

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE SUN
a Baltimore, Md. newspaper
and
EVENING TIMES
a Washington, D. C. newspaper
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1898

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A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The Sun* a Baltimore, Md. newspaper, *Morning Times*, *Evening Star* and the *Evening Times*, three District of Columbia newspapers of the era. The articles were compiled, chronologically in a two-column format, much as they appeared in the newspaper. Articles from *The Sun* are preceded by *Sun*, 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 1898.

Sun, 1/1/98, p. 6. **Game and Fish Protection.** - The last year has been a most important one in the history of game and fish protection, preservation and propagation in Maryland. The game laws which the Maryland Game and Fish Protective Association has persuaded the Legislature to pass – especially the acts of the last Legislature, including that creating the positions of game warden and deputy game wardens – have been of such great and apparent advantage that public sentiment in favor of such laws has grown as never before. The wisdom and advantages are already apparent in the increase of game in the State. Market gunners and dealers agree that game is more plentiful than for years, and many earnestly favor the work done by the game association.

The earliest work of importance done by the association in 1897 was the seining of the Chesapeake and Ohio canal last January. In previous years, when the water was let out of the canal, numbers of bass and other fine fish were left to perish in the shallow pools. These pools were cleared by seining, the bass and game fish being thrown into the Potomac, the eels and other edible but undesirable kinds being given away to neighboring residents, while the carp were destroyed. The United States fish commission was so much pleased with the work that it promised to continue the work of seining the canal every year.

Sun, Thu. 1/6/98, p. 7. Of the Cumberland region shipments, the Baltimore and Ohio Railroad during the year carried 2,491,237.01 tons, the Chesapeake and Ohio canal 263,458.11 tons (decrease of 102,220.17 tons over last year) and the Pennsylvania Railroad 1,102,613.03 tons.

Sat. 1/8/98, p. 5.¹ **Obituary.**

Mrs. Eleanor Humbird, widow of the late Jacob Humbird, who was at the time of his death the wealthiest man in Western Maryland, died in Cumberland, Monday morning, in her 83rd year. She was married to Mr. Jacob Humbird on September 3, 1835, and in 1838 came to Cumberland with her husband, who was then one of the foremost contractors on the Chesapeake and Ohio canal, and had lived there ever since, with the exception of about four years, when the family lived at Brandon, Brazil, where Mr. Humbird was engaged in the construction of the Dom Pedro railroad. She is survived by seven children, all of whom were with her when she passed away.

Sun, Wed. 1/19/98, p. 5. General Manager G. L. Nicholson, of the Chesapeake and Ohio canal, arrived in Cumberland yesterday on a trip of inspection by horseback over the towpath.

Sun, Thu. 3/3/98, p. 6. A dispatch to *The Sun* from Hagerstown says: “Pat Traver, assisted by a number of Chesapeake and Ohio canal hands, while cleaning out Chaney’s lock, caught in the canal 4,000 bass of different sizes and placed them in the Potomac river.”

Ibid, p. 7. The Chesapeake and Ohio canal will be opened for spring traffic about April 1. Thorough repairs are being made.

The county commissioners granted Mr. Powell Evans permission to erect poles and string wires for the purpose of conducting electricity from a power house to be erected at or near Weverton, in the southern part of Washington county, along the Potomac river to Hagerstown, Williamsport, Sharpsburg, Harper’s Ferry, Greencastle, Waynesboro and other towns in this and adjoining counties on the same conditions that Mr.

¹ *Democratic Advocate*, Westminster, Md.

Evans was granted several years ago permission to erect poles and string wires from dams No. 4 and 5 along the Chesapeake and Ohio canal to Hagerstown. The scheme has been abandoned because Mr. Evans could not obtain the dam property. Some time ago he purchased river bottom and shore land at Weverton. He will build a large dam in the river, erect a power house and furnish power to many towns. Recently, he sold the electric light works in Hagerstown.

Sun, Mon. 3/7/98, p. 8. **CANAL LABOR CLAIMS** – Cumberland, Md., March 6. – A compromise and settlement has been effected by some of the principal judgment creditors of the Chesapeake and Ohio Canal Company, whose judgments were obtained for labor claims, whereby the claimants have realized a handsome proportion of the money originally due them. The compromise, it is authentically stated, was effected with persons representing the bondholders of 1844, to whom all interest in the judgments is surrendered. Payment has already been made to some of the judgment creditors. It is stated, upon the best authority, that 50 cents on the dollar is obtained by the creditors in return for surrendering their claims. The parties interested in the compromise are Mrs. Ellen Stubblefield, Gov. Lloyd Lowndes, the executors of the Reynolds and Wm. Walsh estates, Cumberland; Mrs. Sarah Wright, Frostburg; Patrick O'Connor, Mount Savage; and Thomas Callan, Little Orleans. Governor Lowndes' claims aggregate about \$40,000 and Mrs. Stubblefield's \$30,000. W. C. Devecmon, B. A. Richmond and J. W. Thomas, of Cumberland, were the attorneys representing the interest of the foregoing in the negotiations for the settlement of the claims. John C. Brady, residing near Brady's Station, on the West Virginia Central, has claims aggregating \$10,000, but it is not known whether he is in the compromise.

The compromise will, it is generally believed, terminate the litigation looking to the sale of the canal to satisfy the judgments.

The suit of Mrs. Ellen Stubblefield, of Cumberland, was brought in the Circuit Court for Washington County to recover the amount of her claim by selling the canal. It was alleged that the present operators were not carrying out the order of the court in their management of the canal and were fraudulently conducting its business in the interest of the Baltimore and Ohio Railroad. She wanted the order of the court authorizing the bondholders of 1844 to operate it, set aside and its sale ordered. Judge Stake decided adversely to the complainants and an appeal was taken. Now that the judgments pass into the possession of the parties interested in maintaining the operation of the canal for the benefit of those having a lien on its revenues, the basis for the application for a sale disappears.

Sun, Thu. 3/8/98, p. 8. **THE CANAL CLAIMS**. Cumberland, Md., March 7. Today Attorneys Benjamin A. Richmond, William C. Devecmon and James W. Thomas filed assignments in the cases of the Chesapeake and Ohio canal claims creditors with the clerk of the Circuit Court. The order to the clerk attached to each claim signed by the attorneys for the plaintiffs reads: "Please enter judgment in above case to the use of Robert Garrett & Sons and file this assignment."

The amounts of the claims settled, it is said on the basis of fifty cents on the dollar and assigned, are as follows: Ellen S. Stubblefield, administratrix of George S. Stubblefield, deceased, \$22,401.10, with interest, and further amount of \$10,367.73, without interest; Lloyd Lowndes, Jr., administrator of Lloyd Lowndes, surviving partner of L. & R. T. Lowndes, \$31,915.32; Maria and Mary Reynolds, administrators, James Reynolds, claims for \$3,288.55 and

\$7,247.38; Sarah Wright, \$2,656.84; Patrick O'Connor, administrator of Patrick Murray, \$927.12 with interest, and \$291.10 without interest; Maria Callan by Thomas S. Callan, best friend, \$391.94; William Walsh and Thomas I. McKaig, use of William E. Walsh and Clara T. Seaver, \$600. The above amounts do not include costs, aggregating several hundred dollars.

Sun, Tue. 3/8/98, p. 8. There is considerable activity in the Cumberland boatyards, boats being repaired for spring traffic, which will be resumed about April 1.

Sun, Thu. 3/10/98, p. 8. The various craft on the Chesapeake and Ohio canal are being repaired for the resumption of spring traffic. Should the weather continue as at present, the water will likely be turned on in a few days.

Sat. 3/12/98, p. 3.² **The B. and O. and the C. and O.** – The suits for labor claims against the Chesapeake and Ohio Canal have been compromised at fifty cents on the dollar by the bondholders of 1844. A majority of the bonds of 1844, we believe, are held by the Baltimore and Ohio railroad. When the West Virginia Central wanted to buy the canal and extend its lines to Washington and Baltimore, the Baltimore and Ohio, as the 1844 bondholders, procured an order of court restraining the sale of the canal and allowing the bondholders to operate it. Everybody knew the canal could not be operated at a profit, and most people believed then and believe now that the object in operating the canal was simply and alone to protect the Baltimore and Ohio railroad from competition from the West Virginia Central.

The order of the Court in allowing the bondholders of 1844 to operate the Canal may have been technically correct, but it also prohibited the development of a large section

of this state by the building of the West Virginia Central road to tidewater at Washington and Baltimore, and prevented a large addition to the taxable basis of every county through which it would have been built. And this was done, too, in the interest of a corporation which pays no tax upon its road bed and stations and whose president delights to proclaim the doctrine of free trade. In this, however, he is like many others – believes in free trade for others, but protection for himself.

In the bill of complaint, it was alleged that the bondholders were not carrying out the order of the Court in their management of the Canal and were fraudulently conducting its business in the interest of the Baltimore and Ohio railroad. Judge Stake, of the Washington county court, decided adversely to the complainants, and appeal was taken. The allegations must have been dangerously near the truth, or an offer of compromise would not have been made.

The Canal ought to have been sold in 1890, and would have been sold except for the wild howls and threats of the Baltimore *Sun*, which was howling in the interest of the Baltimore and Ohio road. And some people do not believe these rantings were entirely gratis, for they were absolutely against the state's interest. Be that as it may, the state then had an opportunity to sell and reap some advantage; now her interest is gone. The Baltimore and Ohio is bankrupt, and when it went to the wall millions of Maryland money went with it. It also carried down with it the greatest of American Universities, and the state is asked to make good what was lost by this mismanaged and political concern.

Sun, Tue. 3/15/98, p. 8. **CHESAPEAKE AND OHIO CANAL.** – Cumberland, Md. March 14. – The canal force is dredging the channel leading from the feeders to the canal proper. This basin should be about eight feet

² *Democratic Advocate*, Westminster, Md.

deep, but had become so filled with black mud and sand washed down from the city that at places the water was hardly two feet in depth. In order to fill the canal promptly, a considerable volume of water must be had in this channel. The refuse is loaded on scows in immense iron buckets, transported a short distance down the canal and dumped over into the river by means of a derrick. The channel had not been dredged for several years. Work was resumed in the boatyards yesterday, boats being caulked and repaired for spring traffic.

Sun, Wed. 3/16/98, p. 8. **CANAL CLAIMS** Hagerstown, Md., March 13. – Mr. W. C. Devecmon, an attorney of Cumberland, with Mr. J. A. Mason, of Hagerstown, today held a conference in Hagerstown with the holders of claims for labor and supplies furnished the Chesapeake and Ohio canal, and offered to buy them at twenty-five cents on the dollar, on the principal of the claim, without any costs. The claimholders considered the proposition favorably, it is said, but adjourned to meet again at the Williamsport Bank on March 25.

Sun, Tue. 3/22/98, p. 8. The water in the levels of the Chesapeake and Ohio canal above Williamsport was turned on this evening. Rev. H. G. E. Costelle of Sharpsburg, on Saturday held a service of intercession and benediction for the canal boatmen and asked God's blessing on their season's work.

AG, Tue. 3/22/98, p. 4. The water was turned in on the levels of the Chesapeake and Ohio canal yesterday evening, above Williamsport, opening the boating season of 1898.

Sun, Wed. 3/23/98, p. 7. The process of filling the Chesapeake and Ohio canal is slow. The water on the levels was turned in

yesterday, but it will require about two days to flood the levels. Tonight, the levels on the Williamsport side were practically full. There are two dozen empty boats lying at the wharves at Williamsport ready to start for Cumberland tomorrow or on Thursday, to load with coal.

AG, Tue. 3/29/98, p. 4. Yesterday the first loaded boats of the season, twelve in number, were dispatched over the Chesapeake and Ohio canal from Cumberland.

Sun, Wed. 3/30/98, p. 7. **Death of Mr. Joseph Dyson.** – Boyd's, Md., March 20. – Mr. Joseph Dyson, one of the most prosperous farmers in this section, died at 8 o'clock this morning of paralysis at his residence, near Dawsonville, Montgomery county, aged seventy-four years. Mr. Dyson was a member of the Legislature from this county in 1882, and ran again in 1892, but was defeated. About ten years ago he carried on a very extensive business in handling fertilizer at Seneca, Md., on the Chesapeake and Ohio canal. His estate is estimated at \$100,000. He was unmarried. Two brothers survive him, B. F. Dyson, of Dawsonville, and Elijah Dyson, of Missouri.

AG, Wed. 4/6/98, p. 1. Lewis G. Stanhope, for many years a superintendent of the Chesapeake and Ohio canal, died in Washington county, Md., yesterday.

Sun, Thu. 4/14/98, p. 8. **Maryland Soft-Coal Trade.** – Cumberland, Md., April 13. – The coal shipments from the George's Creek – Cumberland region, by rail for the week ended Saturday, April 9, aggregated 81,286.96 tons and by Chesapeake and Ohio canal 4,532.03 tons. The total output for the year to date is 1,050,971.14 tons, an increase of 120,700.13 tons over the corresponding period of 1897. The canal shipments show an increase for the year of 9,746.04 tons.

Sun, Thu. 4/21/98, p. 8. **Coal Shipments.** Cumberland, Md., April 20. – The coal shipments from the George’s Creek – Cumberland region, by rail for the week ended Saturday, April 16, aggregated 90,274 tons and by Chesapeake and Ohio canal 6,447.09 tons. The total output for the year to date is 1,141,245.15 tons, an increase of 123,071.11 tons over the corresponding period of 1897. During the week 23,746.05 tons of coal and 5,066.07 tons of coke were shipped from the Elk Garden and Upper Potomac region of West Virginia.

Sun, Tue. 4/26/98, p. 10. Superintendent G. L. Nicholson and Paymaster J. Graham Pearre left Cumberland this morning over the Chesapeake and Ohio canal on a paying-off trip.

Sun, Thu. 5/5/98, p. 10. **Coal Interests.** Cumberland, Md., May 4. – The coal shipments from the George’s Creek – Cumberland region, by rail for the week ended Saturday, April 30, aggregated 87,218.92 tons and by Chesapeake and Ohio canal 5,697.12 tons. The total shipments for the year aggregate 1,329,273.15 tons, an increase of 176,105.17 tons over the corresponding period of 1897. The shipments by canal show an increase of 2,418.04 tons over last year.

Sun, Fri. 5/6/98, p. 8. **Buying up Canal Claims.** – Hagerstown, Md., May 5. – A meeting was held at the Washington County National Bank at Williamsport this afternoon of creditors of the Chesapeake and Ohio Canal, who held about \$20,000 of labor and supply claims. Seven-eighths of them voted to accept the proposition of Mr. Devecmon, of Cumberland, who offered twenty-five cents on the dollar for the claims. Mr.

Devecmon is said to represent the bondholders of 1844. Cash is being paid for the claims on the basis of the settlement.

Fri. 5/6/98, p. 3.³ **GEORGE COLTON DEAD.** – Mr. George Colton died a few minutes before noon Wednesday at his home, 2027 North Charles street, Baltimore.

The beginning of Mr. Colton’s political career was in 1852 when President Polk appointed him postmaster at West River. He did not retain this office long, for in the same year he assumed a position in one of the State tobacco warehouses in Baltimore, where he remained until 1859. In 1860 and 1861 he was purveyor of the alms house, but was removed from the position on account of his “rebel” proclivities. He was a member of the State Legislature in 1868, 1870 and 1872. In 1873 and 1874 he held no political office, being in that time a director of the Chesapeake and Ohio canal and the Baltimore and Ohio Railroad. From 1874 to 1880 he held the office of public printer, and in 1880 he was elected by the Legislature police commissioner for Baltimore city. In 1888 he returned to the House of Delegates, being also a member of that body at the session of 1890. . . Mr. Colton was a member of the Methodist Episcopal church, and for many years was actively engaged in church work.

Sun, Thu. 5/12/98, p. 8. **Coal Interests** Cumberland, Md., May 11. – The coal shipments from the George’s Creek – Cumberland region, by rail for the week ended Saturday, May 7, aggregated 78,929.04 tons and by Chesapeake and Ohio canal 7,643.04 tons. The total shipments for the year aggregate 1,413,846.03 tons, an increase of 184,650.32 tons over the corresponding period of 1897. The

³ *Prince George’s Enquirer and Southern Maryland Advertiser*, Upper Marlboro, Md.

shipments by canal show an increase of 2,197.11 tons over last year.

Sun, Thu. 5/19/98, p. 8. **Bituminous Coal.** Cumberland, Md., May 18. – The coal shipments from the George’s Creek – Cumberland region, by rail for the week ended Saturday, May 14, aggregated 80,241.03 tons and by Chesapeake and Ohio canal 7,147.04 tons. The total shipments for the year aggregate 1,503,234.10 tons, an increase of 194,243.03 tons over the corresponding period of 1897. The shipments by canal show a decrease of 183.03 tons over last year.

Fri. 5/27/98, p. 4.⁴ **Capsized by a Mule.** Alexander McKelvey, of Williamsport, and Messrs. Harry Millers, Dr. John Murray and John Williams, of Hagerstown, while returning to Williamsport in a skiff on the Chesapeake and Ohio Canal from their clubhouse, narrowly escaped drowning by their boat capsizing. The boat was drawn by a mule, and at a point about a mile from Williamsport the animal got excited and started to run away plunging the prow of the boat under the water and sinking it. The men were thrown into the water and, after a hard struggle, succeeded in reaching the bank.

Sun, Thu. 6/2/98, p. 9. **Soft Coal Production.** - Cumberland, Md., June 1. – The coal shipments from the George’s Creek – Cumberland region, by rail for the week ended Saturday, May 28, aggregated 78,071.01 tons and by Chesapeake and Ohio canal 4,019.03 tons. The total shipments for the year aggregate 1,667,872.11 tons, an increase of 202,852.13 tons over last year, which was the heaviest in the history of the region. The shipments by canal show a decrease of 7,411.03 tons over last year.

Sun, Wed. 6/8/98, p. 12. **Chesapeake and Ohio Canal.** – As advertised in *The Sun*, a general meeting of the stockholders of the Chesapeake and Ohio Canal Company is called by the president, Stephen Gambrill, for Tuesday, July 12, in the executive chamber at Annapolis.

ET, Thu. 6/9/98, p. 3. **Coal Shipments.** The shipments from the mines of the Cumberland – George’s Creek coal region for the week ending Saturday, June 4, 1898, were 78,145 tons, and the total shipments for the year to that date were 1,476,017 tons – an increase of 210,727 tons as compared with the same period of 1897. The shipments to the Baltimore and Ohio Railroad for the week were 55,567 tons, and for the year to that date 1,209,256 tons, being an increase of 182,784 tons, as compared with last year. The shipments to the Chesapeake and Ohio canal were 4,141 tons for the week, and for the year 58,261 tons, being a decrease of 8,722 tons, as compared with the same period of last year. The shipments by the Pennsylvania Railroad for the week were 18,437 tons, and for the year to that date 478,500 tons, being an increase of 36,666 tons, as compared with the same period of last year. The shipments from the Elk Garden and Upper Potomac regions of West Virginia, which are transported over the West Virginia Central and Pittsburg Railroad, for the week were 21,901 tons, and for the year to that date were 471,126 tons, being a decrease of 3,314 tons, as compared with the corresponding period of last year. Of the shipments over this railroad for the week, 12,729 tons went to the Baltimore and Ohio Railroad at Cumberland; 6,571 tons to the Pennsylvania Railroad; and 2,602 tons to local points.

The shipments of coke over the West Virginia Central and Pittsburg Railroad for the week were 4,828 tons, and for the year to

⁴ *Maryland Independent*, La Plata, Md.

that date were 103,592 tons, being an increase of 25,291 tons as compared with the same period of last year. Of the week's shipments of coke over this railroad, 4,359 tons went to the Baltimore and Ohio Railroad at Cumberland, and 400 to the Pennsylvania Railroad.

Sun, Thu. 6/16/98, p. 8. **Coal Shipments.** Cumberland, Md., June 15. – The coal shipments from the George's Creek – Cumberland region, by rail for the week ended Saturday, June 11, aggregated 80,290.09 tons and by Chesapeake and Ohio canal 6,212.02 tons. The total shipments for the year aggregate 1,832,519.14 tons, an increase of 212,086.09 tons over the corresponding period of 1897. The shipments of the Chesapeake and Ohio canal to date aggregate 64,473.10 tons, a decrease of 7,368.11 tons from last year.

Sun, Fri. 6/17/98, p. 6. **Canal Claims Settled** Hagerstown, Md., June 16, - After much negotiation and delay the creditors at Williamsport and other places in this county of the Chesapeake and Ohio canal today settled their claims at 25 cents on the dollar, being the Devecmon offer.

Sun, Sat 6/18/98, p. 9. General Manager G. T. Nicholson and Paymaster J. Graham Pearre, of the Chesapeake and Ohio canal, are making a tour of inspection of the waterway and paying the canal employees May wages.

Sun, Thu. 6/23/98, p. 9. **Cumberland Coal Trade.** - Cumberland, Md., June 22. – The coal shipments from the George's Creek – Cumberland region, by rail for the week ended Saturday, June 18, aggregated 69,401.82 tons and by Chesapeake and Ohio canal 3,321.18 tons. The total shipments for the year aggregated 1,907,242.15 tons, an increase of 205,233.04 tons over the

corresponding period of 1897. The shipments by canal are still decreasing from last year, which was one of the poorest in the waterway's history, being to date 69,795.08 tons, or 10,829.07 tons behind.

Sun, Thu. 6/30/98, p. 8. Consolidation Coal Company's boat No. 105, Captain Edward Lytton, bound for Georgetown, from Cumberland, sank in the Chesapeake and Ohio canal at Dellinger's culvert. The boat was loaded with coal. The water in this level was drawn off, and the sunken boat was raised by canal hands.

Sun, Thu. 7/7/98, p. 3. **Cumberland Coal Trade.** – Cumberland, Md., July 6. - The coal shipments from the George's Creek – Cumberland region, by rail for the week ended Saturday, July 2, aggregated 61,027.99 tons and by Chesapeake and Ohio canal 5,551.02 tons. The total shipments for the year aggregate 2,040,763.03 tons, an increase of 184,677.23 tons over the corresponding period of 1897.

ET, Thu. 7/7/98, p. 9. Capt. John H. Wright, of the canal boat Leiper Read, was found on his boat in a dying condition yesterday. His boat, which was lying just below the Consolidation Coal Company's wharf, Cumberland, was found sunk two days ago, and Mr. Wright was compelled to get out of his berth in his stateroom, and go through the water in an almost dying condition. He managed to get on the deck of his boat, and laid there in the sun for one day, and was found by some boatmen, who had him removed to the hospital, where he died yesterday morning.

Sun, Tue. 7/12/98, p. 9. Annapolis, Md., July 11. – Governor Lowndes, who arrived in Annapolis tonight, will attend to a good deal of executive business here tomorrow.

The stockholders of the Chesapeake and Ohio Canal Company will hold their annual meeting in Annapolis Tuesday. It will be the first meeting of stockholders held here for some years. The only business to be transacted will be the election of anew board of directors. It is stated an entire new board will be chosen, and that a new president of the canal will be elected to succeed Mr. Stephen Gambrill. Governor Lowndes says the meeting will be unimportant, and that he has no idea who will be selected president of the canal.

Sun, Wed. 7/13/98, p. 6. **C. & O. CANAL** Annapolis, Md., July 12. – Stockholders of the Chesapeake and Ohio canal elected Gen. Thomas S. Mumford, of Baltimore city, president of the canal, and the following board of directors, all new members: Thomas S. Mumford, W. H. Dawson, of Baltimore city; George F. M. Houck, Robert M. Sommerville, Allegany county; Dr. Thomas H. Williams, Cambridge, Dorchester county; J. J. Koontz, Washington county; John R. Rouzer, Frederick county. The directors will elect a secretary to succeed Mr. Spencer Watkins, who served under the old board.

The meeting was held in the Governor's private office. It was the first time the stockholders had met since 1889, when Mr. Stephen Gambrill became president. He was present at today's meeting. The board of public works – Governor Lowndes, Comptroller Goldsborough and Treasurer Shryock – and Mr. Maurice D. O'Connell, solicitor of the treasury, were the other representatives. The State holds \$5,000,000 and the United States, for whom Solicitor O'Connell held a proxy, \$2,500,000 stock in the canal. There is about \$1,500,000 of individual stock, which was not represented.

Gen. Thomas S. Mumford, the new president, is a native of Maryland. He

entered West Point as a cadet from Maryland in September, 1867, owing his appointment to Gen. U. S. Grant, and was graduated June 12, 1871. During the next twenty years he saw a great deal of active service in the West as a lieutenant in the Thirteenth Infantry, many of whose officers were recently killed or wounded before Santiago. He took an active part in the famous Big Horn expedition against the Cheyenne Indians in 1874. From 1882 to 1886 he was regimental quartermaster of the fighting Thirteenth Infantry.

In February, 1891, he retired from the army with the rank of captain. Since then, he has been connected with the firm of E. N. Morison & Co., stock brokers, of Baltimore. In 1896 he was appointed inspector-general on the staff of Governor Lowndes, and he has manifested a deep interest in the National Guard of the State. Acting as quartermaster-general, he was very active in preparing the Maryland troops for service.

Sat. 7/16/98, p. 3.⁵ On Tuesday, at Annapolis, the stockholders of the Chesapeake and Ohio canal elected Gen. Thomas S. Mumford, of Baltimore city, president of the canal, and the following board of directors, all new members: Thomas S. Mumford, W. H. Dawson, of Baltimore city; George F. M. Houck, Robert M. Sommerville, Allegany county; Dr. Thomas H. Williams, Cambridge, Dorchester county; J. J. Koontz, Washington county; John R. Rouzer, Frederick county. The directors will elect a secretary to succeed Mr. Spencer Watkins who served under the old board.

Sun, Thu. 7/21/98, p. 3. **SOFT COAL TRADE.** – Cumberland, Md., July 20. - The coal shipments from the George's Creek – Cumberland region, by rail for the week ended Saturday, June 16, aggregated 68,173.02 tons and by Chesapeake and Ohio

⁵ *Democratic Advocate*, Westminster, Md.

canal 9,388.01 tons. The canal shipments show a decrease of 14,115.13 tons from last year, although trade on the waterway has been increasing during the past two weeks. The output of the region shows an increase of 171,574.23 tons. The Baltimore and Ohio has carried 187,258.02 more than last year and the Pennsylvania about 4,000 tons less. For the year to July 16 588,649.13 tons of coal and 133,677.07 tons of coke was shipped from the Elk Garden region in West Virginia, being a decrease of 28,247.04 tons of coal and an increase of 34,461.03 tons of coke compared with last year. The Baltimore and Ohio's coke haulage has increased 33,693.13 tons.

Sun, Fri. 7/22/98, p. 4. **CHESAPEAKE AND OHIO CANAL** – The recent meeting of the stockholders of the Chesapeake and Ohio Canal Company at Annapolis and the election of officers recalls attention to the fact that the canal company still exists. Almost the entire stock is held by the State of Maryland, the United States and the cities of Washington and Alexandria. The State of Maryland owns a majority of the stock. This is voted by the board of public works, and so that body appoints the directors and the other officers. The directors, however, do not control the property, which is still of great value. It was taken from them by a decree of the Circuit Court for Washington County, passed by Judge Alvey on October 2, 1890, and given to the trustees for the holders of the construction bonds of 1844. This decree provided for the sale of the canal, but the operation of the decree was suspended until May 1, 1895. The bondholders' trustees were authorized during those four years to repair the work, which had been greatly damaged by a flood in 1889, and operate it. If it should appear at the end of the time specified that the canal could not be made to pay as a waterway, then the decree of October 2, 1890, was to be enforced. Later

on, the trustees obtained from Judge Stake a further suspension of Judge Alvey's decree for six years. That time will expire on May 1, 1901. In the meantime, the bonds of 1844 have gone into the possession of the Baltimore and Ohio Railroad Company or into the hands friendly to that corporation, and so the railroad company or those in its interest now have possession of the great waterway. The trustees have thoroughly restored the work and kept it in excellent repair, but the amount of business done has been a disappointment to those who wish the canal preserved. The business consists almost exclusively in transporting coal from Cumberland to Williamsport and Georgetown. The canal does not reach the mines and is dependent upon the railroads for freighting it all, and there is no longer of course any competition with the Baltimore and Ohio. What steps will be taken in May, 1901, remains to be seen.

Sun, Thu. 7/28/98, p. 7. **End of an Eventful Life.** – Cumberland, Md., July 27. – John House, who died on Sunday at his home, in Mineral county, W. Va., six miles from Cumberland, was in his eighty-seventh year, and had rather an eventful career. His father, Samuel House, Sr., was one of the pioneers of the wilds of Virginia. Mr. House was a boatman on the Chesapeake and Ohio canal in its early days and realized considerable money. He worked on the construction of the national pike, first helping the surveyors and then assisting in making the road bed. He also assisted in the construction of the first bridge across the Ohio river, at Bridgeport.

Ibid, p. 8. **Coal and Coke Trade.** – Cumberland, Md., July 27. – During the week ended Saturday, July 23, 74,576.88 tons of coal were shipped from the George's Creek – Cumberland region by rail and 8,242.12 tons by Chesapeake and Ohio canal.

The shipments to date aggregate 2,266,658.19 tons, an increase of 168,230.15 tons over the corresponding period of last year. The Baltimore and Ohio has carried 185,183.86 tons more than last year, while the Pennsylvania has carried 4,811.96 tons less. The decrease in the haulage of the canal aggregates 14,356.13 tons.

Last week 27,983.10 tons of coal and 5,062.02 tons of coke were shipped from the Elk Garden and Upper Potomac region of West Virginia. The coal shipments show a decrease of 26,445.08 tons, and the coke an increase of 35,026.

The Baltimore and Ohio is carrying nearly the entire coke output and about two-thirds of the coal. The Baltimore and Ohio also is said to be hauling considerable gas coal to the seaboard at cheaper rates to compete with the cheap grades of coal from the Pennsylvania mines. Gas coal is growing in favor as a steaming coal, because of its highly inflammable qualities, which more than make up for the dirt and smell. The seaboard trade is reported quiet, while the car supply is up to all demands.

Sun, Thu. 8/4/98, p. 6. **George's Creek Coal.** – Cumberland, Md., Aug. 3. - The coal shipments from the George's Creek – Cumberland region, last week, by rail aggregated 72,276.89 tons and by Chesapeake and Ohio canal 6,533.14 tons. For the year to July 30, the output of the region has been 2,345,469.02 tons, and increase of 161,000 tons over the corresponding period of 1897. The tonnage of the Cumberland and Pennsylvania Railroad shows an increase of 152,223.19 tons and the George's Creek and Cumberland Railroad an increase of 8,158.14 tons. The shipments by Chesapeake and Ohio canal to date aggregate 111,786.15 tons, a decrease of 18,235.02 tons from last year.

The output of the region traversed by the West Virginia Central and Pittsburg

Railroad for the first seven months of 1898 has been 642,367.18 tons of coal and 143,916.12 tons of coke, a decrease of 28,326.16 tons of coal, but an increase of 36,528.13 tons of coke.

It is reported that a combination of the producers of steam coals for ocean liners is being formed. It is said that but few concerns have failed to enter into it. The combine will sell according to a fixed schedule of prices.

Sun, Thu. 8/11/98, p. 7. **George's Creek Coal.** – Cumberland, Md., Aug. 10. - The coal shipments from the George's Creek – Cumberland region, for the week ended Saturday, August 6, by rail, aggregated 76,880.88 tons and by Chesapeake and Ohio canal 5,243.17 tons. The shipments for the year to date have reached 2,427,543.07 tons, an increase of 150,677.03 tons over last year. The canal shipments show a decrease of 21,746.17 tons from the corresponding period of last year. The shipments by the George's Creek and Cumberland Railroad are falling off, being 1,883.04 tons less in comparison with last year.

The agreement of the producers of steamship coal is not meeting with the success recently predicted on account of a number of small concerns remaining out, and naming prices lower than those proposed by the combine.

Sun, Fri. 8/12/98, p. 6. **Rise at Williamsport** Williamsport, Md., Aug. 11. – The Potomac river at Williamsport was rising today at the rate of ten inches per hour. The lowlands are flooded, but no great damage is anticipated. It is thought, if no more rain falls, the river will reach its highest mark by Friday morning.

The canal boat William H. Cooper, belonging to Frederick Merten's Sons, Cumberland, sank in the Chesapeake and Ohio canal at Williamsport.

Thu. 8/18/98, p. 4.⁶ The Western Maryland Railroad Company has contracted with the J. R. Wheeler Company, of the Fairmont region, its supply of gas coal to be shipped on the Chesapeake and Ohio canal, through Victor Cushwa & Sons and Steffey & Findlay, shippers, Williamsport. The coal will be shipped by rail to Cumberland and there loaded in boats and taken to Williamsport. The daily shipments will be about 330 tons, or three boat loads. The railroad company consumes about 250 tons a day.

Sun, Thu. 8/25/98, p. 6. **George's Creek Coal.** – Cumberland, Md., Aug. 24. – The coal shipments from the George's Creek – Cumberland region for the week ended Saturday, August 20, by rail aggregated 76,107.02 tons and by Chesapeake and Ohio canal 4,990.16 tons. The total shipments to date aggregate 2,584,338.05 tons an increase of 138,000 tons over the corresponding period of last year. The shipments by Chesapeake and Ohio canal to date reach 125,373.19 tons, a decrease of 35,525.15 tons from last year. Boatmen are much discontented over the poor business and profits along the waterway. The tonnage of the Baltimore and Ohio Railroad from the Cumberland region to date shows an increase of 200,000 tons over last year. The Pennsylvania business shows a decrease of about 28,000 tons.

The seaboard coal trade is reported dull, the railroads in many instances having coal in cars at tidewater waiting orders, which are coming slow. The orders from New England are few and far between. Operators say there is prospect of a larger export trade. The strike of the Cardiff miners has opened fields of trade in South America, which are now being supplied with American

coal and the producers say they intend to hold on to this trade.

Sun, Fri. 9/2/98, p. 6. **Cumberland Coal Trade.** – Cumberland, Md., Sept. 1. – During the past week 76,556.07 tons of coal were shipped from the George's Creek – Cumberland region by rail and 8,641.03 tons by Chesapeake and Ohio canal. The total shipments for the year, &c., and including August 27, aggregate 2,669,535.15 tons; an increase of 134,100 tons over the corresponding period of 1897. The shipments by Chesapeake and Ohio canal show a decrease of 36,947.06 tons.

So far this year 747,823.15 tons of coal and 161,278.04 tons of coke have been shipped from the Elk Garden and Upper Potomac regions in West Virginia. A decrease of 19,667.01 tons of coal, and an increase of 37,416.10 tons of coke, as compared with the corresponding period last year. The Baltimore and Ohio Railroad has carried all of the increased coke output.

The coal export business is assuming considerable magnitude and the producers are making extra preparations to meet it. Cumberland dealers will endeavor to bag the contract to furnish the Brazilian government 120,000 tons of coal, for which bids will be advertised next month. The car supply is good. The coastwise trade is reported improved.

Sun. Mon. 9/12/98, p. 9. **Chesapeake and Ohio Canal Receipts.** – Williamsport, Md., Sept. 11. – The receipts from merchandize transported on the Chesapeake and Ohio canal during the month of August to Williamsport amounted to \$3,715.84. About 128 cargoes of coal arrived and were unloaded and 138 empty boats left for Cumberland. The coal tonnage was 14,030 or 8,000 tons more than were shipped in August, 1897. The business for August at

⁶ *Catoctin Clarion*, Thurmont, Md.

Williamsport was the best of any summer month in the history of the canal.

Mr. Alexander H. Rummell and sisters, Misses. Genevieve and Beatrice Rummell, of Baltimore, accompanied by Miss Elizabeth Sheppard, of New York, are on a pleasure cruise up the canal on the boat *Louise*, Captain John Magruder. They will go as far as Cumberland and stop at all the important shipping points on the line. They are also enjoying good fishing.

Sun, Thu. 9/22/98, p. 6. **Cumberland Coal Trade.** – Cumberland, Md., Sept. 21. – The coal shipments from the George's Creek – Cumberland region during the week ended Saturday, reached the unusual amount of 92,148.17 tons, 8,016.06 tons of which went by canal. The shipments for the year to date have reached 2,906,332.17 tons. Of this the Baltimore and Ohio has carried 2,003,939.19 tons, or an increase of about 225,000 tons over last year. The shipments by Chesapeake and Ohio canal show a decrease of 33,022.03 tons from last year. The improvement in trade marks the beginning of the fall demand. Dealers are anxious to get in their winter supply before the harbors freeze. The transportation from mines to tide is up to all demands and the car supply is good.

Sun, Thu. 9/29/98, p. 9. **Coal Shipments.** Cumberland, Md., Sept. 28. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, September 24, aggregated 79,807.01 tons, and by Chesapeake and Ohio canal 7,866.02 tons. The total shipments for the year aggregated 2,994.06 tons, an increase of 142,556.98 tons over the corresponding period of 1897. The shipments by canal show a decrease of 32,425.12 tons as compared with last year.

During the week, 21,983.03 tons of coal and 3,427.14 tons of coke were shipped from the Elk Garden and Upper Potomac

region, in West Virginia. The output of the region shows a decrease of 13,763.10 tons of coal and an increase of 38,507.11 tons of coke, as compared with 1897.

The purchase of the controlling interest in the Baltimore and Ohio Railroad has caused much speculation as to the road's future attitude on the soft coal trade. The belief prevails that there will be a radical change, when matters pertaining to through lines traffic have been arranged. The seaboard bituminous trade shows a decided increase in the demand for coal.

The new Central Coal Company is the only one in the George's Creek region that is developing the small seams. For some time past they have been working on a three-foot 6-inch seam, lying above the by seam in their Koontz mine property, securing a first-class seam coal. The company has over 300 acres underlaid with it in a deep cover. The tail rope system of hauling will be introduced, which will cheapen the cost of production. It is believed that the utilization of the small veins will eventually become general with the companies of the Cumberland region.

ET, Mon. 10/3/98, p. 2. **CHARGES INFIDELITY** – William T. Burnhardt today, through his attorney, S. A. Cox, filed suit against his wife, Anne M. Burnhardt, for divorce, alleging desertion and infidelity as grounds.

Burnhardt states in his position that he was married in this city in 1896, but lived together only a short time. He says that soon after their marriage he furnished his wife with money to visit friends in Cumberland, Md., and supposed that he had gone there by rail. He learned that she had gone by way of the Chesapeake and Ohio canal in company with another man.

Sun, Thu. 10/13/98, p. 6. **WASHINGTON COUNTY** – Hagerstown, Md., Oct. 12. –

The Washington county commissioners have determined to test the question as to whether the Chesapeake and Ohio Canal Company can be compelled to keep in repair the roads and culverts under the canal. Commissioners A. G. Lewis and M. S. Haines have been appointed a commission upon the part of the county to confer with General Manager G. L. Nicholson, of the canal, respecting these matters. The road at the culvert at Sir John's Run has been impassable since the freshet of 1889.

Sun, Fri. 10/14/98, p. 6. **Gen. James C. Clarke** – Perhaps the most conspicuous and best-known man on the grounds today was Gen. James C. Clarke, ex-president of the Chesapeake and Ohio canal and of the Mobile and Ohio Railroad. The General was busily moving through the vast crowd, meeting the farmers and renewing old acquaintances. He looks in the best of health, and, notwithstanding his age, he moved with great alacrity and kept up with the younger ones. He is entertaining his daughter here, Mrs. E. T. Jeffers, the wife of a Western railroad president.

Sun, Wed. 10/26/98, p. 9. The water was drawn off the fourteen-mile level of the Chesapeake and Ohio Canal to raise a boat which sunk in the channel below Big Pool and stopped navigation temporarily.

Sun, Thu. 11/3/98, p. 6. **BITUMINOUS COAL TRADE** – Cumberland, Md., Nov. 2. The increase in coal shipments from the George's Creek – Cumberland region for the year to October 29 is 178,628.06 tons, also an increase of nearly 23,000 tons since the previous week. The shipments so far aggregate 3,385,979.08 tons. For the year to October 29 the Chesapeake and Ohio canal has carried 201,358.10 tons, a decrease of 28,245.09 tons from last year.

During the week 20,169.10 tons of coal and 5,135.08 tons of coke were shipped from the Elk Garden and Upper Potomac regions in West Virginia. The output of this region shows a decrease of 8,286.05 tons of coal and an increase of 39,088.18 tons of coke, as compared with 1897.

The seaboard bituminous coal trade continues to call for a fair amount of coal or enough to keep the mines running most of the time. Car supply for those not owning or controlling cars is reported poor. A scarcity of sail vessels is also reported.

Sun, Thu. 11/10/98, p. 7. **THE COAL TRADE**. – Cumberland, Md., Nov. 9., - The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, November 5, aggregated 64,764.94 tons, and by Chesapeake and Ohio canal 7,298.17 tons. The total shipments for the year aggregate 3,458,942.19 tons, and increase of 188,213.15 tons over the corresponding period of 1897. The shipments by canal show a decrease of 27,057.19 tons. Through boating to Georgetown is poor, but a steady trade at Williamsport is kept up, three boats loaded with gas coal reaching there daily.

During the week 23,100.12 tons of coal and 3,265.19 tons of coke were shipped from the Elk Garden and Upper Potomac region in West Virginia. The output of the region shows a decrease of 5,333.09 tons of coal and an increase of 38,244.11 tons of coke, as compared with last year.

All rail coal trade is quiet and the tonnage is comparatively small.

Sun, Tue. 11/15/98, p. 7. Navigation on the Chesapeake and Ohio canal is stopped on account of a bad leak on the fourteen-mile level and above Four Locks. The water has been drawn from the level, and a large force of hands are at work repairing the damage.

The coal tonnage handled at Williamsport from the canal during October amounted to 17,572 tons, an increase of over 6,000 tons in October last year.

AG, Wed. 11/16/98, p. 4. The ferry steamer *Belle Haven* while making a landing this morning struck a canal boat loaded with coal, which was lying in the ferry steamer's dock, and partially sunk the boat.

Sun, Sat. 11/19/98, p. 4. **CHESAPEAKE AND OHIO CANAL** – The proposed sale of the State's large holdings in the Chesapeake and Ohio canal is a subject worth serious consideration. The board of public works has wisely reserved the right to reject all bids. There can be no object in making the sale unless the State is to get something for its stock. There can be no advantage whatever in merely canceling the State's interest and passing them over to another without some valuable consideration. There seems to be very little traffic on the canal at this time, and less than three years from now, namely, in May, 1901, the period for the operation of the work by the trustees of the 1844 bondholders will end. At the present time there seems to be no likelihood of any extension of that period, and then the State, if it still holds on to the stock and mortgages, will be in a position to insist upon a sale. That the property is valuable no one can doubt. It furnishes a splendid roadbed from Cumberland to tidewater, with a tunnel under the mountain, which is itself of great value. As a roadbed, the value of the canal has been estimated at several million dollars, and although there is over a million dollars of liens ahead of the State, yet the State should receive a sum sufficient to go a great way toward paying the public debt and relieving the people largely of State taxation. All through its career, in politics and in the courts, the canal has furnished a road to market for a large section of the State where

there was no other outlet. It has furnished occupation for a vast number of people, and it has opened and developed an important portion of the State. The board of public works is to be trusted, we believe, not to make any sale which will simply promote the abandonment of this great work, so important to the interests of the State and the prosperity of thousands of people. If it is to be sold, let it go for a substantial consideration.

Ibid, p. 6. **GERMANS SEE CUMBERLAND COAL** – President Lord, of the Consolidation Coal Company, which controls more than half of the coal shipped over the Chesapeake and Ohio Canal, took a party consisting of Count von Hacke, Baron von Hermann, Capt. von Rebeur Parchwitz naval attaché, who watched the progress of the late war for his country, and Baron von Bredow, all of the German embassy, Washington; George A. von Lingen, German consul; Henry Lants, tobacco exporter; Ernst Schmeisser, of the American Tobacco Company; Charles W. Field, attorney; H. G. Hilken, of the North German Lloyd Steamship Line, all of Baltimore, to Cumberland yesterday for the purpose of investigating the coal fields of that vicinity with the view of opening up new mines. It has lately transpired that the bunkers of Schley's flagship, the *Brooklyn*, which made such a magnificent chase after Cervera's flagship during the naval battle off Santiago, were filled with Cumberland coal, and the great speed of the ship is attributed to that fact as much as to anything else. The German officials have been much impressed with the merit of the coal, and in addition to looking up good openings for German capital have gone with the object in view of securing a large supply for the German navy.

Ibid, p. 12. **CANAL TO BE SOLD**
 The board of public works yesterday, by a unanimous vote, decided to advertise the

State's holdings in the Chesapeake and Ohio canal for sale.

Governor Lowndes, in speaking of the action of the board, said: "The matter of the State disposing of the stock, is one which has been discussed by the members of the board of public works for some time, and when the subject was brought up today, we concluded to advertise for bids. The recent sale of the Baltimore and Ohio stock held by the State may have stimulated the desire to sell the canal stock. The securities have never paid the State anything, and during Governor Brown's term of office, he deemed it advisable to sell, but did not receive an offer which he felt justified in accepting.

"Conditions, however, are somewhat different now, and the property may be sought, and in such an event the State would be benefited by getting rid of an unproductive asset.

"The board of public works will receive sealed proposals for the stock, reserving the right to reject any or all bids."

Authority for the Proposed Sale.

In 1892 the General Assembly enacted a law authorizing the board of public works to sell any and all of the State's interest in works of internal improvement, except \$550,000 in the Washington branch of the Baltimore and Ohio Railroad, at such price as they may deem proper. It is under the authority of this act that the State's interest in the canal is offered, as it was in 1895 under Governor Brown's administration.

The State's interest in the Chesapeake and Ohio canal, as set forth in the brief of Attorney-General John P. Poe, filed in the Court of Appeals several years ago, is as follows:

Common stock	\$788,724.44
Preferred stock	4,375,000.00
Unpaid guaranteed dividends for fifty-six years	14,689,000.00
Mortgage under the act of 1834	2,000,000.00
Unpaid interest for sixty years	7,200,000.00
Total	\$29,052,724.44

Liens on the Property.

The seniority of the various liens upon the canal has not been judicially declared, and so this element of uncertainty as to the actual value of the State's interest is added. The lien which takes priority over all the others is the mortgage of 1878 for \$500,000, with accrued interest, amounting to some \$300,000 more. The bonds of 1844 are secured by a mortgage upon the revenue of the canal, and not upon the corpus. These amount, with accrued interest, to almost six million dollars. It was contended by the holders of these bonds that as soon as the canal is sold or discontinued as a waterway their lien attached to the corpus. In his opinion, which accompanied the decree passed October 2, 1890, Judge Alvey expressed the belief that in no case could the lien attach to the corpus, but this point has never been actually decided, and the purchaser of the State's interest would have to take all risks. In addition to the claims already mentioned are the costs of the repairs of 1890 and 1891 and of the previous receivership, amounting to several hundred thousand dollars, and certain labor claims of about \$75,000 or \$100,000.

The repairs of 1890 and 1891 were to come out of the earnings of the canal. The canal is also encumbered by a large amount of labor claims and judgments, to which the Legislature has granted precedence over the State's interest.

Holders of the Stock.

The stock of the canal company is owned principally by the State of Maryland, the United States, the cities of Washington Georgetown and Alexandria. The private holdings are small. The State owns a majority of the stock, and the purchaser of that stock will control the organization of the company. The question is whether the purchaser will be able to get the property out of the hands of the court, which, under the terms of Judge Stake's order, continues until May 1, 1901.

After the freshet, which nearly demolished the canal in 1889, a bill was filed asking for the appointment of receivers and another by the State asking for a sale of the property. Receivers were appointed, and after a thorough inspection of the condition of the work they reported to the court that in their judgment it would be unadvisable to restore it. Then the bondholders of 1844 intervened by petition and asked that the work be given to them to operate in order to save their security.

Decree of Sale Suspended.

The court (Judge Alvey) passed a decree October 2, 1890, for the sale of the canal, but suspended the operation of the decree until May 1, 1895, giving it into the hands of the trustees of the holders of the bonds of 1844 to operate during those four years upon condition that if they did not demonstrate by the end of the four years that the canal could be made to pay, then the decree would be enforced, another decree being passed to fix priorities of liens and obligations. On January 30, 1894, the trustees filed a petition for a further extension of the same in the decree. Judge Stake, of the Circuit Court for Washington County, granted an extension of six years longer. From this order the attorney-general appealed, and the Court of Appeals affirmed the decision.

The B. and O's Interest.

The majority of the bonds of 1878, as well as those of 1844, are in the hands of persons friendly to or interested in the Baltimore and Ohio Railroad. There are two considerations which interfere with the successful operation of the canal as an independent artery of trade. It is dependent upon railroad companies for freight at Cumberland. Secondly, its terminus is at Georgetown, which is perhaps too far away from the ocean to compete as a shipping point with Baltimore or Newport News. If the canal could get into the hands of some strong company which could secure

a reliable railway connection with the mines and then extend the canal to Baltimore, with the application of electricity to the propulsion of boats it might become what it was originally designed to be, the cheapest and best line for the transportation of coal, and other traffic might be added.

The question of the hands into which the canal may pass by this proposed sale is one of serious import. The purchaser will have to take all risks of prior liens, and so the owners of the various securities will be in a much better position to bid than any one else. Some time back there was a disposition upon the part of parties in alliance with the West Virginia Central and Pittsburg Road to get the canal for a railroad bed. Whether that company or any other railroad company will bid for it remains to be seen.

Opinions of Financiers.

The belief in local financial circles yesterday was that whatever disposition was made of the State's interest in the canal, the dominating power in the future of the waterway would be the Baltimore and Ohio Railroad. Aside from this company's interest as a holder of the canal company's bonds, it would be interested in keeping the canal from falling into the hands of people who might build a competing railroad along the right-of-way from Cumberland to Washington. It is recognized that the canal property would make an excellent roadbed owing to the absence of grades. When the West Virginia Central was after the property, it was said to represent the Pennsylvania Railroad. Owing to the steady decline in rates, the earning power of the canal property has grown less each year, and most of the coal traffic that now goes to Washington via the canal, it is said, is secured through the co-operation of the Baltimore and Ohio Railroad.

Sat. 11/19/98, p. 5.⁷ A bad break on the fourteen0mile level of the Chesapeake and

⁷ *Democratic Advocate*, Westminster, Md.

Ohio Canal, near Four Locks, above Williamsport, occurred on Saturday night last, and navigation has been stopped until repairs can be made. The break consists of a large hole in the bottom of the canal, and all efforts to fill it up have failed. The water rushed through the opening and found an outlet through the towpath bank, emptying into the Potomac River below. The last break in the canal was only a short distance east of this one.

 The amount of business done on the Chesapeake and Ohio canal at Williamsport, during the month of October, was greater than any month in years. The coal tonnage was 17,574.16 tons. The miscellaneous tonnage was 573 tons, making a total of 18,148.04 tons for the month, being an increase of over 6,000 tons over the corresponding month of last year. The receipts for the month were \$4,604.20. The toll record shows that 159 boats arrived and 144 boats cleared the wharves during the month. Boating will continue several weeks yet, or until the weather threatens a freeze-up.

AG, Sat. 11/19/98, p. 3. **The C. & O. Canal**
 The Maryland Board of Public Works yesterday decided to sell all the interest of the State of Maryland in the famous Chesapeake and Ohio Canal. This interest has cost the State, in one way or another, about \$25,000,000, but its present value is indeterminate, as it is now in the hands of receivers. It is understood that yesterday's action was taken for the purpose of enabling the Baltimore and Ohio reorganization managers to obtain a title to the property and to use it in connection with the present system. It is given out by good authority that the Baltimore and Ohio will buy up the old canal against all bidders and run a line into Washington with a terminal at Georgetown. The Chesapeake and Ohio canal extends

from Georgetown to Cumberland, Md., and follows the bank of the Potomac river during the whole distance. It is the oldest of the great interior artificial waterways planned in this country in the early part of the century. The old canal is a wonderful piece of engineering for the early part of the century. It is 184 miles long, has 73 [*sic* 74] locks, and has a navigable depth of six feet.

Sun, Mon. 11/21/98, p. 12. **C. AND O. CANAL SALE.** – Discussing the proposed sale of the Chesapeake and Ohio canal stock held by the State, a gentleman who has transacted business over the canal and is familiar with it says: “The proposition to offer the State’s mortgages and stock in the Chesapeake and Ohio canal has been something of a surprise. This, it must be noted, is not an offer to sell the canal. The property is practically in the hands of the court at this time and no sale can take place until the court so orders. There is a decree for the sale, but any sale under this decree has been suspended until May 1, 1901. A purchaser of the State’s interest would simply put himself in the place of the State now is and would acquire by the purchase the rights of the State now has, and nothing more.

“The State has been contending for the sale of the property since it was wrecked by the freshet of 1889. Judge Alvey signed a decree for the sale in 1890, but upon the petition of the holders of the bonds of 1844 put it into the hands of trustees for the holders of those bonds for four years for them to demonstrate whether, taken from politics, it could be made to pay. It was soon demonstrated, after a great sum of money had been spent upon it, that it would not pay. But before the expiration of the four years a company was formed by several gentlemen, one or more of them being local counsel for the Baltimore and Ohio, known as the Chesapeake and Ohio Transportation

Company of Washington County. The trustees in possession of the canal, of whom Mr. John K. Cowen, of the Baltimore and Ohio Road, asked for an extension of six years and for permission to make a contract with the Chesapeake and Ohio Transportation Company for the operation of the canal. Both these things were granted, but since then nothing has been heard of the transportation company, the operation of the canal going on as before, by the trustees.

Effect of a Sale at this Time.

“It has been assumed that at the expiration of the six years’ extension of the time for the possession of the work by the trustees, the State would again make a motion in court for the sale under Judge Alvey’s decree. A sale now of the State’s interest would remove the State as a factor in the case and there would, probably, be no one to insist upon the sale of the property unless, indeed, the United States, which owns a million dollars of stock, or one of the cities of Washington, Alexandria or Georgetown could intervene.

“Members of the board of public works have mentioned the Baltimore and Ohio Railroad in connection with this sale, and it has been suggested that a sale to that company would remove the threat of a rival road and would in effect mean an abandonment of the canal and its final disappearance, just as canals in Pennsylvania, Virginia and in England have been purchased and destroyed by competing railroads.

“Such a fate for the old Chesapeake and Ohio would be bitterly deplored by the people of Western Maryland. For nearly two hundred miles it runs through a country, not much of it fertile, perhaps, and most of it mountainous, which is nearly all cut off from the Baltimore and Ohio road by the Potomac river. In Montgomery county it serves as an outlet for a rich section which is remote from any railroad.

Offer from the Western Maryland.

“Some years ago, the Western Maryland Railroad asked for a lease of the canal for the purpose of extending its line from Cherry Run to the coal mines. This would add enormously to the value of a property owned by Baltimore city. It was a part of that plan to operate that part of the canal below Williamsport as a canal, or to build a branch road to Washington.

“It is not believed that the board of public works will sell the State’s interest without some considerable compensation. But there are those who contend that it should not under any consideration be sold to a rival concern to deprive the people of the State of any part of their transportation facilities. The constitutions of some of the States forbid any such sales by corporations. Many believe that the present is an inopportune time to make this sale, but that it should rather be deferred until 1901, when purchasers could know just what they are buying.

The Good it has Done.

“The canal has not only given an outlet and a local market to a good part of Maryland, but it has furnished employment directly and indirectly to thousands of her citizens. Its destruction would be not only a calamity to them, but would so depreciate property along the line that decreased tax receipts would in some measure offset the price the State would receive.

“While the canal does not reach the coal mines, the roads to the mines to Cumberland are compelled by law to deliver coal to the canal at restricted freight rates. If a railroad should take the place of the canal, it would supply the facilities needed. As a coal road, it would have a splendid grade after reducing some of the sharp curves. At Washington connection could be made with Baltimore by the B. and O. of the Baltimore and Potomac. Coal could be carried to the bay on the new Chesapeake Beach Road.”

Mr. Bernard Carter’s Views.

Mr. Bernard Carter, who, as counsel, has carefully studied the various interests involved, yesterday said: "The bondholders of 1844 had a claim only upon the revenues of the canal. The holders of the 1878 repair bonds have, of course, a lien upon the corpus of the canal. Nearly all of the 1878 bonds are held by the 1844 bondholders, so that these interests are practically identical. Interest upon the 1878 bonds has defaulted almost from the beginning, so that now it amounts to nearly as much as the principal. In other words, the purchaser of the canal property must assume an immediate claim of about \$1,000,000.

"Could any interest except the Baltimore and Ohio assume this load profitably? Suppose I bought the property at enforced sale; I could do nothing until 1901, when the present decree of court, allowing the bondholders of 1844 to operate the canal, will terminate. I could not bring about a foreclosure. It is pretty well understood that the 1844 and 1878 interests are now held by friends of the Baltimore and Ohio. That road may desire to protect itself by guarding against any rival finding a road-bed along the canal track. If a rival concern should purchase the State's interests it would be powerless until 1901. Consequently, it would seem that the only real market now for the State's holdings would be in the eagerness of the Baltimore and Ohio to purchase, because no other purchaser would have any such inducements."

Governor Lowndes, in speaking of the sale of the Chesapeake and Ohio canal, said: "The board of public works were in doubt as to whether there would be bidders for the canal if offered for sale under the act of 1892, and as the property is not bringing any income to the State, interest on the indebtedness in the canal not being paid, the property running behind every year, the board of public works thought it best to see if

an adequate bid could be had for the property."

As to the profit, Governor Lowndes said: "This will depend upon what the State is offered for the property. Several bids were offered before, including the West Virginia Central and representatives of the Baltimore and Ohio. Sealed proposals will be opened this time."

The Governor stated he had no idea who would be the purchaser. If the property cannot sell beyond its indebtedness, of course, he said, the State would get nothing.

"The property," continued the Governor, "could be used for different purposes. A railroad could be put on the property from Cumberland to Williamsport, and it could be used for a waterway from Williamsport to Cumberland or as a railway from Cumberland, thence to Georgetown."

Sun, Tue. 11/22/98, p. 10. **THE STATE INVITES BIDS.** – Secretary of State Richard Dallam, by direction of the board of public works, advertises in *The Sun* for sealed proposals for the purchase of the State's interest in the Chesapeake and Ohio canal. The proposals will be opened at noon on Tuesday, February 7, 1899, in the executive chamber at Annapolis. Each must be accompanied by a satisfactory bond for \$100,000.

The view presented yesterday by a well-known railroad man of the value of the Chesapeake and Ohio canal was that its chief worth was as a menace or threat against the Baltimore and Ohio Railroad. He said: "In these days of speculation it would not be an impossibility to organize capital to build a railroad along the two hundred miles of the canal. As to the commercial success of such a venture there are many things to be considered.

"Although the grade may be all that is desired, I doubt whether practical rial road men would follow the canal for its entire

length with a new railroad. Such a railroad to be successful would have to get into the West Virginia coal and timber regions, which are now under the control of the Baltimore and Ohio and the West Virginia Central. There was a time when a scheme like this would have appealed to the West Virginia Central. It is to be doubted whether it has any attractions at the present. Coal from the West Virginia Central now goes via the Baltimore and Ohio and the Pennsylvania Railroads into the markets of the country, with facilities fully as good as if the company had its own line to tidewater.

“Still, however, the canal must be always reckoned as a threat to the Baltimore and Ohio and the full and complete ownership of the property would for this reason be a good thing for the railroad company. But to measure this worth in dollars is a difficult problem. It is known that the Baltimore and Ohio Railroad Company owns some of the bonds of the canal and that friends of the railroad control a large amount more. These securities have a grip upon the property that is regarded by friends of the Baltimore and Ohio as of great strength. The property has still some value as a canal, as there will be always a certain local tonnage in coal, ice and lumber that can be handled by this route.”

Sun, Wed. 11/23/98, p. 6. The Chesapeake and Ohio canal will remain open for navigation this season until the middle of December, unless closed by ice.

City and Suburban.

The determination of the board of public works to sell the State’s interest in the Chesapeake and Ohio canal has attracted general attention and it is believed the Baltimore and Ohio Railroad will secure the property.

Ibid, p. 10. **FUTURE OF THE CANAL** – The proposition to sell the State’s interest in the Chesapeake and Ohio canal has aroused general attention in Baltimore and throughout Western Maryland. It would seem that another fateful chapter in the eventful history of the old waterway is about to be written.

It is provided by law that “whenever the board of public works, in the exercise of the authority vested in them by the constitution shall determine to sell the State’s interest in any or all works of internal improvement, whether as a stockholder or as a creditor,” sealed proposals must be called for by newspaper advertisement “for the space of sixty days,” after which the proposals are to be opened publicly. If the prices offered are not sufficient, in the judgment of the members of the board, “they shall have the power, and it shall be their duty, to reject the bid or bids.”

If no such sealed proposals are offered in answer to the call, or if all the proposals are rejected, the board may dispose of the property at private sale, if it is thought wise, upon the best terms obtainable.

From this it will be seen that the board of public works is clothed with ample authority to protect the interests of the State. It can stand firmly in the way of any attempt to secure the canal at a figure not commensurate with the value of the property. Many persons who were spoken to yesterday expressed a fear that the marketing of the State’s interest at this time would not produce adequate bidding, as the present management of the property by trustees under order of the Circuit Court for Washington County does not terminate until May 1, 1901, and the purchaser, unless it be the interests represented in the present management, would have no part in the control of the property for nearly three years.

Value of the Property.

A gentleman who is familiar with the canal and its history said yesterday that, in his opinion, the property is worth at least \$3,000,000. The splendid tunnel under a mountain near Cumberland alone cost \$1,250,000. Whether it is to be continued as a waterway or used as the roadbed for a railroad, the property is regarded as too valuable to be allowed to be gobbled up at a mere song.

When the trustees, who were operating the canal under an order of Judge Alvey, petitioned Judge Stake, January 30, 1894, for the ratification of an agreement with the Chesapeake and Ohio Transportation Company, it was set forth that the company agreed to maintain and operate the waterway unless it should be destroyed or damaged by flood, to guarantee a net revenue of not less than \$100,000 a year and to make no change in toll charges.

The Canal was Self-Supporting.

The petition continued: "The expense of maintaining and operating the canal does not increase with the increased tonnage and traffic. For 1893 the canal was more than self-supporting from traffic alone. The revenue that will be derived from further increase of traffic will be net revenue. The canal is now in better condition as a waterway than ever before in its history. In 1891 there were but 90 boats on the canal; in 1892 the number had increased to 182. The uncertainty as to the maintenance of the canal as a waterway prevents the location of manufacturing enterprises along its route. Nevertheless, the business has grown in the face of extraordinary obstacles. In 1891 there were 50,533 tons carried; in 1892, 265,799 tons, and in 1893, 336,295 tons. There has been a great increase in the coastwise trade supplied."

The trustees stated that they had borrowed for repairs \$435,163.34. Receipts from net tolls, rents and other sources to December 1, 1893 had been \$270,970.13.

Expenditures for repairs, under order of court, were \$430,764.43, and for other accounts, \$250,327.17.

Judge Stake's Opinion.

In granting the extension of time for their management of the canal asked by the trustees Judge Stake said: "The canal is in excellent condition and usefulness as an instrument of transportation is increasing." The petition was signed by Messrs. John K. Cowen, Hugh L. Bond and Joseph Bryan, trustees.

The incorporators of the Chesapeake and Ohio Transportation Company, which afterward dropped out of sight, were Messrs. E. J. Silkman, George D. Johnson, Frederick J. Griffith, H. E. Waernecke and John L. T. Lee, all of Baltimore. The directors were Messrs. C. K. Lord, H. C. Black and Alexander Shaw, of Baltimore, Lloyd Lowndes, of Cumberland, and J. Clarence Lane, of Hagerstown.

Liens on the Canal.

The first lien on the canal is the mortgage of 1878, amounting, in principal and interest, to over \$1,000,000, and held by interests friendly to the Baltimore and Ohio Railroad. The trustees claim that the expenses of repair after the flood of 1889, amounting to nearly \$500,000, and paid by the trustees, is also a lien. This is disputed by the State. Then come the labor claims and judgments, amounting to about \$125,000. One of the judgments is understood to be held by Governor Lowndes as executor, and the labor claims were bought up at 25 cents on the dollar by persons who are friendly to the Baltimore and Ohio.

The mortgage held by the State amounts to \$2,000,000, with 65 years' interest, which is on the corpus. The bonds of 1844, amounting to about \$1,700,000, are a lien on the revenues of the canal and not upon the corpus. These bonds and the 1878 repair bonds are practically in the same

hands, an interest friendly to the Baltimore and Ohio.

According to the general belief expressed in Baltimore, all indications point to the acquisition of the canal by that railroad. What its policy will be with regard to the waterway is, of course, known only to its high officials, but as there has been a good deal of talk about the canal as a threat to the Baltimore and Ohio, it is assumed in some quarters that the object of acquiring the property is to extinguish it and so remove that threat.

“This policy,” said a gentleman discussing the matter, “would, of course, be bitterly deplored by that portion of Western Maryland which is dependent on the canal for an outlet to market, and they will doubtless object to any action by the State which would decrease transportation facilities.”

Sun, Thu. 11/24/98, p. 6. **THE COAL TRADE.** – Cumberland, Md., Nov. 23. – The coal shipments from the George’s Creek region for the week ended Saturday, November 19, by rail aggregated 73,141.88 tons, and by Chesapeake and Ohio canal 6,165.12 tons. The increased output for the year to date over the corresponding period of 1897 is 195,759.84 tons. So far this year 3,612,686 tons have been mined and shipped. The Chesapeake and Ohio canal has hauled 28,827.07 tons less than last year.

During the week ended November 19 25,655.18 tons of coal and 5,290.04 tons of coke were shipped from the Elk Garden and Upper Potomac region of West Virginia. The coal shipments have reached 1,035,900.13 tons, a decrease of 1,214.01 tons from last year, and the coke shipments 206,401.10 tons, an increase of 37,813.12 tons.

Shortage of car supply is causing some delay in the shipment of bituminous coal.

The members of the German embassy who visited the Cumberland coal fields last Saturday were much impressed by what they saw.

ET, Thu. 11/24/98, p. 9. Harry H. Dodge, who died a few days ago, was the projector of the Chesapeake and Ohio outlet lock which was constructed at the Georgetown terminus of the canal, and was also president of the Georgetown Construction Company. This lock was considered a big undertaking in its day – about 1875 – and was designed to facilitate the lowering of canal boats into the river, where they could be loaded and unloaded. Over an hour and a half was thus saved in passing a boat into the Potomac to the Georgetown wharves on the river. It was a costly enterprise, and was only used about two years. It was not abandoned, however, until three men had met their death by the breaking away of one of the boats while being passed through the lock. Mr. Dodge owned until the time of his death, the water rights of the Chesapeake and Ohio Canal, on which William H. Tenney & Sons and F. L. Moore hold leases for milling purposes. Some years ago, Mr. Dodge was connected with a New York banking firm, but for some time prior to his death he was totally incapacitated for business through a paralytic stroke. In his will, which has just been admitted to probate, he bequeathed to his sister, Mrs. Bell, widow of the late John J. Bell, for many years District water register, all the revenues arising from these canal water rights.

AG, Thu. 11/24/98, p. 2. The determination of the Maryland board of public works to sell the State’s interest in the Chesapeake and Ohio canal has attracted general attention and it is believed the Baltimore and Ohio Railroad will secure the property.

Sun, Fri. 11/25/98, p. 6. **A Canal Boatman Burned Out.** – Hancock, Md., Nov. 24. – The two-story frame residence of David McCarty, on the Little Pool, three miles east of Hancock, burned this afternoon, with its contents. McCarty, who is a boatman on the Chesapeake and Ohio canal, was away at the time. The fire originated from a spark which fell on hay packed around fruit in the pantry. Loss, \$1,500; no insurance.

Sat. 11/26/98, p. 3.⁸ **Aiding Monopoly and Strangling Competition.** – The Baltimore & Ohio Railroad Company have been operating the Chesapeake & Ohio Canal as holders of a majority of the bonds of 1844 under an order of court. The whole proceeding, though perhaps technically legal, was a fraud on the state. The sale of the canal was contemplated. An order for it had actually been made. The B. & O. was too poor to purchase it, and then the matter of operating it was conceived as holders of the bonds of 1844 and a petition to the court to rescind the order for sale was made, and successfully. The West Virginia Central Railroad Company wanted a line to Washington and Baltimore and would have purchased the canal. The B. & O. did not want a competitor, especially one that would parallel its line for a considerable distance, and it restrained this competition by acting under the 1844 bond dodge.

The financial condition of the B. & O. has been going steadily down and finally reached bankruptcy, with the stock that once sold at over \$200 a share at 11 cents a share. With the receivership, large expenditures of money, the purchase by a strong syndicate of a controlling interest in the stock, and the reorganization of the company, people are familiar. Since the company is able to out-bid the West Virginia Central for the Chesapeake and Ohio Canal the Board of Public Works, consisting of Gov. Lowndes,

Comptroller Goldsborough and Treasurer Shryock, have unanimously voted to sell the state's interest in the canal.

The B. & O. worked zealously for Republican success in the last three of four elections. It is now about to get its reward. When in 1892 a bill for the sale of the canal was before the legislature, the Republican press was strong in denunciation of the sale, and so were the Republican members of the Legislature. The Baltimore *Sun* fairly went wild in its opposition. It is saying not a word now, since the B. & O. is in a financial condition to purchase the canal, and will not be troubled with competition. Its opposition in 1892 can only be accounted for by its proprietors holding securities of the B. & O., and did not want their value jeopardized by a competing railroad line.

Had the canal been sold in 1892, the West Virginia Central would in all probability have been the purchaser, as the towpath would be valuable to only itself and the B. & O., and the West Virginia central was strong and the B. & O. weak. And had the sale then been made, the building of a line along the canal to Washington and another through Washington, Frederick, Carroll and Baltimore counties to Baltimore would have caused a great development of Western Maryland and added greatly to the taxable basis.

Will the *Sun* be kind enough to explain its opposition to a sale in 1892 and its silence now?

Sun, Mon. 11/28/98, p. 1. **GORMAN IS WATCHING** – Washington, Nov. 27., - Maryland's Legislature, it is reported, will be asked to investigate the action of the Maryland board of public works in advertising for bids for the sale of the State's mortgage and stock in the Chesapeake and Ohio canal.

⁸ *Democratic Advocate*, Westminster, Md.

Reports are current here, apparently emanating from responsible sources, that prominent Marylanders are considering the advisability of entering a strong protest against the action of the board and urging the Legislature when it assembles to make a rigid investigation of the whole affair. It is alleged that the action of the board was influenced by the Baltimore and Ohio Railroad, which controls the trustees of the bondholders of 1844, who now operate the canal under a decree of court, and which, under the decree, will retain possession of the canal until 1901. As the canal, it is said, gets deeper and deeper in debt each year, and as the railroad corporation has it in its power to increase largely that debt should any other corporation or syndicate purchase the waterway, it is declared by friends of the canal that there can be no competition in its sale, because there will be only one bidder – the Baltimore and Ohio Railroad – and that the board should not have advertised the sale until 1901, when the authority of the road over the canal ceases.

Charges, it is said in some quarters here, are likely to be made against the board. The canal and railroad questions will probably be subjects of great political importance in Maryland in the immediate future.

Senator Gorman on the Lookout. Senator Gorman is watching the situation with great interest. A prominent Marylander, who is understood to voice the Senator's views on the questions at issue, said today: "The State of Maryland in 1826-28 entered upon the work of constructing public improvements. Its first charter was to the Chesapeake and Ohio canal, which begins in Georgetown, D. C., and was completed to Cumberland in 1852 [*sic* 1850]. This canal was also aided largely by the State of Virginia, the cities of Alexandria, Washington and Georgetown, and by the United States government. Its charter was

granted by Maryland and Virginia and by the United States. Maryland became its chief owner, having invested eight or nine million dollars, which now amount by the accumulation of interest to \$24,000,000. It was in its day the largest canal in dimensions in the United States, but has not been successful financially.

"After the charter of the canal, the B. and O. Railroad was chartered and was constructed to the Ohio river, chiefly by the millions of dollars invested by the State of Maryland and the city of Baltimore. The contest between the canal and the railroad for the right-of-way along the narrow gorge of the Potomac river, in the vicinity of Harper's Ferry, and also for the right-of-way near Cumberland, began at the inception of the works, but the courts of Maryland, as well as the Legislature of Maryland, up to 1895, uniformly sustained the canal.

"The theory upon which Maryland entered in aid of these two public works was that one should be a private and the other a public corporation, also that the coal trade, which was the principal trade of the region covered, should be thus protected and charges reduced to a minimum by having active, open and independent competition. But the canal was not a success as a carrier and was in serious trouble until 1867, 1868 and 1869, when, under the management of Gen. James C. Clarke, he increased traffic, drawing from the B. and O., and made it a factor in the carrying trade. The canal not only paid expenses, but its net receipts were more than four million dollars in two years.

Alleged Scheme by B. and O.

"Following Mr. Clarke, Senator Gorman became president and under his management the trade of the Baltimore and Ohio was still further encroached upon, so that the canal surplus of the first four years of his administration was about a million dollars. This condition challenged the attention of the railroad company to such an extent that it

determined to control the politics of the State so as to control the management of the canal.

“Mr. Robert Garrett, then president of the railroad, acting under the instruction of John K. Cowen, his counsel, began systematic attempts to get possession of the canal through the politics of the State. About that time the canal met with a great disaster by the floods of 1878 and 1879, which destroyed the works to such an extent that a new bonded indebtedness of half a million dollars was necessary to repair the damage. These bonds were made the first lien upon the corpus of the works by the waiver of the State’s lien.

“Quietly and secretly the Baltimore and Ohio interests purchased these bonds when they were sold and finally secured all the bonds so issued. They also systematically, as was charged by the officials of the canal, diverted trade from the canal and made it impossible for it to make sufficient to pay its current expenses.

Alliance with Republican Party.

“The political fight became fiercer and more open upon the part of the railroad interests until 1895, when they made an open alliance with the republican party and elected Lloyd Lowndes, republican, Governor, and with him secured a majority of the board of public works. The railroad company, in addition, as it now appears from the report of Mr. Little, who examined the acts, bought up a majority of the preferred bonds of the canal company. It then sought and succeeded in placing the canal company in the hands of receivers, and the receivers were practically the agents of the Baltimore and Ohio Company, the bondholders – being the Baltimore and Ohio – alleging that if they were permitted to manage the canal they could make it a living, going concern and a paying concern.

“Miss Mary Garrett became the bondsman of these sub-agents. The four years expired, with no results except that the canal was deeper and deeper in debt, the

indebtedness of which was held by the B. and O., and a Maryland court was again induced to extend the time in which the company could manage the canal until 1901. The railroad interests now have it under their control, and there is no means by which it can be taken out until the expiration of that period.

Under Direction of Mr. Cowen.

“The board of public works has elected a president and directors of the canal company, who were named by Mr. Cowen, the dominating spirit of the B. and O., so that the possession of the work, its management and its officers are to all intents and purposes B. and O. agents and under the direction of Mr. Cowen. In this condition the board of public works, as it has the power to do, has advertised for bids for the stock and bonded interest of the State of Maryland, which is the controlling interest of the work, and will receive bids until the early part of February. The inevitable effect of this must be to exclude all bidders except the Baltimore and Ohio Railroad Company, for no outside party can afford to buy the State’s interest three and one-half years in advance of the time when it would be possible for the purchaser to get possession of the work.

“During these three and a half years, the B. and O. could increase the expenditures to any extent it might see proper and thus pile up the debt, genuine or not, which would bankrupt any outside purchaser.

“In addition, all the legal questions growing out of the preferred bonds of 1844 of the canal bought by the B. and O. at the rate of 30 or 40 cents on the dollar, namely, whether they are a lien on the corpus of the canal or only on the revenue, would have to be determined by decision of the court. In other words, the conditions are such as to make the B. and O. the only purchaser, and it will give the State whatever its liberality or patriotic emotions may dictate. It is the end of a long and interesting chapter concerning

the transportation companies that were created and owned by the State.

B. and O's new Charter.

“There is one question, and only one question, in the way of the complete and final success of the Baltimore and Ohio schemers. Their purchase of the stock and bonds of the company is clearly illegal. No power whatever was granted to them to make such an investment, and the Maryland statutes have uniformly prohibited any consolidation of the two works. In more than one, by express terms, the Baltimore and Ohio is prohibited from owning any interest in the canal, and the company never attempted to hold it under its own right, but always through a third party as a banking house until the collapse of the Baltimore and Ohio interest, and receivers were appointed, when they boldly made the entries on their own books and thus declared their ownership.

“During the last session of the Legislature, believing the sale of the Baltimore and Ohio and its franchises illegal, Governor Lowndes procured the passage of an act chartering a new Baltimore and Ohio with all the powers of the present road and the additional right to acquire interest in any other public work, so that if the Baltimore and Ohio is sold under a decree of the court and reorganized under the charter, it will then have the power to own and control the canal.

“The one question in the way is that the original charter of the Baltimore and Ohio exempted the corporation from taxation. The new charter will subject it to a tax which in Maryland will amount to half a million dollars per annum, but it is said the company can afford to pay this sum in addition to the cost of the canal, rather than have as a competitor either the canal or a railroad between Western Maryland and tidewater. In addition to the commercial feature its control of all the transportation interests east of Western Maryland and

Western Virginia will continue through control of the political situation of which the Baltimore and Ohio has been master since 1835.”

Sun, Mon. 11/28/98, p. 1. **STEPHEN GAMBRILL'S VIEWS** – Laurel, Md., Nov. 27. – Mr. Stephen Gambrill, of Laurel, the last president of the Chesapeake and Ohio canal, in an interview today with *The Sun* correspondent said in answer to questions concerning the proposed sale of the State's stock in the canal: “The sale is probably necessary at this time. The canal has been doomed for years. When it was built, a half century or more ago, Georgetown was a great commercial center, but now, from a business standpoint, the canal may be said to begin nowhere and end nowhere. The commercial importance of Georgetown is a thing of the past, and the canal cannot compete with the railroads as a coal-carrier. I was president of it for two years, and paymaster on it for twenty, and for a long time I noted its decay. One year, just prior to my retirement from the presidency, and the placing of the waterway in the hands of receivers, it cleared \$3,000 over expenses, the first time in a decade I believe, in which it had met expenses. This surplus was the result of a number of vessels being forced by circumstances to come to Georgetown, and to take cargoes of coal to Northern ports.

Pocahontas Competition.

“The development of the Pocahontas coal region and the rise of Newport News as a shipping center also had a disastrous effect upon the canal. Vessels that, under other conditions, would take cargoes of coal at Georgetown, now get them at Newport News. They will not go to the expense of towage a hundred dollars or so – up the Potomac for the purpose of getting coal, when the Norfolk and Western Railroad transports vast quantities of it to Newport News from the Pocahontas region. The

George's Creek coal has no superior in steaming qualities, but officers of both the Merchant Marine and the navy tell me that they can get almost as good results from the Pocahontas coal, and it comes to them with more certainty and promptness, if not cheapness, than the George's Creek product. When the canal was built, too, it was supposed that Cumberland was in the center of the Allegany coal field – a great mistake in the light of subsequent developments.

The Inevitable Fate.

“It is natural and inevitable, viewing the trend of events, that the canal should go into the lands of the Baltimore and Ohio Railroad. The West Virginia wanted it some years ago, but it can get along without it now. The Western Maryland cannot buy it now. In fact, the Baltimore and Ohio is the only road really in a position to take the canal, for the reason that any other purchaser would have to satisfy the bondholders of 1844 and of 1878 with their arrangements of interest, and the other claimants. The Baltimore and Ohio already has practical control of the waterway, and can get entire possession of it at less expense and under more satisfactory conditions than any other road.

“My opinion is that the canal would make an excellent railroad bed. The towpath is very wide, and at comparatively small expense could be put into shape to receive ties and rails.

An Inlet to Georgetown.

“The Baltimore and Ohio is badly in need of better terminal facilities at Washington. Its facilities are not equal to its business, and the canal would give it an entrance into West Washington. I presume the first step of the railroad, should it purchase the State's stock, would be to construct a railroad along the line of the canal from Point of Rocks to Washington. Such a road would open up a rich territory in Montgomery county, Md., and Loudoun and Fairfax counties, Va. It would be a fine feeder for the Baltimore and

Ohio, the Metropolitan Branch of which now runs through Montgomery county from Washington to Point of Rocks, and a good thing for West Washington and the railroad.

Political Effect.

“The sale of the State's interest, however, I should think would be bitterly opposed in the western counties. Williamsport would probably be the chief sufferer from the change, but other communities and individuals and employees would resent the sale, which would mean loss of investments, of trade and of labor to them. Commercially, the passing of the canal into the hands of the railroad would be beneficial in the end, as the canal can hardly hope to even pay expenses and relieve itself of the ever-growing burden of debt, under present business conditions. It has been claimed that private management of the canal would make it pay. However this may be, many persons have long thought that, sooner or later, the Baltimore and Ohio Railroad would absorb the canal.

“As to the political effect of such a change, the party in power would doubtless suffer, and this outcome would be immediate. I am disposed to take a conservative view of canal affairs, but the end of the waterway is inevitable.”

AG, Mon. 11/28/98, p. 3. Senator Gorman is said to be watching the new plans for the Chesapeake and Ohio canal, and there is talk of charges against the Maryland Board of Public Works. A Marylander who is understood to express the Senator's views says the railroad company has made political alliances with a view of capturing the old waterway.

Sun, Tue. 11/29/98, p. 10. **C. AND O. CANAL SALE.** – Governor Lowndes, while in Baltimore last night, discussed the proposed sale of the Chesapeake and Ohio canal.

“I am very glad,” he said, “to see that the press has taken this matter up and is giving opinions on the subject. The people are as much interested, or more so, than the members of the board of public works, and I am sure that the other members, as well as myself, will be only too glad to obtain any information as to what the property consists of and its value. The board is in no way responsible for the present condition of the canal, and the effort at this time is merely to take such steps in relation to this property as may be for the best interests of the State. In 1893 a democratic board of public works advertised the sale of the State’s interest in the canal, and the matter has been agitated frequently since that time.”

When asked as to who would probably be the bidders, the Governor replied: “There was a time when the West Virginia Central Railroad wanted the property, it being stated that their purpose was to utilize the towpath of the canal for a roadbed as far as Williamsport, there to make connection with the Western Maryland Railroad and by this route reach Baltimore. At that time the West Virginia Central and the Baltimore and Ohio were not interchanging traffic. Since then, however, the West Virginia Central has made a traffic agreement with the Baltimore and Ohio Railroad which is said to be satisfactory. Inasmuch as the Baltimore and Ohio Railroad or its friends largely control the outstanding obligations of the canal, among these obligations being the bonds of 1844 and the repair bonds of 1878 and the labor claims, this corporation is probably in the best position to make a bid for this property.”

An interesting point of law was raised during the discussion, involving the question as to whether it was necessary for the present board of public works to advertise for sale the State’s interest in the Chesapeake and Ohio canal. After the meeting of the board of public works, a State official said: “The act

of 1892, chapter 310, which provides the means for conducting sales by the State of its interest in works of the internal improvement, provides that in the event of a failure to receive satisfactory bids, after published advertisement, the board of public works has the power to make sale of the property offered at private sale. This act was passed by the democratic Legislature in 1895. A democratic board of public works, in offering for sale the State’s interest in the Chesapeake and Ohio canal, carried out the provisions of the act by advertising for bids. No satisfactory bid having been received; all the bids were rejected. It is doubtful whether having once publicly advertised for bids, it is incumbent upon the present board of public works to readvertise the property, but, on the contrary, have they not the power to dispose of the property at private sale? This is a question merely as to the legal rights of the board and not as to the propriety of their action.”

ET, Tue. 11/29/98, p. 3. **BRIGHT FUTURE FOR THE CANAL** – Col. R. D. Johnson, who is one of the receivers of the Chesapeake and Ohio Canal, having been appointed by Judge Alvey in 1889, just after the freshet of that year, which wrought such havoc with the canal banks, in conversation with one of the most largely interested men in canal affairs of this section, deplored the probability of the passing away of the canal as a waterway. Colonel Johnson believes that the canal has an assured future. He said that a project to extend a canal from Pittsburg, Pa., to connect with the Chesapeake and Ohio at Cumberland has been under promotion for some time and it appears that negotiations for the consummation of this project were about to assume practical form. This would open up a new field and a great market for the coal of the Cumberland region. The trade between Cumberland and Pittsburg, Colonel Johnson

said, would assume at once very profitable proportions. The only trouble with the canal at the present time is that it terminates too far from the railroads. He said even if Georgetown had a railroad into which the boats could discharge their cargoes, the canal's traffic would call for no thought of abandonment. Should the Pittsburg canal project go through, which result will be certainly accomplished if the Chesapeake and Ohio canal is not sold at the present time, the larger boats and barges which will be introduced to accommodate trade will of necessity demand a widening and deepening of the present great "trough" connecting Georgetown and Cumberland. Col. Johnson has the utmost faith in the canal and is doing his utmost to discourage every thought to the contrary.

Sun, Wed. 11/30/98, p. 5. **C. AND O. CANAL.** – Cumberland, Md., Nov. 29. – Mr. Asa Willison, a close friend of Senator Gorman, gives his views on the proposed sale of the Chesapeake and Ohio canal. Mr. Willison has been identified with the canal since 1854. During that and the following year he was superintendent of the first fifty miles. Then he was collector at Cumberland for eleven years. He was in charge of the repairs of the first fifty miles after the famous freshet of 1877, and superintendent of the construction of the new locks. He said: "It would be wise to sell. Of course, it would net be well to dispose of the property to a corporation that would utilize it in no way at all. I don't think it would be best to maintain it as a canal; but still that would be better than to permit it to die out and become a frog pond. What is wanted is a live railroad on its banks – an active, working concern. While, if sold, it will doubtless go to the highest bidder, yet it would be best for the community if the successful bidder were a competitor to the Baltimore and Ohio. It would give us an independent outlet east.

Now we are locked up with only the Baltimore and Ohio and the canal as outlets. I have no objection to the Baltimore and Ohio, and it would still be better if that company put a line on its bed than to let the decay of the institution continue. What is wanted is a railroad," emphasized Mr. Willison.

"However," said Mr. Willison, "the State's interest ought not to be disposed of until such time as bidders would stand equally in the market. If it were offered at this time, the Baltimore and Ohio would unquestionably have a decided advantage, for the reason that they practically obtain immediate possession, free from the control of the courts, which any other bidder could not do, and the additional expenses that might be imposed upon the canal in the meantime might seriously affect its value.

"I think the life of this canal is gone. There would not be enough business to make it pay, judging from my knowledge of its better days. All it could get is a limited coal business from Allegany county, transportation of grain from Washington and Frederick counties and stone from Montgomery county. The canal can only serve the coastwise trade and not all of that, because it is too slow a carrier.

"I have no reason to think that politics is entering into the sale in anyway."

Discussing the value of the property, Mr. Willison said: "I have, perhaps, a pretty good idea as to what it would be worth to a railroad. The grade is so advantageous that freight could be shipped to tidewater cheaper than by the Baltimore and Ohio, as at present, or to any new route that might be constructed. Should the line be longer than the Baltimore and Ohio, it would make up its disadvantage in length by the big trains that it could haul down and back. There is only a drop of six hundred feet between here and Georgetown."

Mr. Willison would not agree with the theory that the canal could not be adapted for railroad purposes on account of freshets and washouts. He said: "I know from experience that the Baltimore and Ohio have been under water when the canal has not been touched. I believe that in the event of the construction of a railroad, both the towpath and the canal bed will be used, some places one and some the other. Wherever necessary the towpath would be changed or leveled in to suit the grade. At each lock, which raises eight feet, the grade would have to be fixed uniformly. It would not be necessary at all time to follow the canal. For instance, it is 9½ miles from Cumberland to North Branch on the canal and less than five by the Baltimore and Ohio. By running through the country at places the distances could doubtless be made the same. A railroad on the canal would have the advantage of four or five miles over the Baltimore and Ohio around the tunnel. As I said, the road would not necessarily have to follow the canal curves. I think a railroad could be built from here to Hancock, using the canal property, in less miles than traversed by the Baltimore and Ohio between the two points, and it is likely that the line could be shortened to Washington so that it would be no longer than the Baltimore and Ohio.

"The canal, to be used for a railroad line, would be cheap if sold for two million dollars. It is surely worth that. I believe, as does Mr. Patterson, that the State has gotten out of the canal all it will get and all that it ought to have."

VICTOR CUSHWA'S VIEWS.

Williamsport, Md., Nov. 29. – In an interview with *The Sun* correspondent today, Mr. Victor Cushwa gave his views of the proposed sale of the canal. Mr. Cushwa is one of the largest shippers over the canal, and is intimately acquainted with its history and

physical condition. He was appointed by Judge Cox, in 1890, along with H. C. Winship, receiver of that part of the canal in the District of Columbia. Mr. Cushwa said: "The Chesapeake and Ohio canal has, since its beginning, passed through many vicissitudes and different managements, and in only a few of the many years did its revenues exceed its expenditures. In the year 1842, the State authorized a sale of its interest for \$5,000,000, but failed to get a purchaser. In 1869 the canal had a surplus over expenditures of \$160,000, and I think the first time, but has had something over in some of the years since.

"The canal is 184½ miles long, from Georgetown to Cumberland, and its whole length is divided as follows: Five miles in the District, 36½ in Montgomery, 16 in Frederick, 77 in Washington and 50 miles in Allegany county. Much of the country through which the canal passes is not accessible by railroads, and thus affords the very best markets for all the farmers raise. Hay, corn, oats, potatoes, cabbage, butter, eggs, &c., bring about city prices at the various locks and points along its line.

"The lands are greatly enhanced by these advantages, and I think as a proof of these advantages that during the two years following the great flood of 1889 by which the canal was rendered inoperative, farm products declined for want of a market in the counties of Washington and Allegany fully 25 percent, thus losing to the farmers of Western Maryland and counties adjoining in Pennsylvania, almost sufficient to have temporarily restored the damage to that waterway. The canal, notwithstanding the enormous cost of operating charged in the past under political management, has certainly paid the State over and again the amount of cost in the great enhancement of property and products along its line in increased taxation.

“It has given employment to thousands of old and young – men, women and children. Whilst it has not done in its revenues as the most sanguine projectors anticipated, it has done well, notwithstanding its great cost of construction and management. We see that France and Germany are fostering and protecting their canals. New York has made a free canal out of its New York and Erie, and it is not only enriching producers by reason of low water transportation, but brings vast quantities from the Northwest by way of the lakes into New York city. If our canal was as originally intended and chartered, had reached the Ohio river, we would have seen similar great results.

“The people of Western Maryland, I think, at least those adjacent to the canal, would be a unit for its continuance as a waterway. I think the State would do well for its people to have it so continued. It is now in the very best condition, better than ever since its construction. The present management have not only fully repaired the damage of the flood of 1889, but have strengthened all the weak places and points along the whole line. The grand masonry of its aqueducts, culverts and dams have been made strong where they were weak before the flood.

“Business on it must increase with its trade in Washington, where boats can unload alongside the governments and manufacturers and vessel wharves. Williamsport is fast becoming a great coal depot and shipping point. I think it safe to state that not less than 150,000 tons of coal alone will pass over its wharves ere the close of navigation for the season of 1898. I really don't think any railroad or other company would want it for a railroad bed, besides being, as said, ineligible for a railroad track without great cost, as I understand and have always understood, that when it ceases to be used for the purpose intended – a waterway –

much or most of the land through which it passes will revert to the original owners or their successors.”

Sun, Thu. 12/1/98, p. 6. **C. AND O. CANAL SALE.** – Hagerstown, Md., Nov. 30. – A gentleman of Washington county, well informed about canal affairs, made the following statement today about the proposition to sell the State's interest in the canal: “The real meaning of the proposed sale of the State's interest in the Chesapeake and Ohio Canal and the real ground of the objection to the sale seems to be strangely misunderstood by State officials and many who have discussed the matter. The question is not whether the canal shall be maintained as a canal or whether it shall be converted into a railroad.

“The question is whether the State will sell its holding to the Baltimore and Ohio and have neither canal nor railroad, or hold on to its interest and ensure the continuance of the canal or else have a railroad constructed on its towpath.

“The object of the purchase has been said to be a removal of a threat to the Baltimore and Ohio. Why should the State bestir itself to remove a threat to the Baltimore and Ohio? What public interests will be served by making that road the only outlet to the coal mines of Maryland and the Elk Garden?

A Possible Combine.

“The bituminous coal mines of this part of the United States are controlled by three railroads, namely the Baltimore and Ohio, the Pennsylvania and the Norfolk and Western. What is to prevent these three companies from forming a combine and levy tribute upon the factories and commerce of Baltimore and other cities just as tribute is levied upon every hearthstone by the anthracite coal combine? The existence of the canal or of an independent road on its towpath is an absolute guarantee, as far as

Baltimore is concerned, against any such calamity. Shall the State of Maryland enter into any arrangement to remove the obstacles to a combine?

The B. and O., A New York Concern

“The people of Baltimore need not look to the Baltimore and Ohio road for any special favors.

“The Baltimore and Ohio is no longer a Baltimore or a Maryland enterprise. The majority of its stock, as reorganized, is held in other cities. For five years to come, not one Baltimore man will have a single vote in electing directors of the company. Every share of its stock will be voted by citizens of New York, members of a voting syndicate or pool which has already been appointed. The dominating influence in this voting trust outside of New York will be Chicago. New York at one end. Chicago at the other and Baltimore a way station. What is the State to gain by a sale to the Baltimore and Ohio? Suppose the generosity and patriotism of that company should prompt them to pay a half million dollars for the State’s interest the sum so received would, under the constitution, have to go toward payment of the State debt, saving in that manner \$15,000 a year in interest.

“The destruction and abandonment of the canal would so decrease the value of property along nearly two hundred miles that reduced assessments would decrease the receipts into the State’s treasury fully that much each year, and probably double that much, and so the State would, in fact be getting nothing in dollars and cents for its property. But it would be depriving the people of a large portion of the State of their only avenue to market and taking the daily bread from hundreds of families. The State expended ten million dollars to give this great advantage to the people, and it is to be abandoned in order to remove a threat from the Baltimore and Ohio.”

The B. and O., and the State.

“In what manner has the Baltimore and Ohio deserved this kindly consideration from the State? By withholding the interest on the State’s stock in the Washington Branch? By failing to pay over to the Washington Branch nearly a million dollars, which it admits that it owes, and one-third of which belongs to the State?

“The canal is in the hands of the Baltimore and Ohio until May 1, 1901. It must continue its operation as a canal until that time, of the Attorney-General of the State can make a motion for the immediate sale of the work for violation of the terms of the decree. On May 1, 1901, the decree for sale must be enforced if the State asks it. With the State’s interest in the hands of the Baltimore and Ohio, the fear of sale will be removed, and we may reasonably look for a discontinuance of business on the canal the day after the sale is made. And as Mr. Willison expresses it, it will become a frog pond.

The Object of the Purchase.

“The Baltimore and Ohio will have no object in diverting any coal from its own line or in operating the canal at a loss. It will not build a track on the towpath, because it already has a double track within a stone’s throw from almost any part of the line west of Tuscarora, near Washington. It is, therefore, certain that the only object the Baltimore and Ohio can have in the purchase is to remove the threat of a competing line.

“The people want the competing line more than they want the sum the Baltimore and Ohio may offer Treasurer Shryock’s recent statement in *The Sun* shows that the State does not need the money, but even now the revenues are so large that the present small tax rate should be reduced.

“It is apparent that the Baltimore and Ohio is the only possible purchaser at this time. By buying the stock it would get the canal and remove the treat. Any other

purchaser would only be buying a law suit, and then might not get the canal.

Hold Off Three Years.

“The State has held on for sixty years, and it can hold on three years longer. Then, if desirable, the canal itself can be sold and there might be many bidders. At this time, the West Virginia and the Western Maryland Roads are satisfied with Baltimore and Ohio arrangements, but long before 1901 a break may come. The Western Maryland may want its own entrance to the mines, and so insure a supply of coal to Baltimore over its own road. The West Virginia may want an outlet to tidewater before then. The Pennsylvanian’s might want to bid for it and build a line to shorten the distance from Washington and the South to Pittsburg and the West. The canal from the lakes to the Ohio river may have taken shape and a water outlet to Baltimore may be needed. Then a canal from Pittsburg to Cumberland would allow the passage of a boat from Chicago or Duluth to Baltimore.

“With all these possibilities in the future, it would be criminal for the State to enter into any arrangement with the Baltimore and Ohio for the destruction of the canal. A sale to Baltimore and Ohio means its destruction and not the continuance of a waterway.

“There have been many references to the offer Governor Brown made for the sale of the canal stocks. But the object of that proposed sale, which was not made, was to substitute a railroad for the canal – not the destruction of the canal and of all chance for a railroad.”

THE COAL TRADE.

Cumberland, Md., Nov. 30. – The coal shipments for the year to November 26 have exceeded those of last year for a similar period by 204,659.16 tons. The total shipments have reached the unusual figure of 3,696,685.04 tons. Last week 75,820.98 tons

went by rail and 8,178.06 tons by Chesapeake and Ohio canal. The decrease in canal shipments, compared with last year, is 26,618.12 tons.

During the week 22,112 .02 tons of coal and 4,774.12 tons of coke were shipped from the Elk Garden and Upper Potomac region, in West Virginia. The output of the region shows a decrease of 1,377.07 tons of coal and an increase of 37,933 tons of coke.

It is reported that the soft coal railroad officials have in view a meeting to take action regarding an increase in soft coal freights the coming year. It is said that an agreement that would be adhered to would mean a saving of 25 cents a ton on a movement of about 25,000,000 tons, or of between \$6,000,000 and \$7,000,000 in freight.

ET, Fri. 12/2/98, p. 6. Capt. Alex McKelvey, of Williamsport, was robbed of \$30 on his canal boat near Hancock. The thief escaped.

Sun, Sat. 12/3/98, p. 7. **C. & O. CANAL SALE** – Williamsport, Md., Dec. 2. – Mr. Francis H. Darby, an intelligent business man of Williamsport, and thoroughly familiar with the canal and canal trade, in conversation with *The Sun* correspondent on the proposed sale of the State’s interest in the Chesapeake and Ohio Canal, made the following statement: “While it is all right for the State to dispose of its interests, there are two grave reasons why I would disapprove of the disposal of the canal just now. The first reason is that the Baltimore and Ohio Railroad is the only probable purchaser, and that means practically the closing of the canal, for the reason that the Baltimore and Ohio would not buy it to make a freight carrier out of it, but simply to get rid of a possible dangerous competitor. The second reason is that until a possible competitor could be found to bid against the Baltimore and Ohio road the amount of money to be

derived from the sale would not materially benefit the treasury of the State. The work is a valuable one and cost a great sum of money, but the State, unless there was a competitor, would not get enough to justify its sale and to justify the taxpayers.

A Railroad to be Preferred.

“If there was any guarantee that the Chesapeake and Ohio canal could be turned into a railroad throughout its length, I really think a majority of the people living along the line would be heartily in favor of a transfer of the State’s interest to some corporation, even if the State got little or nothing in cash for its interests.”

Mr. Darby states that he believed if the canal were converted into a railroad that real estate lying contiguous to the canal would enhance in value at least 25 percent.

Value of the Towpath.

“If the State were to transfer its interests, it would make no difference to whom, so far as I am concerned, provided the canal were to be kept open as a canal or operated as a railroad. The State’s interest would be worth very little, directly, as a canal, because, as a canal, it could not be made a profitable investment. On the other hand, if purchased for a railroad, its value would be what any other 184 miles of roadbed would be worth on similar lines.

“I am not a railroad man, but would say there is not one foot of adverse grade from Cumberland to tidewater, and it would only be a question of how much, or rather how many loaded cars, an engine could pull on a level as to what the size of the trains would be that could be hauled from Cumberland to Georgetown.

Valuable Water Power.

“The most valuable franchise which is in this Chesapeake and Ohio Canal lies in its unsurpassed water power. From Cumberland to Georgetown there are between 70 and 80 locks, each of an average depth of about nine feet, the waste water at each being equal to

100 horsepower, making a total of between 7,000 and 8,000 horsepower at all the locks. This is now practically going to waste, but by means of a turbine wheel and a dynamo at each lock a tremendous electrical power could be generated, which would be of very great value from a commercial sense and could be disposed of to manufactories in towns all along the line of the canal. It is safe to say that by the use of the dams and locks on the canal from 12,000 to 15,000 horsepower would be easily available, and from the hydraulic engineer’s standpoint be worth millions of dollars for lighting, commercial and transportation purposes.

“If desirable, this canal could easily tow by electricity its own boats between locks by the power developed at each lock with the waste water at the locks. It is seven miles from Williamsport to dam No. 5, and the waste water at the lock at Williamsport, for instance, would easily generate 80 horsepower, which, if transmitted by electric wire, would move the boats on this level. What applies to this level can be said of every level between Cumberland and Georgetown.

No Hasty Action.

“Fixing the commercial value of a horsepower at \$40, it will be seen that the State owns \$6,000,000 worth of power so long as it owns the canal, and it would be well for the board of public works not to throw away, without due and careful consideration, a property that if properly developed is worth money enough to wipe out the total debt of the State of Maryland.

“I do not think that the taxpayers of the State of Maryland can afford hasty action in the matter of disposing of the State’s interest in the canal. There need be no hurry; give the public time to realize what it means to dispose of a valuable property for a possible nominal sum in cash, for they may be unconsciously throwing away the Fortunatus purse.

“It seems to me a little remarkable that the board of public works should all at once be seized with this spasm of ‘economy’ to result from the sale of the State’s unproductive assets, coming as it does after the charter of the Baltimore and Ohio Railroad Company has been so broadened as to allow it to own and operate anything under the blue vault of heaven that it sees fit.”

Sun, Mon. 12/5/98, p. 6. **WANT A RAILROAD** – Hagerstown, Md., Dec. 4. – Mr. Alfred G. Lewis, president of the board of county commissioners, who has lived all his life along the Chesapeake and Ohio canal, stated in an interview with *The Sun* correspondent that he was in favor of the canal being closed as a waterway and the towpath converted into a railroad.

He is favorable to the West Virginia Central Railroad getting control of it, claiming that the people living along the canal would be greatly benefited by a railroad which would compete with the Baltimore and Ohio Railroad.

Sun, Wed. 12/7/98, p. 8. **A GREAT WATER POWER** – Poolesville, Montgomery County, Md., Dec. 6. – Speaking of the future of the Chesapeake and Ohio Canal, Mr. Edward Wootton, a resident of this place and an honored citizen of Montgomery county, said: “In his interview with *The Sun*, Mr. F. H. Darby, of Washington county, has raised an important matter in referring to the valuable water power of the canal which has been going to waste for so many years. The dam at Seneca has not cost a hundred dollars a year on the average to keep it in repair. From this dam to Washington, a distance of twenty miles, there are twenty-two locks on the canal, each with a fall of eight feet. The water from one lock flows down to the next, and its power could be used twenty-two times. None is wasted. Within twelve miles of Washington

there are thirteen locks having an aggregate fall of over a hundred feet. All this splendid power is a most valuable feature of the canal and should be utilized. It could readily be converted into electricity and conveyed to Washington or other towns for light, heat or manufacturing power. It could also, of course, be used for propelling electric cars.”

Dr. Wootton said also that the portion of Maryland where he lives, in fact all that fertile part of Montgomery county lying along the Potomac river, is dependent upon the canal for transportation facilities. If the canal should be abandoned and no railroad take its place there would be no adequate means of transporting crops to market or of getting supplies. There is no railroad within reasonable distance. Deprived of transportation facilities, the public interests would suffer and property would greatly depreciate in value and the revenues of the State and county would be affected. What the people of Montgomery, and, in fact, of all the canal counties want, is a road to market and not the trifling sum which might come into the state treasury by the sale of the canal stock. For the transportation of crops to market, Dr. Wootton considers a canal to be preferred to a railroad, for a canal boat will stop to load or unload wherever it is wanted. But for the development of the country, a railroad is to be preferred. Washington is now overflowing into Montgomery county, and with a railroad up the canal towpath, through the picturesque scenery of the Potomac, this part of the county would be speedily occupied by suburban residences and villages would spring up rapidly, increasing the value of the property and the assessable basis for taxation. This, of course, would be more profitable to the State than a sum of money paid to abandon the canal.

“In my judgment,” said Dr. Wootton, “the State’s interest should not be sold at this time. There is a decree for the sale of the canal itself and that decree will become

operative May 1, 1901. The State should wait until then and then the canal itself, ditch, banks and franchises should be offered at public auction and not by sealed bids. That would give all the railroad companies an equal chance to bid and would probably produce more for the State. It might also be well for the Legislature at the next session to charter some company in advance, as the Baltimore and Ohio Railroad reorganization company was chartered at the last session.”

Sun, Thu. 12/8/98, p. 7. **THE COAL TRADE** – Cumberland, Md., Dec. 7.

The coal shipments from the George’s Creek – Cumberland region during the week ended Saturday, December 3, by rail, aggregated 65,643.96 tons, and by Chesapeake and Ohio canal 5,292.17 tons. The shipments for the year-to-date aggregate 3,767,621.17 tons, an increase of 182,415.16 tons over the corresponding period of last year. The shipments by Chesapeake and Ohio canal show a decrease of 26,161.15 tons from last year.

During the week 19,769.07 tons of coal and 5,523.13 tons of coke were shipped from the Elk Garden and Upper Potomac regions in West Virginia. So far this year 1,077,782.02 tons of coal and 216,699.15 tons of coke have been shipped, a decrease of 5,431.15 tons of coal and an increase of 38,975.15 tons of coke.

The general freight agents of the several roads, who met to discuss the question of an increased freight rate on coal, referred the matter to the presidents of the respective roads. It is reported that all seems desirous of coming together, but some points have arisen which have as yet prevented any agreement, but efforts are being made to overcome the difficulty. The Baltimore and Ohio and Norfolk and Western, both of which were accused of making cuts, are co-operating in the effort for the maintenance of a uniform schedule. Transportation from

mines to tide has been delayed considerably by the snow and bad weather.

ET, Fri. 12/9/98, p. 11. Mrs. Margaret J. Winship, the mother of Henry C. Winship, of the firm of Meredith, Winship & Co., died yesterday at 11:45 o’clock at her home, at the advanced age of ninety-one years. She was also the mother of W. W. Winship and John Winship, well-known business men of Georgetown. She was a native of Maryland, but had been a resident of Georgetown the greater part of her life. She was prominent socially and enjoyed a large circle of friends. The funeral will be held tomorrow at 2 o’clock. Rev. Dr. Alexander, pastor of the West Street Presbyterian Church, of which the deceased was a member, will officiate. Interment will be made in Oak Hill Cemetery.

Sun, Sat. 12/10/98, p. 8. The Chesapeake and Ohio canal at Williamsport froze over last night. The ice is from one to three inches thick. The ice-breakers are opening the channel for the boats.

Sun, Mon. 12/12/98, p. 9. **KEEPING THE CANAL OPEN** – Williamsport, Md., Dec. 11. – Ice-breaking on the Chesapeake and Ohio canal has been resumed by means of scows drawn by mule teams. These ice-breakers are running on all the levels to rescue boats caught along the line by the freeze. There are about fifteen loaded boats and ten empty boats scattered along the levels, principally between Williamsport and Cumberland. Some of the boats are bound for Georgetown, but they will proceed, if possible, to Williamsport and unload their cargoes. The boatmen are suffering severely from the rigorous weather. General Manager G. L. Nicholson issued an order at Georgetown to keep the canal open by all means, if possible.

The volume of business done on the canal at Williamsport during November shows that 4,365 tons more coal were shipped here than in November, 1897. The total business for November this year was 17,139 tons of coal and 657 tons of other stuff. The tolls aggregated \$4,530.33. Three hundred and nineteen boats arrived and departed from the wharves.

ET, Tue. 12/13/98, p. 4. **SKATING FACILITIES ABOVE ROCK CREEK DAM.**

– Senator McMillan received a communication today from the District Commissioners in reply to an inquiry regarding the feasibility of making a skating pond above the Rock Creek dam.

The Commissioners state that it had been the custom of the [Chesapeake and] Ohio Canal Company, which controlled the dam, to drain off the water on account of sewage, but that as several new sewers had been constructed, this was not necessary, especially in cold weather.

The Commissioners, however, recommended that the matter be referred to the canal company.

Sun, Mon. 12/19/98, p. 8. **WANTS COMPETITION.**

– Hagerstown, Md., Dec. 18. – Mr. T. A. Poffenberger, of the Hagerstown bar, candidate for Congress on the democratic ticket at the last election, says: “With the Chesapeake and Ohio canal in possession of the Baltimore and Ohio Railroad, a competing line will be destroyed, working a hardship not only on consignee, but consignor as well. It has been known for the last four years, at least, that the Baltimore and Ohio was endeavoring to control Maryland politics, and the proposed sale of the canal is but payment for services previously rendered. The present administration in Maryland will deliver the goods unless public opinion criticizes too

harshly. It remains for the people to repudiate those who favor a sale.

“Let the canal be maintained as a waterway even if it pays no revenue to the State. But if sold at all, let it be to a rival company, which will build and equip a railroad to compete with the Baltimore and Ohio. If the people of the State are to receive nothing for their interests in the canal, let them at least receive some remuneration in the way of a competing line.”

Eleven boats loaded with coal that had been caught in the freeze-up on the upper levels of the Chesapeake and Ohio canal reached Williamsport last night and today in the wake of an ice-breaker.

ET, Thu. 12/15/98, p. 9. **Wedding in Rockville.**

– Rockville, Md., Dec. 15. – Miss Ella May Poole, eldest daughter of Mr. James F. Poole, of Poolesville, was married yesterday at the M. E. Church South at Poolesville, this county, to Mr. Walter Shannon, of Manassas, Va. The ceremony was performed by the brother-in-law of the bride, Rev. Mr. Blakemore, assisted by Rev. Mr. Shannon, brother of the groom. After the wedding, a supper was given at the home of the bride to her friends. The bride and groom left for an extensive trip South, after which they will return to Manassas, where they will reside.

ET, Mon. 12/19/98, p. 9. **Future of the Chesapeake and Ohio Canal**

– Persons interested in Georgetown affairs are watching closely the disposition of the Chesapeake and Ohio canal. Whatever is done with it vitally affects Georgetown interests. There are some who advocate the continuance of the canal as a waterway on somewhat sentimental grounds. They call forth the fact that the passing of the canal as a waterway will mean the abolishment of an old Maryland institution which, by reason of its

long continuance as such, has become fixed in the hearts of the people living along its banks. They further claim that a large number of people have for a great many years gained a living from the traffic of the canal, and should this source of income be removed, these people would be forced to seek other employment. This, they claim, could not be done by many who are now well advanced in years and who have followed the canal all their lives.

Much distress and even starvation would be the result, they think. These same people are of the opinion that the canal will pay better as a waterway than it would should the water be drawn from the canal bed and a railroad be built along the present canal route. It is claimed that the canal has paid better this year than ever before. However, the official reports of the canal do not corroborate this contention. The people who hold these views are either employed under the present management or in some way gain a sustenance from the canal as it now stands and are actuated in their beliefs by purely personal motives. The consensus of opinion, however, seems to favor the building of a railroad from Georgetown to Cumberland over the present route of the canal.

The men who entertain these views are generally business men who have the welfare of Georgetown in sight. They think that the coal trade with Cumberland and vicinity could be greatly increased by the construction of a railroad. They think that the present monopoly now enjoyed by Baltimore could be transferred to Georgetown. Georgetown, instead of having a small trade with Norfolk would gain custom from other quarters, namely, New York, Boston and the New England States. This would not only enhance the shipping trade, but would enhance the volume of trade of the merchants of the town through the establishment of Georgetown as the end of a railroad division.

The railroad men of necessity would have to make their homes at the end of the road. The fact that the now comparatively valueless property on the river front would be brought into the market for railroad purposes, is also strongly urged. The property would not only be disposed of in this way but it would be in demand for manufacturing purposes, as factories would then have an easy means of shipping their products to points in Virginia and Maryland. It is generally thought that the revivifying of Georgetown trade and bringing it up to the standard of years ago, cannot be accomplished until a railroad is built.

ET, Wed. 12/21/98, p. 9. Several days ago, a resident of this section sent a letter to the District Commissioners suggesting that they set aside the lower portion of Rock Creek between the canal terminus and the dam for a skating basin and to make such regulations as they are deemed wise for the protection of the ice. The Commissioners replied in substance that the suggestion met with their approbation and that the Chesapeake and Ohio Canal officials, who had a certain jurisdiction over these waters, it being their outlet into the river, would be solicited, asking their co-operation in complying with this request. Skaters of this section received this news with unfeigned pleasure and have awaited with impatience the publication of the canal company's response. General Manager G. L. Nicholson, however, when questioned by a *Times* representative on the subject, said that the Commissioners had not as yet communicated with the canal company in regard to the matter and that the question would not be considered until the canal officers were officially approached. While Mr. Nicholson did not say in direct terms that the canal company would not offer any objection to the establishment of the suggested skating basin, his manner indicated

that a favorable reception would be given to the Commissioners' letter.

Sun, Thu. 12/22/98, p. 6. **THE COAL TRADE** – Cumberland, Md., Dec. 21. – Last week, running against the ice floes, three boats, the last of the season, carrying 364.13 tons of coal, went eastward over the Chesapeake and Ohio canal from Cumberland. The total shipments of Cumberland coal by canal reached this year 238,610.02 tons, a decrease of 24,848.00 tons from last year. The total output of the Cumberland region will reach the 4,000,000-ton mark unless unforeseen difficulties should spring up. For the year to December 17, the output has been 3,898,823.14 tons, an increase of 162,675.01 tons over last year. Two weeks shipments yet to be added will make the output the greatest of any year in the history of the region.

The output of the West Virginia Central region for the year to December 17 has been 1,123,836.09 tons of coal and 226,294 tons of coke, a decrease of 11,008.09 tons of coal and increase of 39,490.11 tons of coke.

The seaboard bituminous trade is very good, but coastwise tonnage somewhat impeded by the lack of vessels. There is generally a short supply of cars at the mines, and consequently transportation to tide is slow.

Sun, Sat. 12/24/98, p. 7. **TO BID FOR THE CANAL** – When the board of public works first made the announcement that they would advertise for sale the State's holdings in the Chesapeake and Ohio canal, there was a general feeling of fear that there would not be more than one bidder for the property, namely, the Baltimore and Ohio Railroad Company.

This fear now appears to be unfounded, as it has been stated by those who know that a large syndicate has been

formed for the purpose of buying the property. It has been rumored for some days that a movement was on foot to secure the canal, and yesterday this rumor was confirmed by a positive statement that capitalists from the North had decided to be competitors against the Baltimore and Ohio Railroad in bidding for the stock and mortgage.

The property is of inestimable value as it furnishes a smoothly graded way from the very mouth of the great coal region to tidewater.

Just who are in the syndicate is being carefully guarded and what use they propose to make of the canal is not yet disclosed. Should the syndicate secure this property it will be utilized, said a gentleman who knows all about it.

Mr. Elkins' Inspection.

When this statement was made known yesterday there were all kinds of speculations as to what project was behind this proposed deal. One prominent financier recalled the fact that some twelve years ago Senator Stephen B. Elkins, accompanied by the chief engineer of the Reading Railroad, rode over the canal towpath on horseback from Cumberland to Williamsport, in order to inspect its condition and with a desire to ascertain the practicability of utilizing the towpath for railroad purposes. After making this inspection tour both Messrs. Elkins and the engineer pronounced it to be admirably adapted to the purposes of a railroad bed.

It has been openly stated that the West Virginia Central and Pittsburg Road would gladly obtain possession of this property, if possible, as it would give to the road an outlet from Cumberland, where it is practically bottled up. This outlet could be obtained by the purchase of the canal, as a connection could be made at Cherry Run or Williamsport, Md., with the Western Maryland Railroad, which would bring it into Baltimore city.

There is also a charter in existence under which the road can build a line by an arcade over Jones' falls and along certain streets of Baltimore city to the east side of the harbor, where heavy coal shipments could be made.

Value of the Property.

Grave fears have been expressed by the people of Western Maryland that the Baltimore and Ohio Company would get possession of this property and allow it to go out of existence in order to stifle competition.

The value of the property is evidently attracting attention, and it is not to be wondered at, as it furnishes a direct roadway through the heart of the Alleghenies to tidewater, and the expense of building a road would be reduced to a minimum as the route can be graded, and with a magnificent tunnel through the mountain, which cost over a million dollars, the work of constructing a road on this route would be comparatively small.

Sun, Mon. 12/26/98, p. 8. **SYNDICATE A FACT.** – Mr. Thomas J. Shryock, the treasurer of Maryland and one of the members of the board of public works, in answer to a question last night, said that there are intimations that the Baltimore and Ohio Railroad will not be the only bidder for the State's interest in the Chesapeake and Ohio Canal. In *The Sun* of Saturday, it was stated that there is expectation of a bid from a syndicate of capitalists who want to get possession of the canal presumably to build a railroad on the towpath from Cumberland at least as far as Williamsport. Mr. Shryock says this is entirely correct, although he is not yet at liberty to state where the bid will come from.

Mr. Shryock says the board of public works, at least as far as he is concerned, must receive a bid for a very substantial sum before he will vote for a sale, as he will never consent to a sacrifice of the property.

The announcement that the Baltimore and Ohio Railroad Company is not likely to be the only bidder for the canal will be acceptable now to the people of Western Maryland. It is feared that the only object of that company in seeking to gain possession of the canal is to let it go to ruin in order to remove the threat of a new railroad to compete for the coal and other traffic. What the people of the western counties want is additional facilities, not curtailment of those they now enjoy.

Effect of the Sale.

The purchase of the State's stock and mortgage of the canal will not, of course, give the purchaser possession of the property. Possession, as things now stand, must remain where it is, practically in the hands of the Baltimore and Ohio Company, until May, 1901. At that time the State, or whoever has purchased the rights and interests of the State, can move in the court for the sale of the property under the decree that was signed by Judge Alvey in 1890. A motion to that effect being successful and the property being put up for sale, anyone could bid for it. But the person or corporation holding the State's interest could outbid anyone else and would in effect command the situation by simply paying off the liens prior to the State's mortgage.

Legal Questions.

Something has been said about the legality of building a railroad on the canal. It has been claimed that as soon as the canal ceases to be used as a canal the property which was condemned for a waterway will revert to the original owners. This difficulty, said a leading lawyer, discussing the matter, is not likely to be serious. A good portion of the canal right-of-way was purchased outright. A portion was condemned, but the charter of the canal authorized the condemnation of the fee simple. It is possible the Legislature had no power to make any such grant, but even if it had not, it is not considered likely that

property-owners would stand in the way of building a road.

Probable Sources of the Bid.

There are various speculations since the publication of *The Sun's* article on Saturday, as to the probable source of a bid for the canal stock and mortgages. There are various interests which could be served by a new road from Baltimore to Cumberland. The output of coal from the George's Creek region this year amounts to about four million tons. That of the Elk Garden region of West Virginia and the other mining and timber regions along the West Virginia Central and Pittsburg Railroad, which must come through Cumberland to reach market, is several hundred thousand tons of coal and coke and a vast and ever-increasing quantity of timber. At this time the Baltimore and Ohio is the only direct route to the seaboard from Cumberland. A new railroad with a continuous down grade, and not a single up-grade, from the mines to tidewater, would be a powerful competitor for this vast traffic.

There are various transportation interests centering at Pittsburg, and it has been suggested that some of these may be looking to the canal. It has also been suggested that the Pennsylvania Railroad Company may not in a few years be averse to encouraging the construction of a railroad from the coal regions to Washington, there to connect with the Baltimore and Potomac and the lines to the South. With all the possibilities in the future, Mr. Shryock says he will never consent to sacrificing the State's interest at this time.

ET, Mon. 12/26/98, p. 2. **INTEREST IN THE PROPOSED CANAL SALE** – In connection with the discussion which is now concerning the disposal of the Chesapeake and Ohio Canal, Mr. George W. King, in an interview with a *Times* reporter today, said: "The advantages of the building of a railroad over the present route of the canal would be

incalculable to Georgetown, and probably in a few years would make it one of the greatest coal shipping points in the United States. A road constructed on the bed of the canal would have advantages which are possessed perhaps by no other coal road in the country, namely, that of a down grade from Cumberland to Georgetown, without a single up grade in the entire distance.

"The capacity of an engine to carry coal over this road would be limited to its power to hold a train back and its strength to haul empty cars on the return trip. This would make it possible to deliver coal to Georgetown cheaper than to any other tidewater shipping point in the United States."

In this connection Mr. King also called attention to the fact that the building of the Nicaragua Canal would open up a trade from Georgetown with the Pacific coast which would possess advantages over those of any other point. "Then, too," said he, "the first level of the canal extending from Georgetown to the first feeder could be utilized as a race-way or a feeder for any number of mills that could be erected between the banks of the canal and the banks of the Potomac without in any way interfering with the use of the towpath of the canal for railroad purposes. Capitalists would find a rich field for investment and I predict that in a few years a boom will be on in Georgetown which will astonish the old citizens."

ET, Thu. 12/29/98, p. 9. Mrs. Emma Calbert, a white woman aged twenty-six years, attempted to commit suicide last night about 7:15 o'clock by inhaling chloroform. The woman lives with her husband, John Calbert, who is employed in a lunch room near the Aqueduct Bridge on the canal boat *L. M. Hamilton*, which lies in the canal near the bridge. It is said that the attempt to end her life was due to despondency. She was

taken to the Georgetown University Hospital, where the surgeons, after about fifteen minutes of hard work, succeeded in restoring her to consciousness. A little later she was able to accompany her husband back to their home.