and Ohio canal to date aggregate 163,899.14 tons, a

decrease of 34,949.01 tons over the corresponding period of 1896.

ET, Tue. 9/7/97, p. 9. A slight fire about 8 o'clock Sunday in the cabin of a canal boat anchored in the canal near K street bridge southwest, caused about \$20 damage.

ET, Mon. 9/27/97, p. 2. **REV. J. McELFRESH'S DEATH.** – A dispatch from Cumberland, Md., says that John McElfresh, a well-known street preacher from Washington, died in the Alleghany county almshouse, in that city, on Saturday night. McElfresh is said to have taken passage from this city for Cumberland on a canal boat called the William T. Hassett, the captain of which is a colored man named Henry Williams.

On arriving at Cumberland, McElfresh was found lying in the hull of the boat, with a severe contusion on the side of his head. He was unable to tell how he received the injury, and died of concussion of the brain.

At the Central Union Mission and Salvation Army headquarters in this city the deceased was known as John McElfresh. He is described as an eccentric character of much religious zeal, who made his appearance in Washington about a year ago. His home was in Flintstone, Md., where his remains have been taken by relatives for burial.

McElfresh was a man fully six feet tall and of powerful build, and wore a mammoth black mustache, which made him quite conspicuous.

While he was in Washington, he was seen daily around the corner of E and Eighth streets northwest, selling shoe strings, neckties and other small articles. When at his occupation, he wore an immense slouch hat fastened on his head by strings tied under his chin, and his clothes were coarse and shabby.

When he appeared at Salvation Army or other religious meetings, he cut a different figure. A black Prince Albert coat, shiny "plug" hat, white necktie, trousers, shirt and shoes, all new

and neat, made up his attire, and he carried himself with the air of a king.

He spoke on a number of occasions at Salvation Army gatherings, but was not regarded as a man of more than ordinary ability and did not make much headway here as an exhorter, though it was apparent that he was very ambitious to do so. McElfresh was about forty years old.

The canal boat on board of which McElfresh took passage has not yet returned to Georgetown.

*Sun*, Thu. 9/9/97, p. 8. **George's Creek Coal** Cumberland, Md., Sept. 8. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, September 4, by rail, aggregated 75,670.84 tons and by Chesapeake and Ohio canal 9,814.19 tons. During the same period 24,290.07 tons of coal and 4,785.14 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 2,511,609.17 tons, an increase of 311,310.32 tons over the same period last year. The West Virginia Central shipments show an increase of 108,571.11 tons of coal and 4,225.15 tons of coke during the same period. The shipments by Chesapeake and Ohio canal to date aggregate 180,777.07 tons, a decrease of 39,753.09 tons over the corresponding period of 1896.

*Sun*, Mon. 9/13/97, p. 7. A coal-laden canal boat bound for Williamsport sprung a leak yesterday at Big Pool and sank.

*Sun*, Wed. 9/15/97, p. 7. **Maryland Items** A landslide on the berm bank of the Chesapeake and Ohio canal at dam No. 5, Williamsport, nearly filled up the canal and stopped the boats from travel.

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**POLLUTION OF POTOMAC**

Cumberland, Md., Sept. 14. – Dr. Geo. W. Massamore, assistant game warden and secretary of the State Game Protective Association, writes

as follows: The pollution of the water in the Potomac river by pulp mills and tanneries is a serious matter that threatens the destruction of the black bass, the king fish of our fresh water streams, which affords healthful recreation to thousands and supplies a delicious article of food. But worse still, if these unsanitary conditions are allowed to continue, epidemics of typhoid fever and kindred diseases are sure to follow, endangering the lives of the citizens living along the river.

On my recent official visit of inspection along the Potomac, the question of protection and propagation was almost overshadowed by the polluted condition of the river and the indignation of the people against allowing pulp mills and tanneries to run their refuse into the stream. From Piedmont to Cumberland the water is very much discolored on account of the refuse from the tanneries at Piedmont. The color of the water is dark brown and the odor emitted is disagreeable. Bass fishing in this part of the river is a thing of the past, which fact is deplored by the residents.

Cumberland gets her water supply from the Potomac. This water is not fit for bathing and ordinary household uses, much less drinking. I believe the authorities of Cumberland have gone to the courts asking for an injunction restraining the proprietors of certain manufacturing establishments from allowing impurities to run into the river. This is a move in the right direction, but the proper thing to do will be to go before the Legislature next January and have a law enacted that will permanently abolish these abuses so far as Maryland is concerned; then follow this up by going before the Legislature of West Virginia the year following, and have that State pass a similar law for the Potomac river. Then the water will return to its pure, clear, natural condition and Cumberland will have as pure water as any city in the land.

From Cumberland to the South Branch, the water is very much discolored, the tanneries at Paw Paw, W. Va., no doubt, assisting materially in the discoloration. It is an undeniable fact that

bass are rarely caught in this stretch of the Potomac, the water being too impure for them to inhabit that part of the river. The water in the South Branch being pure, the conditions are better below where the North and South branches unite; but the brownish color from the water in the North Branch may be seen as far down as Hancock. After leaving Hancock, the water becomes clearer, improving gradually, and soon becomes clear. This condition continues until the pulp mills at Harper's Ferry are reached.

These mills run all their refuse into the river. The chips and shavings float down and cling to the rocks, gravel beds and tufts of grass, driving the bass from their favorite haunts. The coloring matter in these chips and shavings is extracted by soaking in the water, so that the discoloration is perceptible, but fortunately the pure water from the Shenandoah, that empties into the Potomac at Harper's Ferry, neutralizes this impurity. From Harper's Ferry to Little Falls, near Washington, there are neither tanneries nor pulp mills, and it is here and from Harper's Ferry to Hancock that the best fishing is found.

Along this distance of one hundred and fifty miles of the romantic and picturesque Potomac, one of the finest natural bass streams in America, hundreds of the disciples of Sir Izaak Walton may be seen every day during the open bass season, whiling away the hours in healthful sport, forgetting the cares of business and the anxieties of this busy world.

The Maryland Game and Fish Protective Association did a great work in bringing about legislation on the part of Maryland, Virginia and West Virginia for the protection of bass in the Potomac. The laws are vigorously and satisfactorily enforced. Transferring 15,000 bass from the Chesapeake and Ohio canal to the Potomac was another splendid scheme of the association, that was made so successful by the great liberality of the Washington anglers. The Maryland Game and Fish Protective Association stands ready to continue the good work of

protecting the bass in the Potomac the angler's paradise of Maryland.

It is not a very serious matter to contemplate the possibility that unless the pollution of the Potomac is dealt with summarily, all the bass will disappear. Washington, the capital of the nation, is supplied with drinking water from the Potomac, and the health of her citizens is endangered. The impurities in the water are not so great as far down as Washington as they are higher up, but the conditions are bound to grow worse, unless the polluting substances that run into the river are stopped.

I am told that this matter was brought before the last Congress, and a committee was appointed to see what power Congress has in the premises. If it is found that Congress has no jurisdiction in the matter on account of the sovereign rights of Maryland and West Virginia, then let us hope that the United States government will use her influence with the Legislatures of Maryland and West Virginia in securing legislation that will prohibit polluting the water in the Potomac. This will give the citizens of Washington an abundant supply of pure water, and the Potomac will become one of the greatest bass streams in America, that can never be depleted by legitimate angling.

City Attorney Robert H. Gordon last night explained to the city council the progress which is being made in the matter of obtaining a better water supply for Cumberland. Mr. Gordon said that the council had been doing everything possible to solve the problem. The experimental filter was found to be inadequate and the filtration of water as it now comes from the Potomac would be barren of result. He referred to the enlistment of the aid of the State board of health in the matter, and said that he had taken steps to have the persons alleged to cause the pollution indicated at the October term of court under the State law. He added: "The pollution comes almost entirely from the pulp mill. I came down from Oakland and found the Potomac water down to the pulp mill clear and good, but as soon as it

passed the mill it became discolored and unwholesome.”

*Sun*, Thu. 9/16/97, p. 8. **George’s Creek Coal** Cumberland, Md., Sept. 15. – The coal shipments from the George’s Creek – Cumberland region by rail for the week ended Saturday, September 11, by rail, aggregated 69,660.93 tons and by Chesapeake and Ohio canal 3,910.12 tons. During the same period 24,744.08 tons of coal and 4,086.13 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 2,685,181.02 tons, an increase of 305,821.10 tons over the same period last year, but a dropping off of over 5,000 tons from the increase shown last week. The West Virginia Central shipments show an increase of 110,188.13 tons of coal and 6,851.17 tons of coke during the year to date. The shipments by Chesapeake and Ohio canal, which last week fell off heavily, to date aggregate 184,687.19 tons, a decrease of 48,334.01 tons over the corresponding period of 1896.

*Sun*, Mon. 9/20/97, p. 7. **ROUND TOP CEMENT MILL** – Hancock, Md., Sept. 19. The Round Top hydraulic cement mill, a two-story frame structure owned by Robert Bridges and Charles W. Henderson, near Hancock, was destroyed by fire early yesterday morning. The loss will be about \$10,000; insurance, \$4,000. The flames were first seen about 2 o’clock coming out of a coal chute between the cooper shop and engine room of the mill. Workmen who were on hand to draw the kilns were unable to enter the mill owing to the dense smoke. R. Samuel Dillion, who had cooperage material stored in the shop, loses \$1,300.

A bridge over the Chesapeake and Ohio canal, connecting the mill with the kilns, burned and dropped into the canal, checking navigation for some hours.

The mill had just received a good order and was running on full time after periods of idleness. About fifty men were employed, and

the product was about 300 barrels a day. Messrs. Bridges and Henderson state that they will rebuild at once. The material from which the cement is made is found in Round Top Hill, and its commercial value was discovered in 1837, when the Chesapeake and Ohio canal was constructed. The mill was erected in 1853 by George Shafer, father of Mr. George Shafer, of the land office, Annapolis. It was bought by Bridges and Henderson in 1863, who added improved machinery to the plant.

*Sun*, Thu. 9/23/97, p. 7. **George’s Creek Coal** Cumberland, Md., Sept. 22. – The coal shipments from the George’s Creek – Cumberland region by rail for the week ended Saturday, September 18, by rail, aggregated 65,484.99 tons and by Chesapeake and Ohio canal 5,938.08 tons. During the same period 22,964.06 tons of coal and 2,834.13 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 2,756,644.09 tons, an increase of 305,864.06 tons over the same period last year. The West Virginia Central shipments show an increase of 100,659.17 tons of coal and 8,063.08 tons of coke during the same period. The shipments by Chesapeake and Ohio canal to date aggregate 190,686.07 tons, a decrease of 33,352.11 tons over the corresponding period of 1896.

*Sun*, Thu. 9/30/97, p. 7. **Maryland Coal Trade** Cumberland, Md., Sept. 29. – The coal shipments from the George’s Creek – Cumberland region by rail for the week ended Saturday, September 25, by rail, aggregated 76,577.92 tons and by Chesapeake and Ohio canal 7,259.11 tons. During the same period 24,615.10 tons of coal and 4,970.13 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 2,849,481.12 tons, an increase of 312,938.33 tons over the same period last year. The West Virginia Central shipments show an increase of 112,191.09 tons of

coal and 11,307.17 tons of coke during the same period. The shipments by Chesapeake and Ohio canal to date aggregate 197,945.18 tons, a decrease of 32,819.10 tons over the corresponding period of 1896.

SR, Thu. 10/7/97, p. 4. It is said that business is very dull on the Chesapeake & Ohio canal.

*Sun*, Thu. 10/7/97, p. 8. **Maryland Coal Trade** Cumberland, Md., Oct. 6. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, October 2, by rail, aggregated 78,518.05 tons and by Chesapeake and Ohio canal 6,431.09 tons. During the same period 24,208.01 tons of coal and 3,932.15 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 2,923,451.06 tons, an increase of 330,459.22 tons over the same period last year. The West Virginia Central shipments show an increase of 117,131.04 tons of coal and 13,359 tons of coke during the same period.

This has been a poor year on the Chesapeake and Ohio canal, the shipments to date being 204,397.07 tons, a decrease of 65,215.13 tons over the corresponding period of 1896. The companies are loading only four or five boats a day at Cumberland, and boatmen generally are complaining. The season will probably close earlier than usual.

AG, Sat. 10/9/97, p. 3. Tomorrow will be the forty-seventh anniversary of the opening of the Chesapeake and Ohio canal from Cumberland to this city. The federal army first broke canal communication between this city and Cumberland. But it was a worse day for Alexandria when, in order to reopen it, the Alexandria portion of that canal was leased to a Northern company, and a worse day still, when, for their benefit, and that of four or five other people, it was sold and destroyed.

*Sun*, Thu. 10/14/97, p. 6. **Maryland Coal Trade** Cumberland, Md., Oct. 13. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, October 9, aggregated 81,615.86 tons and by Chesapeake and Ohio canal 5,098.17 tons. During the same period 26,296.16 tons of coal and 3,604.13 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 3,011,555.09 tons, an increase of 344,996.23 tons over the same period last year. The West Virginia Central shipments show an increase of 118,403 tons of coal and 12,211 tons of coke during the same period. The shipments by Chesapeake and Ohio canal to date aggregate 200,397.07 tons, a decrease of 62,414.06 tons over the corresponding period of 1896.

*Sun*, Sat. 10/16/97, p. 8. **City of Cumberland.** Mr. John Hanway has resigned as collector for the Chesapeake and Ohio canal in Cumberland. He expects to remove next week to Brooklyn, N. Y., where his father-in-law, General Horatio C. King, resides.

*Sun*, Thu. 10/21/97, p. 7. **George's Creek Coal** Cumberland, Md., Oct. 20. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, October 16, by rail, aggregated 57,081.82 tons and by Chesapeake and Ohio canal 5,853.18 tons. During the same period 18,192.15 tons of coal and 3,536.03 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 3,074,490.19 tons, an increase of 342,013.37 tons over the same period last year. The West Virginia Central shipments show an increase of 112,953.13 tons of coal and 13,350.13 tons of coke during the same period. The shipments by Chesapeake and Ohio canal to date aggregate 215,350.02 tons, a decrease of 70,097.07 tons over the corresponding period of 1896.

Mr. John S. Knapp, of New York, president of the Maryland Coal Company, who has just completed a tour through a number of coal regions, says none can be compared with the George's Creek. For modern methods and intelligent, thrifty mine-workers, with all the home comforts of a progressive community, the George's Creek region, he said, was without peer.

*Sun*, Thu. 10/28/97, p. 6. **Maryland Coal Trade** Cumberland, Md., Oct. 27. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, October 23, aggregated 56,005.01 tons and by Chesapeake and Ohio canal 8,331.04 tons. During the same period 16,223.16 tons of coal and 4,088 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 3,133,827.64 tons, an increase of 353,305.29 tons over the same period last year. The West Virginia Central shipments show an increase of 106,090.18 tons of coal and 14,343.06 tons of coke during the same period. The shipments by Chesapeake and Ohio canal to date aggregate 223,681.06 tons, a decrease of 71,190.01 tons over the corresponding period of 1896.

Thu. 11/4/97, p. 6.<sup>6</sup> The body of Mrs. Laura Lapole was found in the canal near Cumberland last Friday. When last seen alive, she was drinking on a canal boat with Charles Danner. The authorities are making an investigation. The woman was 45 years old and the wife of a canal boatman, who is now serving a three-year sentence in the penitentiary for killing a man. The woman managed her husband's boat.

*Sun*, Thu. 11/4/97, p. 6. **Maryland Coal Trade** Cumberland, Md., Nov. 3. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, October 30, by rail, aggregate 51,904.97 tons and by Chesapeake and Ohio canal 5,922.12 tons. During the same

period 22,148.12 tons of coal and 4,185.18 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 3,196,654.14 tons, an increase of 288,070.90 tons over the same period last year. The West Virginia Central shipments show an increase of 107,880.11 tons of coal and 4,185.18 tons of coke during the same period. The shipments by Chesapeake and Ohio canal to date aggregate 229,603.19 tons, a decrease of 80,966.03 tons over the corresponding period of 1896.

ES, Thu. 11/4/97, p. 10. **ACQUIRED BY THE DISTRICT** – At last, after many years of contention, the District has secured possession of the Canal and Foxhall roads, and may now improve them without regard to the Chesapeake and Ohio Canal Company.

Under a former board of Commissioners, an effort was made to establish the District's ownership to the Canal road by fencing a portion of it off and prohibiting its use for towing by the canal company. The company promptly tore the fence down, and the District as promptly took the canal company into court, but the case was never pressed. Subsequently it became necessary to improve this road, but the District, because of the title to the property remained in the canal company, was prevented from expending any money thereon. The bicyclists were clamoring for its improvement, and the District authorities were anxious to comply.

#### **The Matter Settled.**

Finally, Engineer Commissioner Black and his assistant, Captain Beach, took the matter up with a view of untangling the situation. Negotiations were opened with the canal company with a view of acquiring the property, and the deal was closed this afternoon.

The deed sets forth that in consideration of the premises, and of the additional and further agreement on the part of the District of Columbia, that the District will forever keep and maintain the Canal road as a public thoroughfare and

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<sup>6</sup> *Republican*, Oakland, Md.

highway, and will forever permit and allow the Chesapeake and Ohio Canal Company to use such portions of the road as at present used by it as a towpath, and, further, that the District shall forever maintain the wall erected upon the south side of the Canal road, control of the ground is relinquished to the District.

This has been signed, sealed and delivered. Captain Beach immediately made preparations for the improvement of the road, and the work will begin within a few days. There is not enough money to continue the improvement to the Chain bridge, but there are sufficient funds available to put the entire road in fairly good repair.

*Sun*, Thu. 11/11/97, p. 6. **Maryland Coal Trade**  
Cumberland, Md., Nov. 10. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, November 6, by rail, aggregated 56,042.98 tons and by Chesapeake and Ohio canal 6,111.07 tons. During the same period 20,147.16 tons of coal and 4,110.06 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 3,258,808.19 tons, an increase of 279,277.92 tons over the same period last year. The West Virginia Central shipments show an increase of 112,175 tons of coal and 18,696.11 tons of coke during the same period. There has been a falling off in the shipments from the Cumberland region during the past few weeks on account of the scarcity of vessels. This scarcity has produced an accumulation of orders in the hands of shippers. Many of the railroads are said to be pretty well blocked up with coal shipped by the various producers, which the latter have not been able to care for at the shipping ports owing to the shortage of vessels. Stormy weather and high winds have been delaying the boats.

The shipments by Chesapeake and Ohio canal to date aggregate 235,713.06 tons, a decrease of 83,723.04 tons over the corresponding period of 1896.

*ES*, Mon. 11/15/97, p. 3. **For Protection of the Bass.** – A meeting of the Fish and Game Protective Association of the District of Columbia will be held the evening of the 26<sup>th</sup> instant at the Washington Light Infantry Armory. One of the subjects for consideration will be the saving of the bass that may be found in the Chesapeake and Ohio Canal when it is drained. It is proposed to begin this work about Christmas. It is stated that the results of the fishing this year demonstrates that the bass are decreasing in number, and the importance of taking some steps to add to their numbers is recognized.

*Sun*, Thu. 11/18/97, p. 6. **Coal Shipments.**  
Cumberland, Md., Nov. 17. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, November 13, by rail, aggregate 60,592.88 tons and by Chesapeake and Ohio canal 7,642.12 tons. During the same period 23,430.13 tons of coal and 5,686.12 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 3,327,043.19 tons, an increase of 265,173.97 tons over the same period last year. The West Virginia Central shipments to date aggregate 1,014,753.16 tons of coal and 164,298 tons of coke - an increase, respectively, of 112,969.07 and 21,359.09 tons.

The shipments by Chesapeake and Ohio canal to date aggregate 243,357.18 tons, a decrease of 84,493.15 tons over the corresponding period of 1896. The trade on the canal has been somewhat better the past week. A number of boatmen who had tied up for the winter have again started out, and are now hauling coal eastward.

There is still a lack of vessels at the several ports, and a consequent piling up of a large quantity of coal, with no means of transporting it. This contributes largely to the present dullness of the market.

It is stated that the shippers are considering making a combination, looking



toward better things in the future, but it is thought a better state can hardly be reached until the main line roads themselves stop quarreling and reach some definite understanding about rates.

*Sun*, Fri. 11/19/97, p. 6. **Cumberland Items.**

The canal boat Governor Lowndes, Capt. Elias Malotte, carried 123 tons of coal to Williamsport – an extraordinary large load.

*Sun*, Thu. 11/25/97, p. 1. **Maryland.**

Shipments of coal by the Chesapeake and Ohio canal have greatly decreased and the trade of the Maryland coal field is at present hindered by several circumstances.

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*Ibid*, p. 6. **Maryland Coal Trade**

Cumberland, Md., Nov. 24. – The coal shipments from the George's Creek – Cumberland region for the week ended Saturday, November 20, by rail, aggregated 71,237.94 tons and by Chesapeake and Ohio canal 7,798.14 tons. During the same period 22,360.18 tons of coal and 7,798.14 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 3,406,080.07 tons, an increase of 256,830 tons over the same period last year. The West Virginia Central shipments to date aggregate 1,037,114.14 tons of coal and 168,587.18 tons of coke, an increase, respectively, of 109,584.03 and 22,132 tons.

The shipments by Chesapeake and Ohio canal to date aggregate 231,156.12 tons, a decrease of 89,134.18 tons over the corresponding period of 1896. The canal trade is again lagging.

The general falling off in trade is due to the oversupply now in the East, and, too, to the limited supply of colliers. The ports generally report no vessels. There must, however, be a supply soon, and this, it is said, will afford general relief. The Eastern railroads are about the only consumers now pushing for coal, this being the season when they demand heavy shipments for their winter uses.

The shipments to tide are reported to be somewhat hindered by the detention of coal on the railroad sidings on the way and the glut at the shipping ports. It is said that there is no lack of cars, notwithstanding the great amount of coal on the sidetracks.

*Sun*, Mon. 11/29/97, p. 7. **The Canal to Close December 11.** – Cumberland, Md., Nov. 28. – General Manager George L. Nicholson, of the Chesapeake and Ohio canal, has issued orders to close the canal on December 8 for Georgetown shipments from Cumberland and on December 11 for Williamsport shipments. Should the weather be unpropitious for boating, navigation will be suspended before that time. The water will be drawn off on December 15.

*SR*, Thu. 12/2/97, p. 4. The Chesapeake and Ohio Canal will close for the season of 1897 on December 8<sup>th</sup> for Georgetown shipments, and for Williamsport shipments on December 11<sup>th</sup>. The water will be drawn off on December 15<sup>th</sup>. The above is based on the weather remaining open to the above dates, and in case of severe weather, the canal will close earlier. The past season has been a very poor one for the boatmen.

*Sun*, Thu. 12/2/97, p. 6. **Maryland Coal Trade**  
Cumberland, Md., Dec. 1. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, November 27, aggregated 68,606.89 tons, and by Chesapeake and Ohio canal 5,969.11 tons. During the same period 22,273.08 tons of coal and 4,655.04 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 3,480,716.07 tons, an increase of 253,251.03 tons over the same period last year. The West Virginia Central shipments to date aggregate 1,059,382.22 tons of coal and 173,242.22 of coke, an increase respectively of 116,298 and 24,327.13 tons.

The shipments by Chesapeake and Ohio canal to date aggregate 236,126.03 tons, a

decrease of 91,472.08 tons from the corresponding period of 1896. Next week will wind up the season on the waterway.

The transportation from the mines to tide has been somewhat improved, the few vessels coming in relieving the overstock at the piers, so that sidetracked coal can be unloaded. Still there continues quite a lack of vessels, causing the shippers no little loss and inconvenience. Reports state that the weather has been unpropitious for sailing vessels, and has a tendency to keep them in harbor. There is still considerable coal on the sidetracks, and transportation superintendents are said to be holding back coal not practically provided for. The coal going forward is on old contracts still in force, new orders being scarce and difficult to obtain. The car supply is said to be very good. It is reported that an alliance which will send the entire product of the West Virginia Central to the Baltimore and Ohio is contemplated between the two roads. The facilities of the Baltimore and Ohio have been increased at its shipping ports in Philadelphia and on Staten Island. The Pennsylvania Railroad now carries considerable West Virginia Central coal.

ES, Tue. 12/7/97, p. 15. **Canal Road Transfer.** A deed placed on record yesterday, whereby Joseph Bryan, John M. Cowen and Hugh L. Bond, Jr., surviving trustees of the Chesapeake and Ohio Canal Company, for the consideration of the sum of one dollar, gave to the District of Columbia the right to use the Canal road, with the provisions that the canal company can use the highway for a tow-path, and that the District will forever maintain and keep it in repair as a public thoroughfare. This settles the controversy over control of the road, though there are many who firmly believe that the District government was under no necessity to accept the terms imposed by the canal company before improving the road.

SR, Thu. 12/9/97, p. 4. The work of seining the Chesapeake and Ohio canal will be undertaken this month by Captain Brice, United States fish

commissioner, with the assistance of the game associations, to save the young bass.

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The water is to be drawn from the C. & O. canal next Wednesday.

*Sun*, Thu. 12/9/97, p. 6. **Canal to be Seined for Bass** – Hagerstown, Md., Dec. 8. – Seining the Chesapeake and Ohio canal will begin as soon as the water is turned off – about the 15<sup>th</sup> – by Capt. Brice, United States fish commissioner, with the assistance of the game associations, to save the young bass. Last winter thousands of food fish, which would otherwise have perished or been caught by wholesale, were seined out of the canal and put back into the river.

*Sun*, Thu. 12/9/97, p. 6. **CANAL BOAT SUNK** Hagerstown, Md., Dec. 8. – Consolidated canal boat No. 126, laden with coal, Capt. A. D. McCardell, early this morning sunk in the Chesapeake and Ohio canal at Cushwa's wharf, Williamsport, while Captain McCardell and wife were aboard asleep. They escaped by the timely warning of a boatman. The boat arrived Tuesday night and sprung a leak on the way from Cumberland. James Hetzer, whose boat was moored close by, discovered that Captain McCardell's boat was sinking and aroused him in the rear cabin. The water was then lapping the bunk Captain and Mrs. McCardell occupied. The Captain leaped suddenly from the bunk in the dark and found himself waist deep in water. He rescued his wife through the cabin window. Several hogs in the mule cabin escaped drowning by swimming away. The boat will be raised and her cargo of coal unloaded.

*Sun*, Fri. 12/10/97, p. 6. **Maryland Coal Trade** Cumberland, Md., Dec. 9. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, December 4, aggregated 88,684.11 tons and by Chesapeake and Ohio canal 4,836 tons. During the same period 23,823.15 tons of coal and 4,480.18 tons of coke were shipped from the Elk Gardens and

Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 3,574,236.18 tons, an increase of 266,623.01 tons over the same period last year. The West Virginia Central shipments for the year-to-date aggregate 1,083,213.17 tons of coal and 177,724 tons of coke, an increase of 123,702.15 and 26,303.09 tons, respectively.

The shipments by Chesapeake and Ohio canal to date aggregate 261,962.03 tons, a decrease of 95,811.06 tons over the corresponding period of 1896. All through shipments on the canal cease after today, while the Williamsport shipments will continue until Sunday. The water will be drawn off on December 15. The aggregate decrease in shipments over the waterway for the season will be at least 100,000 tons.

Transportation from mines to tide continues to improve, and colliers going out are relieving the blockades on the main roads. The railroad superintendents are said to be allotting cars only to those who have chartered vessels to dispose of coal as it reaches tidewater. There is much talk about the railroads combining and advancing the rates on coal. It is reported that a conference of the coal-carrying companies was held recently, and it was proposed to advance the rates on coal 20 percent, but nothing definite has yet come out of it. The companies, it would seem, are making more of an effort to reach an understanding.

Mr. Frederick Mertens, who is a large shipper of coal by the Chesapeake and Ohio canal, said today: "The big drop off in the business of the canal this year was due to the scarcity of vessels at Georgetown and Baltimore. Otherwise, the trade would have exceeded that of last year in volume."

The Davis Coal and Coke Company are making big shipments of Tucker county coke to the Northwest. Their plant, to which over one hundred new ovens have been added, is running full blast and the company is operating four other plants besides. Chief Mine Inspector J. W. Paul, of West Virginia, says the recent revival in the

iron business has caused the big demand for coal and coke, and that the various mining regions in the State are enjoying a great revival of trade.

*Sun*, Mon. 12/13/97, p. 9. **C. AND O. CANAL CASE** – Hagerstown, Md., Dec. 12. – Judge Stake has filed an opinion in the case of Ellen S. Stubblefield, administratrix of George S. Stubblefield, a judgment creditor of the Chesapeake and Ohio canal, agent, against the Baltimore and Ohio Railroad Company and others. The suit was to have the canal sold. The defendants demurred to the whole bill and Judge Stake sustains the demurrer and dismisses the case. The plaintiff alleged that the Baltimore and Ohio had fraudulently intervened, for its own benefit, as a rival transportation company, to procure absolute control of the canal, in violation of its charter rights, by fraudulently procuring the substitution of its own attorneys as trustees for the canal bondholders of 1844; that it holds part of its assets by fraudulently concealing the fact from the public; that the decree of July 30, 1894, extending the time for the sale of the canal was fraudulently procured by the railroad. The court at considerable length discusses the legal phase of the question, and sets out the several reasons why the demurrer is sustained and wherein the plaintiff failed to maintain the bill of review. As a judgment creditor the court maintains she has no right to obtain a sale of the canal, and to set aside the decree of 1894 she must show that she had been in court at the time those orders were entered.

The attorneys for Mrs. Stubblefield say they will take an appeal from Judge Stake's decision.

*Sun*, Tue. 12/14/97, p. 6. **WM. C. DENEEN WOUNDED** – Hancock, Md., Dec. 13 – Word was received here of a fierce fight in the upper end of Hancock district, near Dam No. 6, as the result of which William Carl Deneen, a farmer, is lying at the point of death. Deneen missed three of his sheep, and it is said that Zacharias Reeder, Chesapeake and Ohio canal lock tender at Dam

No. 6, admitted that he shot them and also one of Deneen's cattle for trespass. Later Deneen was informed that Reeder shot his cattle while they were on the towpath and not on Reeder's property. Deneen had ordered Reeder to stay off his land. Afterward he found Reeder and his son, Bernard, tearing down a sawmill shed which had been erected on Deneen's land. Deneen told Reeder's boy to leave, and upon his refusal proceeded to lead him off. The boy resisted, and Deneen slapped him. During the fracas the elder Reeder came to his son's assistance. Deneen was knocked senseless, and in the scuffle was shot on the head over the ear. The ball glanced off, leaving a mark. No arrests have yet been made. Reeder claims that the sawmill shed was given to him by Price Noland, who had erected it on Deneen's land.

*Sun*, Thu. 12/16/97, p. 6. **Maryland Coal Trade** Cumberland, Md., Dec. 15. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, December 11, aggregated 80,482.06 tons and by Chesapeake and Ohio canal 1,375.09 tons. During the same period 25,651.19 tons of coal and 4,693.05 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments from the Cumberland region for the year aggregate 3,656,094.13 tons, an increase of 264,019 tons over the same period last year. The Cumberland and Pennsylvania Railroad's tonnage has increased 311,319.11 tons while that of the George's Creek and Cumberland line has decreased 47,300.11 tons.

The West Virginia Central shipments to date aggregate 1,108,865.16 tons of coal and 182,422.05 tons of coke, an increase of 128,005.10 and 29,097.14 tons, respectively.

The shipments by Chesapeake and Ohio canal for the year 1897, the canal having closed for the season last Saturday, aggregate 263,337.12 tons. The shipments for 1896 reached 361,224.19 tons. The business for 1897 shows a total decrease of 97,887.07 tons.

Transportation from mines to tide is reported much improved and coal is being pushed through to the various shipping ports on about schedule time. The sidetracks and terminal points have been relieved of the laden cars that have been "held up" for some time. The car supply is good, and those showing facilities for handling coal at the ports have their requisitions readily filled.

The demand for coal from all quarters has greatly improved. It is thought that the railroads may reach some amicable agreement regarding rates for next year's business. The Baltimore and Ohio is said to have shown an aggressive spirit lately in entering upon the territory of other railroads.

The New England trade is fair and the accustomed amount of coal is going to that section from the Cumberland region. The trade in the far East is changing around some little from one contractor to another. Vessels are reported scarce in the coastwise trade.

Fri. 12/17/97, p. 3.<sup>7</sup> Judge Stake at Hagerstown, dismissed the bill of Mrs. Stubblefield, asking for the sale of the Chesapeake and Ohio Canal.

*Sun*, Fri. 12/17/97, p. 6. **From Hagerstown.** Deputy Sheriff David Tice today went to Georgetown, D. C., to arrest a number of canal boatmen, who are charged with selling coal not belonging to them from their boats in Washington county.

*Sun*, Sat. 12/18/97, p. 9. **ARRESTS OF CANAL BOATMEN** – Hagerstown, Md., Dec. 17. – Deputy Sheriff David Tice arrived in Hagerstown this afternoon with Mrs. Ellen R. Eddy, James E. Colbert, William H. Wilson and Thomas Norvall, who were arrested in Washington yesterday on a charge of selling coal owned by the Consolidation Company from canal boats which the prisoners were running from

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<sup>7</sup> *Prince George's Enquirer and Southern Maryland Advertiser*, Upper Marlboro, Md.

Cumberland to Georgetown. They will be given a hearing Monday at Hancock.

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The water on the Chesapeake and Ohio canal will be drawn off at once, as the traffic on the canal has practically been closed for the year. Boatmen are taking their mules to headquarters and preparing for the winter.

*Sun*, Mon. 12/20/97, p. 8. **SEINING THE CANAL** – Dr. George W. Massamore, secretary of the Maryland Game and Fish Protective Association, has been notified by United States Fish Commissioner John J. Brice that the Chesapeake and Ohio canal will be seined again this week. The water will be drawn off the canal today and the seining will begin at Little Falls, probably on Wednesday. The work will be superintended by Capt. L. G. Harron, and Dr. Massamore was instructed to notify him what disposition to make of the fish that are caught.

In accordance with the instructions of Dr. Massamore, the same plan will be followed this year as proved so successful last year. Bass, crappie and other game fish will be returned to the water. The catfish and suckers will be given away and the carp will be destroyed. The main object is to preserve the bass, of which 15,000 were saved last year. Washington anglers will materially assist in the work this year as they did last year.

*ES*, Wed. 12/22/97, p. 15. **Decrease in Tonnage on C. and O. Canal the Past Year.** – The season of 1897 on the Chesapeake and Ohio canal has closed, and all the boats are tied up either at this end or the Cumberland end of the waterway, waiting for spring. A very few boats are moored at points between the two places. The last cargo of the season was loaded December 11, and the boat which received the load has reached Georgetown, discharged its cargo and is tied up with the others.

During the past season, which opened about March 15, and closed this month, the total tonnage of coal and other articles carried on the

waterway amounted to 270,000 tons in round numbers. The great bulk of this, of course, was coal. The total tonnage figures represent a decrease over the showing made last year. The local trade on the canal the past year was very good, but the coastwise trade was not up to the standard of former years.

The water in all of the levels of the canal, except the Georgetown level, was let out from December 17 to 19. This will remain the case until about the middle of next March, when the season of 1898 will be commenced.

This morning the work of seining the canal for bass and other game fish commenced, the work being pursued on the same lines as last season. The work is carried on under the auspices of the United States fish commission, assisted by the Maryland Game and Fish Protective Association. All the fish thus caught will be dumped into the Potomac to restock that stream. The work last year practically saved 15,000 bass, and this year the work is commenced sooner than usual in order to permit as much seining as possible to be done before the water freezes hard.

*Sun*, Thu. 12/23/97, p. 6. **The Coal Trade**  
Cumberland, Md., Dec. 9. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, December 18, aggregated 69,953.92 tons and by Chesapeake and Ohio canal 120.19 tons, or one boatload. During the same period 23,979.02 tons of coal and 4,381.04 tons of coke were shipped from the Elk Gardens and Upper Potomac region of West Virginia. The total shipments for the year from the Cumberland region aggregate 3,726,160.04 tons, an increase of 256,957.02 tons over the same period last year. The tonnage of the Cumberland and Pennsylvania Railroad shows an increase of 307,179.06 tons, while the George's Creek and Cumberland line has hauled 50,222.04 tons less than last year.

The West Virginia Central shipments to date aggregate 1,134,844.18 tons of coal and

186,803.09 tons of coke, an increase of 132,262.12 and 30,713.07 tons, respectively.

One boat left the canal wharf here during the week, making the total tonnage 263,458.11, while last year the shipments over the waterway reached 365,679.08.

The shipments continue steady from the Cumberland region, the railroads having all they can do to handle the coal offered with their other freight. The usual tonnage is going to New England. Some Cumberland coal is finding its way to South America, while the George's Creek Coal and Iron Company is filling a contract for the Klondike, the vessel to sail around the Horn to San Francisco, where other supplies will be taken on and thence to the Yukon. The Sound ports are taking a great quantity of coal, not having vessels enough to meet their demand. There is an increased demand for coal from Philadelphia and New York, and Baltimore a little more so than either. Coal is going forward on regular schedule from mines to tide. The car supply keeps up, but coastwise vessels are said to be in demand.

ES, Thu. 12/23/97, p. 10. **SEINING THE CANAL** – Despite the miserable weather of the present week, the work of seining the Chesapeake and Ohio canal and removing from the holes and pools the black bass and crappie contained therein, has been diligently prosecuted by Capt. L. G. Haron of the fish commission and a party of experts under his charge. The seining commenced early Monday morning in the canal at Little Falls, and the men have now approached within a short distance of Seneca. The pools in the canal in the vicinity of Seneca will be seined tomorrow, and the work at this end of the canal will be discontinued for the present. The party found many deep holes in the canal which could not be successfully seined, as well as many other pools where the bottoms were so rocky that the lead line of the seine could not be held down sufficiently to prevent fish from escaping under it.

#### **A Fair Catch.**

Notwithstanding the obstacles of weather, however, and the other conditions mentioned, Capt. Haron and his men took out and returned to the Potomac river up to yesterday afternoon about seven hundred small-mouth black bass, about a thousand crappie of very good size and a number of large-mouth black bass, the latter being caught near Little Falls. All these fish were placed immediately upon being captured in the waters of the Potomac river. A number of large carp were caught and immediately killed.

#### **Caught at Woodmont.**

Mr. James M. Green, the secretary of the Woodmont Club, received a report from the club superintendent this morning, which stated that the canal in that vicinity had been seined under the direction of the organization for two days, the result being that 236 small-mouthed black bass of fine size were taken out and placed in the Potomac. An extraordinary feature of the work there was the capture of a large-mouth black bass weighing six and a half pounds. The presence of this species so far up the river, or, rather, the canal, is very unusual. Further seining was prevented by the formation of ice, and the report stated that two inches of snow covered the grounds at Woodmont. Seining there will be continued when the weather permits.

*Sun*, Fri. 12/24/97, p. 7. **Items from Hagerstown** An appeal from the decision of Judge Stake, who refused to order the sale of the Chesapeake and Ohio canal in the suit filed by Stubblefield against the Baltimore and Ohio Railroad, was taken today by Messrs. Richmond, Thomas and Devecmon, attorneys for Stubblefield.

*Sun*, Wed. 12/29/97, p. 8. The county commissioners today ordered the Baltimore and Ohio Railroad to repair a bridge across the Chesapeake and Ohio canal near Sandy Hook to prevent accidents to persons driving on the county road. There is some contention as to whether the county or the railroad company owns the bridge.