

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***CUMBERLAND EVENING TIMES***  
and  
***CUMBERLAND ALLEGANIAN***  
two Cumberland, Md. newspapers  
and  
***THE SUN***  
a Baltimore, Md. newspaper  
and  
***MORNING TIMES,***  
***EVENING STAR,***  
and  
***EVENING TIMES***  
three Washington, D. C. Newspapers  
1899

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Revision Text by  
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A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from the *Cumberland Alleganian*, a Cumberland, Md. newspaper, *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 *Cumberland Alleganian* are preceded by CA, those from *The Sun* are preceded by Sun, those from *Morning Times* are preceded by MT, those from the *Evening Star* are preceded by ES, and those from the *Evening Times* are preceded by ET.

After the initial release of this report, Jill Craig, Digital Librarian at Western Maryland Free Library, Hagerstown, Md., was working on a project with on-line access to *The Cumberland Evening Times* newspaper for 1899 and was kind enough to send over 60 articles therefrom. Those articles are preceded by CET. Our thanks go to Jill Craig for this entire revision. There will be some duplication of articles.

The reader will notice several articles regarding the sale of the Canal; those not interested, should just skip over those articles.

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 1899.**

*Sun, Sat. 1/7/99, p. 7. Public*

**Improvements in Cumberland –**

Cumberland, Md. - The city council tonight voted unanimously to put in a sewer system for South Cumberland. The cost, City Engineer Streets estimates, will be \$6,000. That section is now without any system of drainage and the condition of affairs is intolerable. The sewer will have an outlet at the Chesapeake and Ohio canal, near the waste weir.

CET, Mon. 1/9/99, p. 4. A GOOD SHOWING. – Col. G. Willoughby McCardell, collector of the port for the Chesapeake and Ohio Canal Company at Williamsport, Saturday sent in his report of the amount of business transacted over the line of the canal between Williamsport and Cumberland during the season just closed. The canal opened for navigation between the two places on March 24 and was closed on account of ice on December 8, 1898, being in active operation for 8 months and 14 days, which is considered by boatmen a long season. During that time the following coal shipments were made from the Cumberland coal regions to that place: To Victor Cushwa & Sons, 67,000 tons; to Steffey & Findlay, 35,121 18 tons; miscellaneous, 4,360 tons, making a grand total of 106,481 18 tons of the black diamonds shipped during the boating season of 1898 and unloaded on cars at Williamsport for shipment to points along the Western Maryland Railroad and its branch line. The showing made is a most excellent one, and far surpasses the records of any previous season.

CET, Tue. 1/10/99, p. 3. A THRILLING RESCUE – Yesterday afternoon about 2 o'clock Mr. Benj. Largent was on the towpath of the canal just opposite to where Zufall was drowned, when he heard cries of

“Help! help!” coming from the eddy in the river just below him.

Running to the spot, he saw two boys in the water, they having broken through the rotten ice. The water is quite deep at this point, and Largent quickly realized that the boys would drown unless rescued immediately. The ice was too weak to bear Largent's weight in an upright position, so he lay down and tried to reach the struggling boys; but could not. A lad of about fifteen was on the bank, and Largent caught him and pushed him out over the ice, holding him firmly by the ankles. The lad managed to reach one of the boys without difficulty and pulled him to a place of safety, but several attempts were made before the other boy could be reached.

Finally, in his struggles, the little fellow threw out his arm, it came within the reach of the lad held by Largent, and with a determination that meant success, the lad clasped the wrist of the drowning boy, and pulled him to the safer ice. He was quickly carried to the bank and rubbed and worked with for some time before he was out of danger.

Mr. Largent does not know the names of the boys, but is loud in praise of his human grappling hook, which enabled him to save the boys.

ES, Fri. 1/13/99, p. 5. NEWS FROM HAGERSTOWN – The report of G. W. McCardell, collector of the port of the Chesapeake and Ohio canal at Williamsport, shows that the receipts for the boating season between that place and Cumberland, which opened March 24, 1898 and closed December 8, 1898, were \$27,039.23, indicating a most prosperous and thriving business for the eight months that the canal was in operation.

CET, Mon. 1/16/99, p. 4. Drag net fishing in the canal is a profitable sport at present.

In Dellinger's Wide Water, fourteen bushels of fish were taken in a few hours.

CET, Tue. 1/17/99, p. 4. Mr. G. L. Nicolson, superintendent of the Chesapeake and Ohio canal, is in this city.

ES, Tue. 1/17/99, p. 10. **Ordered by Commissioners** – The following order has been issued by the District Commissioners:

That a portion of the wall separating the Canal road from the Chesapeake and Ohio canal, about 1,000 feet west of Aqueduct bridge be rebuilt, at an estimated cost of \$500, chargeable to the current appropriation for repairs to roads.

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**Affairs in Georgetown**

The water has been drawn off of the Georgetown level of the Chesapeake and Ohio canal, and will remain off for two weeks at least, according to the announcement. This is done to make some much-needed repairs to the wall bordering the waterway on what is known as the Canal road. Some weeks ago, a large portion of the stone wall in front of the property of Mr. Henry Rackey caved into the canal. The open space was dangerous for pedestrians and vehicles, and to prevent any accidents, a barricade was built around the cave-in, taking up nearly half of the road.

*Sun*, Thu. 1/19/99, p. 8. **Split in Aqueduct Masonry.** – Williamsport, Md. – The berm side of the Chesapeake and Ohio canal aqueduct at Williamsport is said to be in a dangerous condition. There is a crevice in the stone masonry, extending the entire length of the aqueduct, varying in width from two to six inches, and a foot or more deep. Another split runs from the north end and is gradually lengthening parallel with the big crevice. There is also a wide opening underneath the arches. The

aqueduct was built in the thirties at a big cost.

It is thought that the frosts and thaws caused the masonry to give way. Supt. Richards thinks the aqueduct is not in immediate danger.

CET, Tue. 1/24/99, p. 4. G. L. Nicolson, general manager of the Chesapeake and Ohio Canal, repaired the crack in the aqueduct at Williamsport.

*Sun*, Tue. 1/24/99, p. 8. **Repairs to Canal Aqueduct.** – Williamsport, Md. – General Manager George L. Nicolson, of the Chesapeake and Ohio canal, inspected the aqueduct over the Conococheague creek at Williamsport, in which there are several bad breaks. He ordered repairs to be made, and a gang of workmen cemented the breaks and planked the end walls. These repairs are only temporary.

ET, Wed. 1/25/99, p. 9. **Death of Mr. James H. Payne** – James H. Payne died this morning at 6 o'clock at his home, 1805 thirty-second Street, after a long illness. He was in his eightieth year, and death was due to a general breaking down of the system. He was born in Virginia, but had been a citizen of the District for the past fifty years. During the construction of the Chesapeake and Ohio Canal he was superintendent of the masonry work for the entire length of the waterway. He also had charge of the building of the bridge across the Potomac at Cabin John. For many years he was a member of the Dumbarton Avenue M. E. Church. The funeral will take place from the church next Friday afternoon at 2:30 o'clock. Dr. Stitt, the pastor of the church, will officiate. Interment will be made in Oak Hill Cemetery.

*Sun*, Sat. 1/28/99, p. 8. **Maryland Items.**

Harry Bester, Hagerstown, gathered 40,000,000 pounds of ice on Big Pool, Chesapeake and Ohio Canal. Nearly one hundred men were employed in cutting the ice.

CET, Mon. 1/30/99, p. 3. **On the Canal**  
The repairs of the canal aqueduct at Williamsport are completed. The wall had settled and cracked.

General Manager G. L. Nicolson has completed a tour of inspection of the waterway, and ordered repairs to be made at several of the locks and to the banks at different points.

ES, Tue. 1/31/99, p. 4. **Inspection of C. and O. Canal** – Cumberland, Md. – General Manager G. L. Nicolson of the Chesapeake and Ohio canal, has made a thorough inspection of the waterway preparatory to the resumption of navigation. He has ordered repairs to be made at several of the locks and to the banks at different points.

ES, Sat. 2/4/99, p. 16. **TO SELL C. AND O. CANAL** – Baltimore – On Tuesday next the state board of public works will open bids for the interest of the state of Maryland in the Chesapeake and Ohio canal.

It was reported today that at least two bids were expected, one of which will be that of the Baltimore and Ohio Railway Company, and the other by a syndicate composed of New Yorkers and others, who will act in the interest of the Vanderbilt system of railways. This syndicate, it is said, will endeavor to secure the canal and its franchises in order that the Vanderbilt railway system may be extended down through Pennsylvania via Pittsburg, through West Virginia via the West Virginia Central and to Washington via a road to be constructed along the line of the canal. In this connection it is said that agents of the Vanderbilts have been examining the route

followed by the canal and have also been making a thorough investigation of the state's title to the property as well as the franchises, which will be included in the sale.

It is also considered possible, that the Pennsylvania Railway Company may bid on the property, and should such be the case, the state may receive a reasonable price for its interests. The general belief here is, however, that the Baltimore and Ohio will get the canal, and many people predict that no matter what the other bids may be the Baltimore and Ohio company will win, as the board of public works reserves the right to accept or reject proposals as it may see fit.

ET, Sat. 2/4/99, p. 9. **CURRENT EVENTS IN GEORGETOWN** – G. L. Nicholson, General Manager of the Chesapeake and Ohio Canal, returned from his annual tour of inspection of the canal from Georgetown to Cumberland. He says that the condition of the canal bed is better than it has been at any time in the eight years that he has been connected with the company. Less money will be necessary for repairs this year than in the past ten years, and no extensive improvement at any one point has been found necessary. Mr. Nicholson says that probably not more than six or eight thousand dollars will be spent from now until the 1<sup>st</sup> of March, when the improvements contemplated will be finished. It was reported a month or two ago that the large aqueduct at Williamsport was nearly in ruins. Mr. Nicholson says that this report is untrue, and that the aqueduct is only slightly damaged. He also says that the outlook for an increase in the traffic next season is very bright, and thinks that the shipments of Cumberland and George's Creek coal will be greatly increased.

CET, Tue. 2/7/99, p. 1. **ONLY ONE BID FOR THE CANAL** – Annapolis, Feb. 7, -

The board of public works met this morning for the purpose of opening the bids for the sale of the State's interest in the C. & O. canal. But one bid was received, that of Mr. C. K. Lord for \$300,000. This was declined by the board.

Governor Lowndes tells the story in the following telegram:

Annapolis, Md., Feb. 7.

**The Times:**

One bid – C. K. Lord – three hundred thousand dollars. Not accepted.

Lloyd Lowndes,  
Governor

*Sun*, Tue. 2/7/99, p. 10. **C. and O. Canal Sale** – The board of public works, in accordance with its advertisement, will today open the sealed proposals for the purchase of the entire interest of the State in the Chesapeake and Ohio Canal Company and all its property and works of every description, both as creditor and stockholder, free and clear of the judgment and the claims duly proved and certified under the act of 1895, which will be paid and discharged by the board out of the bid received. The proposals will be opened at 12 o'clock at Annapolis.

Both State Treasurer Shryock and Comptroller Goldsborough stated last night that no bids had so far been received for the property, but that they thought it highly probable that there would be several bids presented to the board tomorrow. While neither of the officials would commit himself as to what price would be accepted for the property, it is said that the board will not consider any small bid, but should a bid come in which would be near the value of the property, it is more than likely that a majority of the board will favor the sale of the State's interest in it.

It is generally conceded that the Baltimore and Ohio Railroad reorganization syndicate will put in a bid for the property,

as it is contended that the canal property would be more valuable to the Baltimore and Ohio than to any other corporation. On the other hand, there are rumors current that outside parties will be in the field for the purchase of the State's holdings in the canal. This rumor is given some color by the fact that ex-Senator Henry G. Davis, R. C. Kerens and C. M. Hendley, who are largely interested in the West Virginia Central Railroad, were in Baltimore last night, and it is said, will go to Annapolis today. The canal would furnish an outlet to tidewater for the West Virginia Central, which is now practically bottled up at Cumberland and has to depend on other roads for an outlet for its coal business.

*Sun*, Wed. 2/8/99, p. 4. **A POOR BID** The bid of three hundred thousand dollars for the State's interests in the Chesapeake and Ohio Canal was very properly rejected by the board of public works. The State's mortgages and stocks, amounting, with accrued interest, to more than twenty million dollars, have been advertised for sale under the authority vested in the board of public works by the Constitution and by the Act of 1892. This one bid only was submitted, and it was made by the president of the Consolidation Coal Company, coupled with a promise to keep the canal open as a waterway for twenty years. The amount of money offered did not, in the judgment of the board of public works, justify them in parting with the State's interests. The amount offered is small enough, but the State, under the terms of the advertisement, would not receive, perhaps, more than one-third of that amount. The condition of the sale was that it should be "free and clear of the judgments and claims duly proven and certified under the Act of 1898, Chapter 136½, which will be paid and discharged by the board out of the bid." It is believed that it would require not less than two hundred

thousand dollars to satisfy these claims, leaving the remainder for the State. Perhaps the reason why there were no other bids is that there is no apparent way to obtain possession of the property after the State's interest is purchased. The sale under the decree of the Circuit Court for Washington county was, be the terms of the decree and a subsequent order by Judge Stake, deferred for ten years from the time the decree was signed. During those ten years the canal was given by the court into the possession of the trustees for the bonds of 1844. In effect the Baltimore and Ohio Railroad Company. That time of possession will expire on May 1, 1901, when, unless the decree is again modified, a sale of the property will take place. It would seem that the board of public works considers that a more opportune time to sell, as the purchaser at that sale would get possession of the canal and all its properties and franchises free from all debts. Such being the case, it is natural to suppose bidding would be more active.

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*Ibid*, p. 10. **ONE BID FOR CANAL**

The members of the board of public works met yesterday at noon in the executive chamber at Annapolis, for the purpose of opening the bids for the State's interest in the Chesapeake and Ohio Canal. Only one bid was received, and that being submitted by Mr. Charles K. Lord, who offered \$300,000 in cash and a guarantee to insure the maintenance of the canal as a waterway.

When Governor Lowndes asked Secretary of State Dallam to bring into the inner office the bids which had been submitted for the property, Mr. Dallam entered the chamber, bearing in his hand one sealed envelope; this he deposited on the desk in front of Governor Lowndes. "Is this all you have?" queried the Governor. "It is." replied the Secretary.

The answer was evidently a surprise to General Shryock and Comptroller Goldsborough as well as to Governor Lowndes, as the board was confident that several bids would be submitted for their consideration. The lone proposal was promptly opened and as promptly rejected.

State Treasurer Shryock said, in speaking of the matter: "I had every reason to believe that there would be several bids for the property, and I am at a loss to understand why they failed to put in an appearance. It was generally conceded that the Baltimore and Ohio re-organization syndicate would submit a bid and their failure to do so has created much speculation. The West Virginia Central Railroad was also looked upon as being especially desirous of procuring this valuable property, but no bid was presented from that source."

**Railroad Men in Conference**

As was stated in *The Sun* of yesterday, ex-Senator Henry G. Davis, R. C. Kerens and C. M. Hendley were in Baltimore city and their visit was connected with the proposed sale of the canal. A gentleman who is well up on railroad matters, when asked for an explanation as to why the West Virginia Central did not submit a bid, said: "It has been an open secret for some time that the West Virginia Central had formed alliances with certain Northern and Western capitalists, with a view to purchase the State's interests in the Chesapeake and Ohio Canal. These negotiations had progressed so far as to have already decided upon the amount to be bid and the obtaining of a bond to file with it. The negotiations, however, were suddenly broken off in Baltimore on Monday night and the failure to submit the bid which had been prepared is said to be directly the result of a long conference between the representatives of the West Virginia Central and Messrs. Cowen and Bond, of the

Baltimore and Ohio Railroad. At this meeting it is asserted that an agreement was made by which the West Virginia Central will receive a more liberal traffic agreement with the Baltimore and Ohio than they have heretofore had, and in consideration of this agreement neither the Baltimore and Ohio nor the West Virginia Central were to submit any bids for the property.”

Governor Lowndes stated that there was nothing to prevent the board from receiving private bids for the property.

**Mr. Lord's Offer**

The text of the bid submitted by Mr. Lord is as follows:

Baltimore, Md., Feb. 6, 1899

*To the Honorable the Board of Public Works, Executive Department, Annapolis, Md. Gentlemen:* In acceptance of your published notice, dated November 21, 1898, inviting sealed proposals for the purchase of the entire interest of the State in the Chesapeake and Ohio Canal Company and all its property and works of every description, both as creditor and stockholder, the undersigned hereby offers to purchase the entire interest of the State, as aforesaid, under the terms stated in said notice, and to pay therefor the sum or price of three hundred thousand dollars (\$300,000) in cash. The object of this proposal is to ensure the maintenance of the Chesapeake and Ohio Canal as a waterway. And, in addition to the cash payment above offered, I hereby tender as a further consideration for the said interest of the State a contract and bond satisfactory to your honorable board for the maintenance of the said Chesapeake and Ohio Canal as a navigable highway, in accordance with the provisions of the charter of the canal company, for the term of twenty years from the date on which this proposal is accepted by your honorable board. In accordance with the said published notice, there accompanies this proposal the bond of the

United States Fidelity and Guaranty Company of Baltimore City in the penalty of \$100,000, conditioned for the prompt payment of the price bid, if accepted.

Very respectfully, **Charles K. Lord.**

**Mr. Cowen's Statement.**

Mr. John K. Cowen, one of the receivers of the Baltimore and Ohio Railroad, said last night that the conference on Monday with President Henry G. Davis, of the West Virginia Central Railroad, was purely on railroad business and had no relation to the Chesapeake and Ohio canal. The Baltimore and Ohio receives a large tonnage from the West Virginia Central and the business handled brings up from time to time questions which call for a conference between the heads of the two roads. It was for the consideration of such questions that the conference was held on Monday.

Sat. 2/18/99, p. 3. Washington D. C. – The phenomenal weather of the past week culminated today in a blizzard-like snow storm which broke all records. At noon there had been no let-up whatsoever in the snowfall and the sky gave no indications of immediate relief. Behind the snow storm is a cold wave, so that when the snow abates, zero and below is likely to add to the suffering.

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At Alexandria, Va., the snow fall is very heavy and has resulted in almost completely isolating that place from the outside world. River navigation is suspended. The Norfolk and Washington steamer from Norfolk left Norfolk last night for Washington, but turned back. The Chesapeake and Ohio Canal is frozen solid and many coal barges are ice bound and their crews in a helpless condition.<sup>1</sup>

ET, Sat. 2/11/99, p. 6. NEWS FROM GEORGETOWN – The Potomac at

<sup>1</sup> *Democratic Advocate*, Westminster, Md.



Williamsport is frozen over from shore to shore and the ice is seven inches thick. The Chesapeake and Ohio Canal at Big Pool is covered with ice a foot thick.

ES, Sat. 2/18/99, p. 13. **Laborers Clearing the Tracks** – Large gangs of men have been employed to shovel snow along the line of the Baltimore and Ohio tracks both east and west of here. Laborers were in great demand when it was found impossible to move trains on the road and this work was of great assistance to many poor people, especially those living along the line of the Chesapeake and Ohio canal.

ES, Tue. 2/21/99, p. 2. **Woodmont and Other Points** – The following telegram was received here today, dated 10:06 a.m., Woodmont, Md.: “River rising about two inches an hour; ice still on dam about eight inches thick; cloudy today.”

At the office of the Washington aqueduct it was learned this morning that the river had risen a tenth of an inch at Great Falls since the report published in *The Star* yesterday. This means a rise of about one and one-quarter inches, and makes a total rise at the dam above the falls of thirteen or fourteen inches. The report stated this morning that the river was getting unusually muddy, showing that the surplus water from above was coming down stream. The appearance of the muddy water is hailed as a good omen, as the dirt and grit cut the ice much better than the pure water and makes it break quicker.

Mr. G.L. Nicholson, the general manager of the Chesapeake and Ohio canal, received a number of reports this morning from points along the line of the canal and river. The information conveyed, while showing a rise, is somewhat gratifying, and leads to the belief that the ice and snow will pass off without doing serious damage.

ES, Wed. 2/22/99, p. 2. **From Other Points**

From information received in the shape of a telegram at the office of the Chesapeake and Ohio Canal Company, the river at Hancock was four feet high and still rising. The ice had started to move.

A telegram at 8 o'clock today from Harper's Ferry stated that the river had risen three feet since 11 o'clock yesterday, and that the water was then four feet above the low water. The water came principally from the Shenandoah, the rise in the upper Potomac not having reached that point up to the time of sending the telegram. The ice at Harper's Ferry commenced to move at 11 o'clock last evening. The river was rising at the rate of two inches an hour.

Mr. Nicolson is under the belief that by the time the swollen waters of the Potomac reach Harper's Ferry, the bulk of the rise of the Shenandoah will have passed. Harper's Ferry is only sixty miles from Georgetown by the canal, and any rise that may start at that place will be felt here inside of fifteen or twenty hours.

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*Ibid*, p. 3. **Ice Breaks at Cumberland** – Cumberland, Md. – Feb. 22.

The ice has commenced to move off the Potomac here, and is now about half gone. The river has risen a foot or more, and the rise is continuing at a slow rate. All danger is regarded as past.

An ice gorge is reported by Baltimore and Ohio officials east of Magnolia. There is no fear of injury to the railroad. The ice has passed off the river tributaries hereabouts. At noon a gorge, running from six to eight feet in height, was reported from Doe Gully tunnel to Dam No. 6, ten miles. Chesapeake and Ohio canal officials do not think the dam, their main feeder, will be injured, as the ice is more slush than solid. The ice below the dam passed off last night.

*Sun*, Thu. 2/23/99, p. 8. Cumberland, Md.

All the ice passed off the Potomac here this evening without incident and under a rise of only a few feet. The river is now perfectly clear, as are also all the tributaries.

Supervising Carpenter John W. Burgess, of the Chesapeake and Ohio Canal, reports an immense gorge in the Potomac river from Dam No. 6, west to Dow Gully tunnel about ten miles. It runs from five to ten feet in height. Mr. Burgess said that he did not fear disastrous results, as the gorge was largely slush ice, which he thought would be carried over the dam without damage. In years past ice gorges have at times injured the dam, which is one of the main feeders of the canal.

Advices tonight were that the gorge is slowly moving, and it is believed it will pass off before morning. No damage is feared to canal banks or the railroad. All the ice below the dam passed off this morning.

ET, Sat. 2/25/99, p. 3. NEWS FROM GEORGETOWN – Rivermen and those who have property on the river front no longer fear a flood. This morning the river was down to its normal height and there was but little ice floating down stream. The exceedingly muddy water, together with a slightly increased current and an occasional snag or floating log, were the only evidences of a disturbed condition of the stream. The water reached the ordinary high tide stage last night about 10 o'clock, and at that time the ice ceased to come from above. General Manager Nicholson, of the Chesapeake and Ohio Canal, stated this morning that everything at the head waters of the river is quiet. The water has fallen so that he no longer is anxious concerning the property of the company. His agents stationed at numerous points along the river from Georgetown to Cumberland have ceased sending reports on the condition of the river, and Mr. Nicholson says that this indicates

that there is no danger. the merchants who have removed all damageable goods out of reach of the threatened flood are now taking steps to remove their effects back to their accustomed places. It is generally thought by all familiar with the conditions of the river, that the danger of a freshet for this year is passed. In all probability, they say, there will be no more ice to obstruct the passage of an increased volume of water, should there be rains heavy enough to raise the water in the river. It is probable that the usual heavy spring rains will fall, making the river high, but no danger is anticipated from them.

*Sun*, Tue. 2/28/99, p. 8. Cumberland, Md.

Ex-Senator Henry G. Davis, president, Carleton L. Bretz, general manager, and J. W. Galbreath, chief engineer, of the West Virginia Central and Pittsburg Railway, this afternoon made an inspection of land in South Cumberland with the view of improving the terminal facilities of their road. It is proposed to make a connecting yard with the Baltimore and Ohio's extensive terminal in South Cumberland to facilitate the transfer of the enormous freight business of the West Virginia Central. The officials admit that such improvements are contemplated, but say nothing definite has yet been done.

A gentleman who is on the inside in railroad matters stated that the conference in Baltimore on the eve of the opening of the bids for the State's interest in the Chesapeake and Ohio canal, in which Presidents Cowen and Davis and others participated, resulted in such valuable concessions to the West Virginia Central that the latter decided to make no bid for the canal, which would have afforded a valuable outlet to tidewater.

The Baltimore and Ohio, it is stated, contemplates building a bridge over the Potomac below Cumberland, almost

opposite the Queen City glass works, so the West Virginia Central can make direct and prompt transfer to the South Cumberland yards. Only recently the West Virginia Central constructed a terminal connection with the Baltimore and Ohio over the old canal wharf at considerable expense, but business has so grown that still greater facilities are demanded. Should the bridge be built, the Baltimore and Ohio, too, may use it as a short cut west. In this way the circuit around Cumberland, of about two miles, would be saved and an almost straight-line connection could be made. It is said that the company has had in view several years this short cut around Cumberland. It would not only save time, but do away with blocked crossings in the city. The passenger trains would, it is expected, pull into the city as at present.

ES, Tue. 2/28/99, p. 14. **Canal but Slightly Damaged.** – The Chesapeake and Ohio canal has escaped so far this winter with less damage than it experienced in any previous season. This is very gratifying news to General Manager Nicholson, who kept himself posted during the recent blizzard on the condition of affairs all along the line. It is likely that the season on the canal will be re-opened about the middle of next month.

ET, Thu. 3/9/99, p. 6. **BRIGHT OUTLOOK FOR CANAL TRAFFIC** – Contrary to the general opinion expressed last fall that the traffic of the Chesapeake and Ohio Canal is materially decreasing each year, the canal men say that the outlook for a large amount of business by way of the canal has not been brighter in several years.

The Georgetown end of the canal where the boats have been tied up during the winter will soon become a scene of activity. Preparations are now being made to repair the boats for use during the coming season.

It has been necessary to make but few improvements on the canal bed from end to end and those which have been made were inexpensive. General Manager Nicholson states that he has never known a time since the beginning of his administration when the canal was in as good condition as now. The recent high water in the river has done no damage to the canal worthy of mention and the officials of the waterway are congratulating themselves upon the present situation. Only a short time since the danger from melting snow and gorging ice caused considerable anxiety for the safety of the company's property.

The large increase in the output of coal in the Cumberland and George's Creek coal districts, which for several months has taxed the capacity of the railroads running from these districts will, it is expected, enormously increase the business of the canal as soon as it opens, as this waterway is the only available outlet at present. The prospects for a large crop of grain, especially wheat, is another factor which will make business good for the canal men as soon as the crop is harvested.

Before the disposition of the waterway was settled, there was considerable talk to the effect that either the West Virginia Central or the Baltimore and Ohio Railroad would make a determined effort to secure the canal for the purpose of making its banks available for the bed of a railroad, but since the agreement was reached between the two roads, it is probable that nothing will be done in this direction for some time to come.

There has been some recent discussion, it is understood, among the officials of the canal company as to the advisability of equipping the canal from Georgetown to Cumberland with a trolley system such as was proposed a few years ago for the Erie Canal in New York State, running from Albany to Buffalo. It is said

that the proposition is meeting with considerable favor and investigations are being made for the purpose of determining the cost of such an innovation. Should the trolley system be installed, it is thought that the permanency of the canal as a waterway will be assured. By the use of electricity, an immense amount of time in transportation would be saved. It would be easier to handle the boats and a number of them could be drawn by one motor. While the machinery for generating the required amount of electricity and the motors to be placed in the boats would cost a great deal, the canal men express the opinion that in the end the investment would prove a paying one.

ET, Sun. 3/12/99, p. 13. ALMOST A HUNDRED – “Uncle Isaac” Marshall, who was for over half a century a well-known figure in Georgetown, died on Thursday last at his late residence, 1512 Thirty-third Street, aged ninety-nine years and three months. The old negro had long been regarded as one of the antiquities of that section of the city and was known to all as “Uncle Isaac.”

He was born in Montgomery county, Maryland, January 1, 1800, and belonged to the old Magruder family. He came to Georgetown when he was eight years old and remained there until his death. He remembered distinctly the inauguration of President Madison in 1809, and he could relate many interesting stories of the early days in the city of Washington.

The old inhabitants of Georgetown remembered “Uncle Isaac” as a grown man while they were yet children. “Uncle Isaac” claimed to have aided in the task of extinguishing the flames when the interior of the Capito; was destroyed by the British on August 24, 1814. His tale of the excitement and alarm created by the flames was very picturesque, and he described the ancient

fire companies, which ran with ax and bucket.

He remembered when the fist sod was turned which marked the commencement of work on the old Chesapeake and Ohio Canal in Georgetown, and he worked on its construction for many years. The old man remained in slavery until 1861, when he was given his liberty. All of his family had been sold away and he was the last of the servants of the Magruder family.

The centenarian had full possession of his faculties until his death. He boasted of having lived under twenty-four Presidents and of having seen twenty-three of them.

Funeral services will be held this afternoon at Plymouth Congregational Church.

[**Transcriber’s Note:** This is the first and only record I have ever found which documents a slave working on the construction of the Canal.]

CET, Tue. 3/14/99, p. 2. It has been decided to open the Chesapeake and Ohio canal on April 1. That is, if the weather don’t fool them. That day has a suspicious reputation.

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*Ibid*, p. 3. **The Canal Will Open April 1** – The loading of boats on the Chesapeake and Ohio canal will begin April 1. The water will be let in next week.

*Sun*, Tue. 3/14/99, p. 8. **Canal Traffic Resumption** – Cumberland, Md. – The loading of boats on the Chesapeake and Ohio canal will begin here April 1. The water will be let in next week. A canal man, speaking on the fine condition of the banks and channel, said that with 30 percent less draught at least five tons more per boat than ever before could be hauled.

ES, Tue. 3/14/99, p. 11. **AFFAIRS IN GEORGETOWN** – The Chesapeake and

Ohio canal is expected to shortly be opened to navigation for the season of 1899. Even if cold weather should come again, the water will be let into the canal in about a week's time, and navigation will commence shortly thereafter. During the winter the waterway escaped damage, and a number of needed repairs were made, which places the canal in better condition than it ever was before.

ES, Thu. 3/16/99, p. 9. Hagerstown, Md., Mar. 15 – Water will be let into the Chesapeake and Ohio canal March 20, and boating will be resumed April 1. The towpath and channel of the waterway are in better condition now than for many years, enabling the boatmen to carry each trip at least five tons more than formerly, with 30 percent less draft. A most prosperous season, under the conditions, is anticipated.

The trial of the Cumberland pulp mill for the pollution of the waters of the Potomac river has occupied the attention of the court here for over a week, and the end is not yet. This promises to be the most expensive case ever tried here. There are over 200 witnesses, whose fees amount to over \$10,000, and there are other heavy expenses.

Sun, Fri. 3/17/99, p. 8. CUMBERLAND COAL TRADE – The Chesapeake and Ohio canal will become an important feeder after April 1 and will tend to increase the output of the region. The boatyards have been busy putting the boats in shape.

ET, Fri. 3/17/99, p. 6. CUMBERLAND COAL TRADE - Cumberland, Md. – The coal shipments from the George's Creek – Cumberland region for the week ended Saturday, March 11, aggregated 85,622.12 tons, 4,307.94 tons more than for the same week last year, and for the year to that date, 740,974.05 tons, an increase of 1,479.92

tons, as compared with the corresponding period of 1898.

The Chesapeake and Ohio Canal will become an important feeder after April 1 and will tend to increase the output of the region. The boatyards have been busy putting the boats in shape.

ET, Mon. 3/20/99, p. 4. TO RESTORE THE CANAL WALL – The Chesapeake and Ohio Canal Company is making arrangements to reconstruct the wall fifty feet in height which protects the canal on the south side of Thirty-second Street. This wall was destroyed about one month ago through the heavy rains and the consequent weakening of the foundation. The canal company will put thirty or forty stone masons upon the work of reconstruction at once, the material having already been secured. In order to get to the foundation of the wall, it has been found necessary to draw off the water on the Georgetown level of the canal, necessitating a temporary closing down of the flour mills between Thirty-second Street and the Aqueduct bridge. These mills derive their power from the canal, paying an annual rental for the use of the water. It will be the aim of the canal company to do this work of reconstruction before the 1<sup>st</sup> of April, as on that day it has been announced officially the waterway will be open to traffic for the season of '99.

CET, Wed. 3/22/99, p. 4. **MR. COWEN WAS PRESENT** – There was a private meeting of the Board of Public Works yesterday, in Baltimore. It was held at the Hotel Rennert, all the members were present. During the meeting John K. Cowen, president of the Baltimore and Ohio Railroad, was shown in and the Board is understood to have been made aware of the attitude of the company with reference to the Chesapeake and Ohio Canal.

Mr. Cowen stated that the conference did not interest the public. It was of a private nature. Because of the secrecy of the meeting, speculation was indulged in which it became known that Mr. Cowen participated.

ES, Thu. 3/23/99, p. 21. **AFFAIRS IN GEORGETOWN** – The report has been received here, coming from Baltimore, that the Baltimore and Ohio railroad is making negotiations for the purchase from the state of the interest Maryland has in the Chesapeake and Ohio canal. According to the report, the canal is now practically under the control of the railroad company, and if it can secure the state's right, a large sum of money will be spent on the waterway, making it more modern, and facilitating the shipping of coal.

A syndicate stands ready to invest money in the enterprise, it is said, as soon as the above deal is completed, and the terminus at Georgetown will be improved considerably. The shippers will, by more modern machinery, be enabled to load and unload the canal boats at about one-third of the present cost. By the purchase of the state's right, the railroad company will have almost entire control of the canal.

*Sun*, Fri. 3/24/99, p. 10. **Water in the Canal** Williamsport, Md. – The feeders of the Chesapeake and Ohio canal at dam No. 5 were opened last night, and the levels to Williamsport and below are about full. Some boats are ready to leave for Cumberland by Saturday.

ET, Fri. 3/24/99, p. 2. **Opening of the Canal** – Williamsport, Md., March 24. – The feeders of the Chesapeake and Ohio Canal at dam No. 5 were opened last night, and the levels to Williamsport and below are about full. Some boats are ready to leave for Cumberland by Saturday.

CET, Mon. 3/27/99, p. 4. **A MURDEROUS FIGHT.** – There was a report today that a murderous fight had occurred Friday night at a dance on the Maryland side of the canal in the lower end of this county, near Town Hill, and that one of the combatants had since died.

The dance was held at a farm house owned by a man named Ortman. Whiskey is alleged to have flowed freely, and as a result, a young man, Alvey Alderton, got into trouble with a boatman whose name was not learned. The report is that the two fought long and hard and that the boatman had or would die from the injuries received.

Alderton came to town today and took the West Virginia train out of town. As he was getting on the train, he took off his hat and displayed a big cut on the head, at the same time remarking: "I have been in a h—l of a fight."

An effort was made to learn more about the report but it could not be verified anymore than that Alderton admitted having had a fight.

*Sun*, Mon. 3/27/99, p. 8. **Cumberland, Md.,** - Navigation for the season of 1899 was resumed on the Chesapeake and Ohio canal yesterday. Four boats, the G. E. Richter, C. W. Adams, No. 129 and J. W. Wilson, loaded with coal, left Cumberland for Williamsport. The canal is in good condition and the present week's shipments promise to be unusually heavy. Over thirty boats are now waiting at Cumberland to be loaded and a fleet of light boats is moving in this direction.

ES, Mon. 3/27/99, p. 11. **AFFAIRS IN GEORGETOWN** – Traffic for the season on the Chesapeake and Ohio canal has been commenced. This year the opening is perhaps a week or so earlier than that of last year, when the weather conditions were not

so favorable. A number of canal boats laden with coal left Cumberland Saturday for points between Williamsport and Georgetown. The boats were loaded several days ago. A number of boats are at Cumberland, taking on loads of coal, but it will be perhaps a week or ten days before the first arrival is noted in Georgetown.

CET, Tue. 3/28/99, p. 4. **FAVOR SELLING CANAL** – A Public meeting was held in the town council building at Williamsport last night, at which the coal shippers, a number of boatmen and representative businessmen of the town were present. The object of the meeting was to take action in regard to the proposed sale of the state's interest in the Chesapeake and Ohio canal.

A petition addressed to the State Board of Public Works, urging acceptance of an offer for the purchase of the State's interest in the canal, signed by the coal shippers, boatmen, merchants and a number of citizens was adopted, with the understanding that the purchasers, as agreed, are to keep the canal in operation as a waterway for twenty-five years, build new boats and put it on a paying basis.

Meetings to take similar action will be held at Cumberland, Hancock, Sharpsburg, Harper's Ferry, Shepherdstown and other places along the canal will be held shortly.

The petition requires that the purchaser shall build ample boat equipment, improve the physical condition of the waterway and maintain it as such, and assure such volume of business as shall make the work a live, going and aggressive concern. Like petitions will be forwarded to other places on the canal to be signed and addressed to the Board of Public Works.

A committee, consisting of Messrs. F. T. Goddard, M. E. Cullen and Alexander McKelvey, was appointed to obtain signers

to the petition and forward the same to the Board of Public Works. The chairman was empowered to appoint a committee to present the petition in person, if it is deemed necessary.

Frank T. Goddard was chairman and M. E. Cullen secretary of the meeting.

*Sun*, Tue. 3/28/99, p. 8. **SALE OF THE CANAL** – Williamsport, Md., - A public meeting was held in the town council hall, Williamsport, tonight, at which a petition signed by the shippers, boatmen and citizens was adopted, addressed to the State board of public works, requesting them to accept the proposition of the Baltimore and Ohio Railroad for the purchase of the Chesapeake and Ohio canal, the Baltimore and Ohio agreeing to keep it in operation as a waterway for twenty-five years, build new boats and put it on a paying basis.

Tomorrow similar meetings will be held at Cumberland, Old Town, Hancock, Four Locks, Sharpsburg, Harper's Ferry and Six Locks.

ES, Tue. 3/28/99, p. 3. **FATAL BLOW AT A DANCE** – Cumberland, Md., March 28. Some details were received today of a big row at a dance on Green Ridge, this county, along the Chesapeake and Ohio canal, in which Frank Orphin, a boatman, is said to have been fatally shot. The trouble was commenced by Albert Alderton. He engaged John Stewart, and Alderton's brother Alvey took up the matter. The windows were shot out and the ceiling shot full of holes.

Silas Deal was struck on the head by a stone and knocked senseless. Lou Slider fired his revolver cowboy style, and the women were panic stricken. Orphin, who is supposed to have been fatally hurt, was spirited away.

ET, Wed. 3/29/99, p. 6. **MELEE FOLLOWS A DANCE** – Cumberland, Md. At a dance at the house of Frank Orphin, a boatman, near Town Hill, Allegany county, not far from the Chesapeake and Ohio canal, a general row occurred and Orphin is reported to have been probably fatally injured.

Some of the male guests had been drinking and a fight was precipitated by John Stewart and Albert Alderton. Stewart was getting the best of the fight when Alvey Alderton went to his cousin's rescue. Silas Feal also took a hand, and Alvey Alderton knocked him senseless by a blow over the head with a paling. A man named Bender pulled Stewart away from Albert Alderton, and Stewart received several fractured ribs. Orphin is said to have been rendered unconscious by a rock striking him on the head.

Stewart secreted himself under a bed upstairs, and upon refusing to obey a command to show himself, bullets were sent upward through the ceiling and perforated the walls and windows. Lou Slider emptied his revolver. The women were terror-stricken and many fled. Alvey Alderton took a West Virginia Central train out of Cumberland. He showed a bad cut on his head.

CET, Thu. 3/30/99, p. 1. **THE CANAL TRADE** – The following boats with their tonnage have left this port up to date:  
**CONSOLIDATION COAL CO.**

To Meredith, Winship & Co., Georgetown	
F. S. Mead	116 08
John K. Cowen	117 09
No. 143	114 11
J. G. Pearre	115 03
Judge Stake	117 04
Joseph Bryan	115 08
No. 104	117 05
Consolidation No. 10	119 01
No. 114	118 05

B. T. Johnson	115 15	
<b>SHIPMENTS TO DATE</b>		
	Boats	Tonnage
Shipments today	10	1,166 08
Previously reported	20	2,331 00
Total	30	3,497 08

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*Ibid*, p. 3. **COAL SHIPMENTS**  
 Coal shipments from the George's Creek region for the week ended March 25, were 80,810 tons by rail and 616 tons by canal, or 9,913 tons more than on the corresponding week of last year. The shipments for the year to date show an increase of 26,999 tons, as compared with the corresponding period of 1898. During the week 28,852 tons of coal and 4,216 tons of coke were shipped from the Elk Garden and Upper Potomac region of West Virginia. The coal output of this region to date is 33,091 tons greater than last year, the coke output 2,520 tons less.

ET, Thu. 3/30/99, p. 8. **GEORGE'S CREEK COAL** – Cumberland, Md. – The coal shipments from the George's Creek – Cumberland region for the week ended Saturday, March 25, by rail aggregated 80,809.91 tons and by the Chesapeake and Ohio canal 616.16 tons. The total shipments were 9,913.88 tons in excess of the corresponding week of 1898. The total shipments for the year to date reached 909,185.15 tons, an increase of 26,999.08 [tons] as compared with the corresponding period of 1898.

CET, Fri. 3/31/99, p. 1. **THE CANAL TRADE** – The following boats with their tonnage have left this port up to date:  
**CONSOLIDATION COAL CO.**

To Meredith, Winship & Co., Georgetown	
B. Bridges	114 12
Consolidation No. 11	116 14
Consolidation No. 3	117 07
Consolidation No. 18	118 04



No. 113	117 06
Judge W. S. Cox	114 18
J. R. McLean	111 17
S. S. Carroll	117 05
B. R. Mayfield	118 08
No. 125	118 03

SHIPMENTS TO DATE

	Boats	Tonnage
Shipments today	10	1,163 17
Previously reported	30	3,497 08
Total	40	4,661 05

*Sun*, Fri. 3/31/99, p. 8. **THE CANAL QUESTION** – Annapolis, Md. – Governor Lowndes returned to Annapolis this evening. He talked further on the canal question, which he says is one of vast importance to the State. He spoke commendably of *The Sun*'s action intaking up the question and keeping it before the people that the best results to the State might be obtained.

He said: "If the State sells its interest it will sell it outright for so much money. The State will simply sell its interest; it has nothing to do with the bondholders, preferred or general creditors."

It is the general impression among people in a position to know, that nobody else outside of those now after the canal could afford to buy it. It is thought that they, of course, can make it pay, as it is purely a business proposition, and they enter into it for the purpose of realizing a profit. As to the purchase of the canal to prevent someone else from procuring the work, it is known that on one else except those now after it could take up the burden that procuring it will more or less impose.

The Governor stated that no date has been fixed for a meeting of the board of public works to consider the sale of the State's interest in the Chesapeake and Ohio canal.

Sat. 4/1/99, p. 3. **The Canal** – A Hagerstown dispatch says: Concerted action

will be taken in the towns along the Chesapeake and Ohio canal indorsing the proposition made by the Baltimore and Ohio railroad for the purchase of the State's interest in the waterway. Petitions will also be sent to the Board of Public Works urging the acceptance of the offer. Coal Shippers and boatmen are active in the matter.

Meanwhile, Mr. Cowen, leading receiver, denies that any offer has been made.<sup>2</sup>

*ES*, Sat. 4/1/99, p. 17. **FAVOR CANAL SALE** – Hagerstown, Md. – There appears to be a movement all along the line to hold meetings favorable to the sale, by the state, of its interests in the Chesapeake and Ohio canal to Baltimore and Ohio Railroad Company. Meetings have and will be held during the week at Williamsport, Four Locks, Sharpsburg, Old Town, Hancock, Harper's Ferry, Six Locks and other places. At the Williamsport meeting a memorial was passed indorsing the proposition of the Baltimore and Ohio railroad to purchase the Chesapeake and Ohio canal and use it as a waterway. A committee of three was appointed to solicit signers to this memorial, the president being empowered to appoint a committee of ten to wait upon the board of public works and urge immediate action in the matter. Similar action was taken at the other meetings so far held.

*Sun*, Mon. 4/3/99, p. 9. **Board of Public Works** – Annapolis, Md. – Governor Lowndes will be in Annapolis all the week. He stated that the meeting of the board of public works to consider the sale of the State's interest in the Chesapeake and Ohio canal might take place Thursday.

Major Charles T. Lowndes, of the First Regiment, is at the executive mansion.

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

*Ibid.* p. 12. **Canal Will Remain A Waterway** – Governor Lowndes spent several hours in Baltimore on Saturday. Speaking of the proposed sale of the State’s interest in the Chesapeake and Ohio canal, he said: “This matter will shortly be taken up by the board of public works and acted upon. What the board will decide upon cannot be told, as the members have as yet had no conference on the matter. No matter what they may determine to do, one thing is sure, and that is that the canal will be kept as a waterway.”

CET, Tue. 4/4/99, p. 1. **State’s Interest in Canal** – Coal shippers and others at Williamsport identified with the Chesapeake and Ohio canal state that the Board of Public Works, it is expected, will this week accept the offer made by Mr. C. C. Lord to buy the State’s interest in the canal. A prominent canal man said yesterday that he has assurance the canal will be sold, and the information is that the Baltimore and Ohio will bet it. He further stated that the understanding is that the bid of the railroad company is between \$300,000 and \$400,000. The State will sell outright for cash, without any regard to claims against its interest.

Today the petitions, known as the sale petitions, are being extensively signed here. These petitions have been signed all along the canal.

*Sun*, Thu. 4/6/99, p. 8. **GEORGE’S CREEK COAL** – Cumberland, Md. – The coal shipments from the George’s Creek – Cumberland region by rail for the week ended Saturday, April 1, aggregated 85,545.97 tons, and by the Chesapeake and Ohio canal, 4,969.04 tons or an increase of 7,548.95 tons over the corresponding week of last year. The shipments for the first three months of 1899 aggregated 999,885.01 tons, an increase of 34,732.88 tons over the

same period of 1898. The shipments by canal to April 1 show an increase of 25 tons over the corresponding period of last year.

ES, Tue. 4/11/99, p. 14. **Against Selling the Canal** – To the Editor of *The Evening Star*: I noticed an article in *The Sun* (Baltimore) of March 30, 1899, with the headlines “To sell the canal, board of public works desirous of getting the state out of it.”

I have given much attention to the Chesapeake and Ohio canal for many years, as a cheap line of transportation, from the mountains and through the valleys from its source to its final terminus, Washington.

I flatter myself that this “attention” entitles my judgment to some weight. The subject is too important, its ramifications too numerous to attempt to discuss the subject in this article, in its entirety.

Permit me, however, through your paper to enter my most earnest protest against the monstrous folly of sale. The guarantee proposed by Governor Lowndes that the “canal be maintained for a period of at least twenty-five years” is no shield of protection against the absorption of the canal, and its replacement by railroad. That period is none too long for the conversion of the tow-path into a railroad bed. If this line of conduct in dealing with grasping railroads be continued by the officials of Maryland, Baltimore will become a village and a mere ancillary, one to the greater cities of which it was once a formidable rival. The District of Columbia, I promise you, will be heard from before this commercial artery is destroyed.

April 10, 1899. J. P. WALKER

CET, Thu. 4/13/99, p. 1. **THE CANAL TRADE** – The following boats with their tonnage have left this port up to date:

J. H. WEAVER & CO.

To Steffey & Finley, Williamsport

A. J. Moudy

121 15

Consolidation No. 15	116 06
Consolidation No. 9	117 07
CONSOLIDATION COAL CO.	
To V. Cushwa & Sons, Williamsport	
Sallie Irene	122 00
F. F. Richter	118 19
To Meredith, Winship & Co., Georgetown	
No. 131	116 14
Consolidation No. 17	122 06
No. 106	120 14
No. 110	119 01

SHIPMENTS TO DATE

	Boats	Tonnage
Shipments today	9	1,078 02
Previously reported	86	9,982 12
Total	95	12,067 14

*Sun*, Thu. 4/13/99, p. 8. Cumberland, Md. – The coal shipments from the George’s Creek – Cumberland region for the week ended Saturday, April 8, by rail aggregated 84,883.09 tons and by the Chesapeake and Ohio Canal 2,704.03 tons. The shipments for the year to date have reached 1,087,288.08 tons, an increase of 36,316.94 over the corresponding period of 2898. The canal shipments aggregate to April 8, 8,290.03 tons, a decrease of 1,802.18 compared with the same period of last year. Through shipments on the canal have been good; also, a bustling miscellaneous trade is reported.

Mon. 4/17/99, p. 2. **Child Drowned in Canal.** – Hagerstown, Md. – Zula May, six-year-old daughter of a widow, Anna E. Williams, was drowned this afternoon in the Chesapeake and Ohio Canal, near Williamsport. The child’s mother was cook for Supt. Travers, who has a gang of men repairing the canal. The child wandered from its mother’s side and tumbled into the canal.<sup>3</sup>

<sup>3</sup> *Washington Weekly Post*, Washington, D. C.

ET, Tue. 4/18/99, p. 2. **Canal Drowned in a Canal** – Hagerstown, Md. – Zula May Williams, the six-year-old daughter of Mrs. Annie E. Williams, widow, was accidentally drowned in the Chesapeake and Ohio Canal yesterday afternoon, three miles below Williamsport. The child’s mother was cook for Section Boss Travers, who has a gang of men at work repairing the canal. While she was waiting on the table it is thought the child fell into the water. William Burke, level walker, was the first to discover the body floating down stream and pulled it out with a hook. No one witnessed the drowning.

CET, Wed. 4/19/99, p. 4. **THE CANAL TRADE** – The following boats with their tonnage have left this port up to date:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
No. 100	108 17
Consolidation No. 7	119 18
Consolidation No. 12	120 04
To Steffey & Finley, Williamsport	
G. W. McCardell	112 00
Warrenton	121 12
To V. Cushwa & Sons, Williamsport	
D. M. Shupp	122 05
J. H. WEAVER & CO.	
To Steffey & Finley, Williamsport	
No. 144	120 19
No. 127	114 14

SHIPMENTS TO DATE

	Boats	Tonnage
Shipments today	8	940 09
Previously reported	122	15,224 02
Total	130	16,164 11

CET, Thu. 4/20/99, p. 1. **THE LOCAL TRADE** – The coal shipments from the George’s Creek – Cumberland region for the week ending Saturday, April 15, follow: By rail, aggregated 91,644.04 tons, and Chesapeake and Ohio canal 3,016 tons – a

total of 94,660 tons and for the year to that date 1,180,133.13.

ET, Thu. 4/20/99, p. 9. **Heavy Traffic on the Chesapeake and Ohio Canal** – The traffic on the Chesapeake and Ohio Canal since the opening of the waterway for the season has been heavier than for some years past. The shipment of coal, owing to the increased output at the mines in the Cumberland and George's Creek districts and the lack of facilities of the railroads which form the outlet for that section to carry all the fuel produced, is somewhat more than in former seasons. Although it is rather early to form an accurate estimate of the amount of business for the year, the outlook is very encouraging and the canal officials think the close of the present season will demonstrate that the canal traffic instead of decreasing as has been predicted by many will show a decided gain. The canal is in better condition this year than at any time during the past ten or fifteen years and less money was needed last winter when the repairs were being made than at any previous time. Now that the talk of building a railroad along the route of the waterway has been abandoned, it is thought that arrangements which are said to have been contemplated for installing an electric system for propelling boats will be completed in the near future.

ET, Thu. 4/20/99, p. 5. **Soft Coal Production** – Cumberland, Md. – Last week 91,644.84 tons of coal were shipped by rail and 3,016.16 tons by canal from the George's Creek – Cumberland region. The shipment were 4,387 tons in excess of the same week of the previous year, and for the year inclusive of the week reached 1,181,949.08 tons, or 40,703.94 tons in excess of the same period of 1898. The total shipments by Chesapeake and Ohio Canal are 11,306.19 tons, or 5,233.91 tons less

then the record for the corresponding period last year.

ES, Fri. 4/21/99, p. 9. The little six-year-old daughter of Mrs. Williams, a widow employed on the company boat of the Chesapeake and Ohio canal, fell into the water two miles below Williamsport and was drowned. She was playing along the banks of the canal and in some way tumbled in without being seen by any one near at hand.

*Sun*, Sat. 4/22/99, p. 8. Cumberland, Md. – A joint survey by Baltimore and Ohio and West Virginia Central and Pittsburg officials has been made and plans perfected for the proposed new double track bridge over the Potomac to connect the West Virginia Central yards at Ridgeley with the extensive Baltimore and Ohio yards in South Cumberland. The cut-off will save two miles in the matter of the transfer of cars. The plans were first made known in these dispatches some time ago, and it is said the mutual agreement was the cause of the West Virginia Central keeping hands off in the matter of bidding for the Chesapeake and Ohio canal. The present West Virginia Central bridge, which throws the traffic to the old Baltimore and Ohio yards, is single track and inadequate.

ET, Sat. 4/22/99, p. 7. **NEW RAILROAD BRIDGE.** – Cumberland, Md. – A joint survey by Baltimore and Ohio and West Virginia Central and Pittsburg officials has been made and plans perfected for the proposed new double track bridge over the Potomac to connect the West Virginia Central yards at Ridgeley with the extensive Baltimore and Ohio yards in South Cumberland. This cut-off will save two miles in the matter of the transfer of cars.

It is said the mutual agreement was the cause of the West Virginia Central

keeping hands off in the matter of bidding for the Chesapeake and Ohio Canal. The present West Virginia Central bridge, which throws the traffic in the old Baltimore and Ohio yards, is single track and inadequate.

CET, Thu. 4/27/99, p. 3. **COAL SHIPMENTS** – The coal shipments from the George's Creek – Cumberland region for the week ending April 22, by rail aggregated 86,855.08 tons, and Chesapeake and Ohio canal 5,185.07 tons – a total of 92,040.15 tons, 3,071.02 tons less than for the same week last year – and for the year to that date 1,273,990.03 tons, an increase of 37,632.02 tons as compared with the corresponding period of 1848.

*Sun*, Thu. 4/27/99, p. 8. Cumberland, Md. – The coal shipments from the George's Creek - Cumberland region for the week ended Saturday, April 22, by rail aggregated 86,855.08 tons, and by the Chesapeake and Ohio canal 5,185.07 tons, making a total of 92,040.15 tons, or 3,071.02 tons less than the corresponding week of last year. The shipments for the year to April 22 aggregate 1,273,990.03 tons, 37,632.92 tons increase as compared with the corresponding period of 1898. The canal shipments for the year amount to 62,561.02 tons, or 4,225.15 tons less than during the same period of last year.

CET, Fri. 4/28/99, p. 4. **SANFORD WILLIAMS DEAD** – Sanford Williams, a well-known and highly respected citizen, died at an early hour this morning at his late home on North Centre street. The deceased was of an Old Virginia family, and came to Cumberland with his parents in the early fifties. They died of the cholera, which was raging at that time.

In his private life he was plain and of a retiring disposition, but firm in his convictions of right. He was a boatman on the C. & O. canal in his earlier days, and

later was employed for many years in the old rolling mill, in which section of the city he resided for a quarter of a century. Mr. Williams was a member of Co. H, 12<sup>th</sup> regiment, Pennsylvania Reserves, and served 3 years during the Civil War. In politics he was a Republican.

The deceased married Miss Mary Rooney, of Frostburg, in 1866, and by this union he leaves three grown children: John F., who is married and lives on Chapel Hill; Thomas E., of the U. S. ship Arizona, who is not aware of his father's death; and Bernard, of the Cumberland Sash & Door Co.

Mr. Williams was a member of St. Patrick's church and will be buried in the cemetery connected with the same.

Funeral arrangements have not yet been made.

ES, Fri. 4/28/99, p. 5. Hagerstown, Md. – The death of Adam Strayer, penniless and a pauper, at Bellevue Asylum, near this city, a day or two ago closed a varied and eventful career at the age of eighty-four years. Strayer, before the civil war, was a well-known man in Maryland and personally acquainted with all the prominent men of the state, as well as those of Virginia, especially the slave owners and the sporting fraternity. His check was good in the bank for an amount way up in the thousands. His wealth was to a large extent obtained from the traffic in slaves for a Baltimore firm. But the money so acquired seemed to confer no blessing on its owner.

Few slaves from this section of the state or in Berkeley, Jefferson, Loudoun and Clark counties in Virginia, before the rebellion, went into other hands than Strayer's. He came to this county from Hedgesville, W. Va., and was employed on the Chesapeake and Ohio canal under the late Lewis G. Stanhope. The deceased always attributed his downfall to slaves and slavery.

CET, Mon. 5/1/99, p. 3. **NARROW ESCAPE FROM DROWNING** – What would have been a very bad case of drowning, was narrowly averted between seven and eight o'clock this morning by the quick action and presence of mind of Benno C. Knoll, a gardener in the east end. The children were those of August Gordon, who lives in the vicinity of the canal bridge, near the tinplate mill, at which place he is employed as a laborer.

It appears that Mrs. Gordon left her home for a few minutes, leaving the children alone in the house, which they left to play along the canal, and while enjoying themselves, in some manner, which they were too excited to explain, tumbled into the water. Their screams and those of other tots attracted Mr. Knoll's attention, who chanced to be passing, and he ran to the scene. He saw the little girl, who is between four and five years of age, floundering in the water, but after her rescue, the children continued to scream and pointed at the canal.

Believing someone else to be in there, and noticing bubbles rising to the surface, Mr. Knoll sprang in and reaching the bottom, his hand came in contact with the body of a year old baby, which he brought to the surface just in the nick of time, as the child was nearly strangled, its little face being perfectly blue. The children are now out of danger, and no serious results are anticipated.

Mr. Knoll's prompt action is being highly commended today, and is the chief topic discussed in the east end.

This narrow escape should be a warning to all mothers about allowing their children to play about such dangerous locations.

ES, Mon. 5/1/99, p. 16. **Increase of the Crappie** – Of scarcely less interest than the acclimatization of the two black bass, has

been the very successful introduction of the crappie and strawberry bass or calico bass. Both of these excellent game and edible fishes were planted by the fish commission, and the present supply seems to have originated from a lot of sixty-two fish from Illinois, deposited in March, 1894, in the wide water of the Chesapeake and Ohio canal, about fourteen miles above Washington, and in the Potomac at the same place. The first known result of this plant was a small fish taken on a line in the spring of 1896 at Four-Mile Run. Since then the fish have been taken in comparatively large numbers in the vicinity of Washington and elsewhere in the Potomac basin. Some of these have been caught by angles and some have been secured with collecting seines by representatives of the fish commission. In the Potomac, near the Seven Locks, sixty-five crappies, weighing about half a pound each, were taken by two anglers during a part of one afternoon in 1896. The lower part of the canal contains a great many of these fish and some have been observed in the canal above Harper's Ferry.

CET, Tue. 5/2/99, p. 4. **More Sewers for Humbird Land.** – The Humbird land and Improvement Company is laying 4,400 feet of new sewers for the use of their lot buyers.

These sewers will connect with the 24 inch sewer, which passing under the canal, gives an outlet of a proper size for all the sewage of the tract. It is 1,500 feet in length and splendidly constructed.

By the new sewers, any lot on the plot can have modern sewage much better than the older part of the city.

Sun, Tue. 5/2/99, p. 8. **A GALLANT OLD FELLOW** – Cumberland, Md. – While two children of August Gordon were playing on the canal bank in South Cumberland this morning they fell into the water. Benno C. Knoll, an aged gardener, who happened to

be passing, saw a little girl between four and five years of age struggling for life. He promptly rescued the child, who continued to scream and point to the water. Mr. Knoll, noticing the bubbles on the surface, sprang in again and diving to the bottom, brought to the surface a child about one year old. The child was nearly gone, its face being blue, but it was resuscitated after a time.

ES, Tue. 5/2/99, p. 7. GOVERNMENT WINS – The opinion of the United States Supreme Court in the Potomac flats case, rendered yesterday, extracts from which were printed in last night’s *Star*, sustains the government side in every vital particular and affirms the decision of the court below. Several minor questions not affecting the main verdict are remitted for further action.

Under it the Marshall heirs are declared not to have any right or title to the lands in litigation; the claim founded on the Kidwell land office patent is decreed worthless, and the validity of Water street determined finally – all of which was digested in *The Star’s* account.

The pertinent points of the remainder of the opinion, after the statement of the conclusion that from the first conception of the federal city the establishment of Water street was intended and never departed from, are as follows: “With this conclusion reached, it follows that the holders of lots and squares abutting on the line of Water street are not entitled to riparian rights, nor are they entitled to rights of private property in the waters or the reclaimed lands lying between Water street and the navigable channel of the river unless they can show valid grants to the same from Congress or from the city under authority from Congress, or such a long protracted and notorious possession and enjoyment of defined parcels of land to justify a court, under the doctrine of prescription, in inferring grants.”

The opinion states, concerning the Chesapeake and Ohio Canal Company’s claim to riparian rights, as follows:

**The Canal Company’s Rights**

“It is sufficient now to hold that the Chesapeake and Ohio Canal Company does not, either as to lots procured from private owners or as to lands occupied under the permission of Congress and of the city authorities, own or possess riparian rights along the line of the canal within the limits of the city.

“Accordingly, the decree of the court below in respect to the claim of the Chesapeake and Ohio Canal Company is affirmed. It was, however, found by the court below that there is a small strip of land north of Water street and owned by the Chesapeake and Ohio Canal Company, which lies within the limits of the government improvement, the value of which was determined by the court below at the sum of \$353.33. As the United States have not appealed from this part of the decree, and as the Chesapeake and Ohio Canal Company has not excepted to the finding of the value, it follows that the canal company is entitled to that sum out of the appropriation by Congress as compensation for the occupation by the government of such strip of land.”

CET, Wed. 5/3/99, p. 4. **THE CANAL TRADE** – The following boats with their tonnage have left this port up to date:  
GEORGE’S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown  
A. W. Nicholson 117 18  
Warrenton 118 12

CONSOLIDATION COAL CO.  
To Meredith, Winship & Co., Georgetown  
No. 122 122 14  
H. H. Keedy 116 18  
L. E. Smoot 118 17  
Consolidation No. 9 125 17  
T. L. Patterson 119 18

Consolidation No. 13	118	13
T. W. McAvoy	121	06
J. H. WEAVER & CO.		
To V. Cushwa & Sons, Williamsport		
Gov. L. Lowndes	125	12
T. K. Stuart	119	06
No. 140	117	08
B. R. Mayfield	118	07
S. S. Carroll	118	12

SHIPMENTS TO DATE

	Boats	Tonnage
Shipments today	14	1,679 12
Previously reported	204	24,850 04
Total	218	26,529 16

*Sun*, Fri. 5/5/99, p. 8. Cumberland, Md. – Coal trade in the George’s Creek – Cumberland region is unusually active, with every mine busy. During the week ended April 29 the shipments by rail were 89,167.06 tons of coal and by canal 2,948.01 tons, making a total of 92,115.07 tons, or 800.97 tons behind the corresponding week last year.

Trade on the Chesapeake and Ohio canal continues to lag, the tonnage so far being 19,440.07, a decrease of 9,269.05 as compared with the same period last year.

*Sun*, Sat. 5/6/99, p. 8. **PATRICK FLOOD** Mt. Savage, Md. – Patrick Flood, the nonagenarian, and native of Ireland, who was buried at Mt. Savage, Allegany county, last week, was one of the founders of the town. He was employed in the rolling mill there fifty years ago. Mr. Flood worked on the construction of the Chesapeake and Ohio canal. For many years he was a section boss on the Cumberland and Pennsylvania Railroad.

ES, Sat. 5/6/99, p. 9. **Condition of Rock Creek** – Mr. J. Hite Miller spoke of the disgraceful condition on the entrances to Georgetown, laying particular stress upon the unsightly appearance of Rock creek. He

stated that it was absolutely essential to the prosperity of the community to secure the arching or other improvements of Rock creek. Outsiders, he stated, could get appropriations for less laudable enterprises, while this crying disgrace was tolerated. Mr. John Leetch characterized the place as a miserable curse to Georgetown. He declared he would never rest until he had accomplished the improvement.

Mr. Miller also spoke of the benefits to be derived through the purchase of the state of Maryland’s interest in the Chesapeake and Ohio canal. He stated that a syndicate of New York capitalists stand ready to thoroughly equip the canal with transportation facilities, whereby more coal and other freight will be brought into Georgetown in a year than ten railroads would bring. To his positive knowledge, he said, the B. and O. railroad would not use the bed of the canal for railroad purposes, but would newly equip the waterway as it exists. The Georgetown people, he added, have always been in favor of the direct or indirect entrance of the railroads into Georgetown, and have made every possible united effort to secure an entrance.

ET, Sun. 5/7/99, p. 20. **MEMORIES OF AN ANCIENT WATERWAY** – A stone culvert, in which a contingent of the colored population of Washington now receive “policy” drawings, several hundred yards southeast of the Virginia end of the Aqueduct Bridge, is perhaps the most visible reminder local citizens have of the old Alexandria aqueduct which swallowed up \$1,150,000 of national and individual funds. This curious culvert was shaped out of stone and cement and intended to withstand the test of centuries. It is plainly visible from points of vantage in Georgetown and along the Aqueduct Bridge, but little remains of the old aqueduct of which the arch was a very small part.



The agitation for a canal from Georgetown to Alexandria developed seventy years ago. Both places were ports of considerable shipping importance in the 40's, and even later, and the Chesapeake and Ohio Canal, which for years controlled a large percentage of the coal trade, was the cherished boon of each municipal corporation. The people of Alexandria desired to have the canal continued from Georgetown to their city in order that boats, weighted with coal, might glide down to Alexandria and transfer their cargoes to sailing vessels. The success of this scheme meant millions to Alexandria. Hence the interest that was taken in the project.

The desire was encouraged and brought before the attention of Congress. That body finally granted a charter to a company for the construction of the aqueduct. This charter was dated May 26, 1830, and gave the company power to construct an aqueduct across the Potomac river and excavate a canal to Alexandria. The work was begun three years later and completed within a decade. The water was turned into the newly constructed aqueduct on the Fourth of July, 1843, when the inauguration of the new scheme was heralded with great enthusiasm by business man and shippers.

One of the greatest difficulties that had to be overcome in connection with construction of the aqueduct, was building the eight piers that were to support the waterway leading from Georgetown to what is now known as Rosslyn, at the south end of the present Aqueduct Bridge. These piers were finally completed, and stand today, forming supports for the new Aqueduct Bridge. After the failure of the aqueduct scheme, some twenty years ago, the structure across the Potomac River at Georgetown was removed and a steel bridge placed on the old stone piers. These are eight in number. Two powerful abutments

were also necessary, one at each end of the aqueduct. The piers had to be built on the rock of the river bed a considerable depth below the surface, and the feat was considered a triumph of engineering skill in the early days of the century.

The engineers in charge of the work determined that the piers should be one hundred and five feet apart. Two of the piers are twenty-one feet thick and the others twelve feet through at high water mark. The abutment at the south end of the aqueduct is twenty-one feet thick and has circular wing walls sixty-six feet long, having an average thickness of thirteen feet. These wings were to connect with the sloping walls of the causeway.

The piers were well constructed, notwithstanding the difficulties offered, and are today excellent examples of masonry. One of them only has weakened. It is pier four, and several years have been spent even in these modern days in an attempt to replace it with a new pier. So far, the War Department engineers have succeeded in building only a cofferdam around the huge support of the bridge. It is little wonder that the work was considered difficult by the early builders.

The whole cost of the aqueduct was \$600,000, the canal \$500,000, and the locks at Alexandria were built at an expense of \$50,000, and had it not been for the financial aid rendered by the Government, the project would have failed. Congress passed an act on June 25, 1832, giving \$150,000 toward the work and by a subsequent measure approved March 3, 1837, contributed \$300,000 more for the work. According to the original plan, the aqueduct was to be made entirely of stone with twelve arches of one hundred feet span each.

The immense cost of such an affair was beyond the means of the company, and the scheme was abandoned. A wooden trunk superstructure was placed on the piers

and served to carry the water from the Chesapeake and Ohio Canal into the canal running down to Alexandria. This trunk was designed by Benjamin F. Miller, the master carpenter and superintendent of the work who had arranged to preserve the timber by subjecting it to a certain process. The trunk was 1,100 feet long, seven feet deep, and seventeen feet wide. It had a tow-path five feet wide.

After the completion of the aqueduct in 1843, it was used as a public waterway until May 23, 1861. On that day it became an instrument of war rather than of commerce. The Government took possession of the canal, drew off the water, and sent troops and munitions of war across the impromptu bridge. No better bridge could have been found for the purpose and the aqueduct continued to be used as such, even by the public, until after the close of the war of the rebellion. During these years the Government required that no toll be paid and when the structure was finally surrendered, it was in such condition that it would not hold water.

A new aqueduct was built in 1868 but soon became dilapidated and the piers were finally used for the construction of the present Aqueduct Bridge. Many Washingtonians remember the days of the old aqueduct and old sportsmen recall vividly the delight with which they started out on gunning trips along the canal. Thousands of birds in those ante-bellum days were wont to flock along the marshes in the Virginia side of the river and the arches and culverts of the canal formed admirable places of concealment from which the birds could be shot on the wing passing to and from the lowlands. Since the death of the canal, the marshes have to a certain extent been reclaimed and the march of civilization has likewise diminished the number of birds, making the balmy days of

the '60's impossible under present conditions.

Although the canal has fallen into decay and is little thought of now, one may easily follow its course to Alexandria even now. In the early days it was thought that the aqueduct would be a great thing for the commerce of Alexandria. It was, in fact, for some years, but after the war it began to decline in importance as a waterway and what was expected to last a century is now dead and forgotten after a checkered history extending barely over seventy years.

CET, Wed. 5/9/99, p. 4. **THE CANAL TRADE** – The following boats with their tonnage have left this port up to date:

J. H. WEAVER & CO.

To V. Cushwa & Sons, Williamsport.

Consolidation No. 18	118 14
No. 144	120 18
G. M. Winship	115 07
No. 126	114 19
No. 113	122 03
John Lutch	113 11
No. 134	120 15

CONSOLIDATION COAL CO.

To Meredith, Winship & Co., Georgetown

W. B. Owen	118 12
H. L. Read	102 04
Mabel	119 07
No. 137	119 07
No. 125	121 01
J. H. Lee	127 09
Hugh L. Bond	117 19

GEORGE'S CREEK COAL & IRON CO.

To J. P. Agnew & Co., Georgetown

Ivy City	122 11
J. R. Zimmerman	120 00
Munsonville	123 07
F. P. Knight	125 05

SHIPMENTS TO DATE

	Boats	Tonnage
Shipments today	18	2,143 00
Previously reported	261	30,307 14
Total	279	32,510 14

CET, Thu. 5/11/99, p. 3. **GEORGE'S CREEK SHIPMENTS** – The coal shipments from the George's Creek – Cumberland region for the week ended Saturday, May 6, by rail aggregated 84,896 00 tons, and Chesapeake and Ohio canal 4,621 09 tons – a total of 89,517 09 tons – 2,945 tons more than for the same week last year – and for the year to that date 1,453,807 04 tons, an increase of 37,961 01 tons as compared with the corresponding period of 1989.

*Sun*, Fri. 5/12/99, p. 8. Cumberland, Md. – During the week ending Saturday, May 6, 84,898 tons of coal were shipped by rail and 4,621.09 tons by the Chesapeake and Ohio canal from the George's Creek – Cumberland region.

The demand for coal is very good, and freights have been kept well up by the amount of coal going forward, especially from the Chesapeake Bay ports.

*Sun*, Sat. 5/13/99, p. 8. **FIRE AT HANCOCK** – Hancock, Md. – Two barns and a warehouse owned by P. T. Little, general merchandise dealer, and William E. Little, his brother, boatman and coal merchant, adjoining, were totally destroyed by fire, with all their contents, at Hancock yesterday evening.

A smokehouse, chicken house and several small out-buildings on the premises of William E. Little, together with their contents were also consumed, entailing a loss altogether of about \$2,000.

The buildings were situated in the western part of town, along the Chesapeake and Ohio canal. The fire was discovered in the hay mow of P. T. Little's barn.

All the male members of both families were away from home when the fire broke out. The women opened the barn doors and freed the horses. A bucket

brigade was formed, and by hard work the houses were saved.

In the warehouse of P. T. Little were thirty tons of fertilizer, four tons of baled hay, a new buggy and several sets of harness. A lot of cured meat in the smokehouse of William Little burned, also four large hogs in the pen.

The fire communicated to William Little's dwelling house, but it was saved, with slight damage. It is not known how the fire started. The owners had \$1,050 of insurance with two Hagerstown agencies.

*Sun*, Mon. 5/15/99, p. 8. **Break in the Canal.** – Hagerstown, Md. – A large break occurred in the Chesapeake and Ohio Canal, near Cherry Run, yesterday. The opening is sixty feet long and much of it below the bed of the canal. A canal boat owned by F. Mertens & Son and run by Samuel Kelley, was washed out of the canal. It was turned over on its side. The people on the boat escaped by jumping. The break was caused by muskrats undermining the bank. At noon today the supervisors put fifty men to work and eighteen carts, but it will be ten days before water can be turned into this level.

CET. Tue. 5/16/99, p. 3. **BREAK IN THE CANAL** – A serious break occurred Saturday morning in the Chesapeake and Ohio canal in the neighborhood of Cherry Run. A canal boat belonging to Mr. Samuel Kelley, of this city, was washed out of the canal and down a ravine into a field and turned over on its side. Several people who were on the boat escaped serious injury by jumping. The personal effects of the men and women on the boat were washed away. It is said an effort will be made to take the boat down the river as far as the dam and then transfer it to the canal. Superintendent Hassett has ordered the water drawn from the level above the break in order to begin the repairs. It is reported the break is 30

yards wide and extends about 6 feet below the bottom of the canal.

#### REPAIRING THE BREAK

A large force of men are at work repairing the break. G. L. Nicolson, general manager of the canal, is personally superintending the repairs, assisted by John W. Burgess, superintendent of construction, and supervisors W. T. Hassett and J. T. Richards, of Williamsport.

The break, which is the most serious one that has occurred on the canal in years, is fifty feet wide. The towpath bank at that point is about thirty feet high. The entire bank and a large stone culvert were washed out. The opening extends about fifteen or twenty feet below the bottom of the canal. It will require ten days or two weeks to repair the break sufficiently to allow boats to pass.

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*Ibid*, p. 7. Messrs. Rowe, Bailey and Willis, employed by the Geological Survey Co. of Washington, accompanied by Mrs. Willis, two children and Mr. Willis' mother came up the canal Friday evening, stopped and spent the night at this place and took the accommodation for Cumberland on Saturday morning, where they took the return train to Washington.

CET, Wed. 5/17/99, p. 1. The storm last night succeeded in uprooting several large trees near the fair grounds, and threw one monster tree entirely across the canal, where a force of workmen are engaged in removing it. Besides the damage reported in another column, many small buildings were overturned, and dome pieces of the roof on the Brandt building were scattered about the street. The people of the East End can now imagine what a real western tornado would be like after their experience with this infant last night.

ES, Wed. 5/17/99, p. 6. Information has been received here that the break in the

Chesapeake and Ohio canal, which occurred at a point in Maryland a few days ago, is being repaired at a rapid rate, and that navigation will be resumed before the present week closes. The break occurred while a loaded boat was passing the place, and it was so large that the boat and its full load were swept out of the waterway and left in an adjoining field, the level of which was some distance below the bed of the canal. Pending the improvement, the canal has been closed.

ET, Thu. 5/18/99, p. 6. Cumberland, Md.

The coal shipments from the George's Creek – Cumberland region for the week ending Saturday, May 13, by rail aggregated 80,482.97 tons, and by Chesapeake and Ohio Canal 5,137.15 tons, making a total of 85,620.12 tons, an increase of 1,767.95 tons over the corresponding week of last year.

*Sun*, Fri. 5/19/99, p. 6. **Yacht Waikiki at Williamsport** – Williamsport, Md. – The yacht *Waikiki*, a finely equipped pleasure boat, owned by Commodore H. C. Roome, of the New York Yacht Club, arrived at Williamsport yesterday, on the Chesapeake and Ohio canal, on a pleasure trip. On account of the break in the canal at Ernstville a delay of several days had been occasioned. The *Waikiki* was recently in Baltimore.

Mr. Roome proposes going to Manitoba by way of the Chesapeake and Ohio canal and the Ohio and Mississippi rivers. He expects to return by the same route. The yacht will be transported by rail from Cumberland to Pittsburg. He fears that owing to the size of the boat it will not go through the tunnels. Mr. Roome and his wife take turns at the wheel.

Sat. 5/20/99, p. 5. A serious break occurred Saturday morning in the Chesapeake and

Ohio Canal, in the neighborhood of the Ernstville Store, near Cherry Run. A canal boat belonging to Mr. Kelley, of Cumberland, was washed out of the canal and down a ravine into a field and turned over on its side. Several people who were on the boat escaped serious injury by jumping. The personal effects of the men and women on the boat were washed away. It is said an effort will be made to take the boat down the river as far as the dam and then transfer it to the canal. Superintendent Hassett has ordered the water drawn from the level above the break in order to begin the repairs.<sup>4</sup>

MT, Sun. 5/21/99, p. 13. An important meeting of persons interested in the "mule yacht" trip to Cumberland in July will be held tomorrow night at 8 o'clock in the Association building, when matters will be shaped up and definite plans will be made.

The trip will consume ten days of rest and pleasure from July 10 to 25, and at least thirty-five will make the trip, though there are accommodations for fifty persons. The boat will be comfortably furnished, will take along two cooks and the whole fifteen days outing will cost not more than \$1 per day. Think of it! Side trips will be taken by wheelmen, and fishermen will be in clover, and kodakers and gunners will have ample opportunity for taking shots. Among the place to be visited are Antietam, Sharpsburg, Bloody Mountain, Williamsport, Harper's Ferry, South Mountain and Hagerstown.

CET, Mon. 5/22/99, p. 4. **PROBABLE MURDER** – An application was made Sunday by Agnes Fletcher, a colored woman, who resides in Washington, D. C., for a coroner to go with her to the Great Falls to hold an inquest over the body of her son, Peter Fletcher, who was found in the morning drowned in the canal near the

clubhouse at that place, with hands and feet securely tied.

Fletcher had been for some weeks employed upon the Lydecker tunnel in the District, and on last Saturday he, in company with two unknown colored men, went to the Falls. He had not been seen since that time. Search was instituted by his mother and his body was dragged from the canal Sunday about noon. Fletcher was well dressed and had upon his person a watch and considerable money. An inquest was held over the body, but the verdict has not yet been announced.

Sun, Mon. 5/22/99, p. 8. Cumberland, Md. – South Cumberland is forging ahead so rapidly in an industrial sense that some even predict that it will not be many years before it will cope with the main portion of the city.

The city is engaged at present in putting in an extensive sanitary sewer system through South Cumberland. The outlet runs under the Chesapeake and Ohio canal into the Potomac river.

CET, Tue. 5/23/99, p. 4. **THE CANAL TRADE** – The following boats with their tonnage have left this port up to date:

CONSOLIDATION COAL CO.	
To Meredith, Winship & Co., Georgetown	
No. 139	120 16
W. L. Stephenson	120 19
J. K. Cowen	121 15
W. A. Smoot	123 08
B, R. Mayfield	119 02
F. O. Beckett	118 04
B. F. Johnson	117 16
S. S. Carroll	116 18
John C. Poor	118 10
Consolidation No. 15	121 00
No. 101	120 15

J. H. WEAVER & CO.  
To V. Cushwa & Sons, Williamsport.  
Gov. L. Lowndes 124 03  
SHIPMENTS TO DATE

<sup>4</sup> *Democratic Advocate*, Westminster, Md.

	Boats	Tonnage
Shipments today	12	1,443 00
Previously reported	334	37,800 01
Total	346	39,243 01

CET, Wed. 5/24/99, p. 4. BY WAY OF THE RAGING CANAL – The yacht Waikiki, owned by Commodore H. C. Roome, of New York, steamed into the canal lock this morning at 9:30 o'clock. The yacht is one of the finest and best equipped pleasure boats that ever navigated the waters of the Chesapeake and Ohio canal. Its hailing point is New York. It left Greenport, L. I., on April 17, it having been Commodore Roome's intention when he left home to go on up the Potomac from here to the Ohio, thence to the Mississippi and up into the Manitoba and back to the starting point.

He started out to make the trip on a wager, but finding that the yacht would have to be taken from here to Pittsburg by rail, he has decided to remain here for several days and then return and go up the James river to Richmond.

The Waikiki is a keel boat 54 feet in length with a 9-foot beam, and draws three feet eight inches of water. She was built for Commodore Roome at a cost of \$7,000. She is propelled by a 25-horsepower engine of the Globe gas pattern, and has an average speed of 3-1/2 miles an hour. A closed deck extends nearly the entire length of the yacht, the pilot house being located in the bow and supplied with every equipment for navigation. The interior is handsomely carved and is cozy and homelike. The yacht carries a life boat and life preservers. Last year Commodore Roome finished a trip of 8,300 miles.

The Commodore was not aboard when a reporter called, having gone to Bedford. Mr. Robert Wood is the engineer and Mr. William Trink as steward. Both of these gentlemen are proud of the yacht and

were busily engaged painting the deck when the reporter called.

Alongside of the yacht the canal pay boat is anchored, it having arrived here yesterday afternoon. The repairs to the canal were completed last Monday, at which time the yacht left Williamsport.

CET, Thu. 5/25/99, p. 3. GEORGE'S CREEK SHIPMENTS – The coal shipments from the George's Creek – Cumberland region for the week ending Saturday, May 20, aggregated 73,296 19 tons and Chesapeake and Ohio canal 2,035 19 tons – a total of 75,332 18 tons – 7,030 10 tons less than for the same week last year – and for the year to that date 1,616, 575 13 tons, an increase of 30,978 11 tons as compared with the corresponding period of 1898.

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*Ibid*, p. 4. THE PLEASURE YACHT – Commodore H. C. Roome's pleasure yacht, which arrived here yesterday, and is anchored in the canal lock, has been the center of attention since the public was informed of its arrival through the *Times*. The Commodore, who went to Bedford, will remain there until Friday when he will return here, where he will stay until Monday.

Engineer Woods and steward Trink, are in charge of the yacht. They have painted it up since their arrival and the interior looks as comfortable as can be. Woods and Trink have not left the yacht further than to come to this office after a paper and are not prepared to say how they like Cumberland. They are both pleasant gentlemen and take great delight in showing visitors through this yacht.

*Sun*, Thu. 5/25/99, p. 8. CUMBERLAND COAL TRADE – Cumberland, Md. – The coal shipments from the George's creek – Cumberland region last week by rail amounted to 73,296.83 tons, and by

Chesapeake and Ohio canal 2,035.19 tons, a total of 75,332.02 tons. The Chesapeake and Ohio canal last week carried over 4,500 tons, less than during the same week last year. The canal shipments are 18,865 tons behind last year's record.

ES, Fri. 5/26/99, p. 16. **Geographic Society's Field Meeting** – The National Geographic Society will hold the last field meeting of the season at Great Falls Saturday, May 27.

Maj. Henry E. Alvord will speak on the influence of the Chesapeake and Ohio canal to the economic development of the upper Potomac region. The speaking will take place at about 12 o'clock near the spring on the Conduit road opposite Lock 15, after which the party will have an opportunity to visit either the Virginia or Maryland shore of the falls.

Those who have made arrangements with the committee for taking the canal trip will leave Georgetown on the Cabin John electric cars at 8:45 or 9:06 a.m., connecting at Cabin John bridge with the boat.

As there is no adequate provision at Great Falls for serving meals to a large party, those who attend the meeting should carry their own luncheon.

Returning, the boat will leave Lock 15 about 4 o'clock, reaching Cabin John about 6 o'clock and Georgetown about 7:30.

In the event of rain, the meeting will be postponed to Saturday, June 3.

*Sun*, Sat. 5/27/99, p. 2. **Possible Alibi for Busey** – Several detectives have been assigned by Inspector Boardman to trace the movements of Charles Busey, the negro charged by Mrs. Ada Hardy with having assaulted her last Tuesday, for a day or two prior to the crime. So far none of their reports have been made public, but it is understood that Busey's story is in some respects substantiated by the investigations

made by the detective officers. Statements have been made by a colored man named John Tyler, and Captain Miller, the white captain of the canal boat "Transport," to the effect that Busey left that boat at Edward's Ferry (a point several miles up the Chesapeake and Ohio Canal) about eight o'clock Tuesday morning.

CET, Mon. 5/29/99, p. 4. **Death of Mr. Wagner** – Mr. John Wagner died this morning at the residence of his brother's widow, Mrs. George Wagner, 135 Madison street, aged about 70 years. The deceased had been leading a retired life for many years, but at one time was employed on the canal. The funeral will take place tomorrow morning at nine o'clock from S. S. Pater and Paul's church.

CET, Thu. 6/1/99, p. 4. **Will Discontinue Daily Report** – Beginning with today the *Times* will discontinue its daily report of shipments of coal by way of the canal, and instead will publish weekly shipments. Lack of space and declining interest in canal shipments warrant this action.

CET, Sat. 6/3/99, p. 4. **Canal Boat Sunk** – A heavily loaded boat, in charge of Captain Myers, of Hancock, sank yesterday in the Chesapeake and Ohio Canal, near Big Pool, as the result of a leak in the bow.

*Sun*, Tue. 6/6/99, p. 8. **A LEVEL WALKER** – Frederick, Md. – Edward Moore, of near Harper's Ferry, W. Va., who is a level walker on the Chesapeake and Ohio Canal, has completed twenty-five years in that capacity. For nine months in each year he walks from his home to Catoctin and return, making 22 miles a day, 5,940 each year and in the twenty-five years he has walked 148,500 miles

*Sun*, Wed. 6/7/99, p. 9. **EDWARD MULVANEY** – Cumberland, Md., - Edward Mulvaney died suddenly from apoplexy on the George’s Creek train, near Dilly’s Station, today while returning to Cumberland from Midland, where during the morning he had attended to his duties as storekeeper and gauger at Clisse’s distillery. The fatal attack, it is believed, was brought on by a walk of a mile through the heat from the distillery to Midland Station. He was a man of large physique.

Mr. Mulvaney was a native of Ireland and was in his 62<sup>nd</sup> year. He came to America about 1832, and his first employment was at the iron-ore bank, near Narrow’s park. Later he engaged in a mining camp in Eastern Ohio, in boating on the Mississippi and the Minnesota lumber camps. He arose to the Superintendency of the Cumberland Division of the Chesapeake and Ohio Canal, serving 15 years, or until the great flood of 1889. He was a personal and political friend of Senator Gorman, and at one time he was Chairman of the Democratic County Committee. He leaves a widow, who was Miss Lizzie McGinn.

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*Ibid*, p. 12. THE CANAL TO BE SOLD – Governor Lowndes said yesterday that a meeting of the Board of Public Works had been called for tomorrow at Annapolis. “At this meeting,” said the Governor, “the question of disposing of the State’s interest in the Chesapeake and Ohio Canal will be taken up, and in all probability will be finally determined.”

The only bid received for the State’s interest, after the property had been advertised on more than two occasions, was a bid of \$300,000 submitted by the Baltimore and Ohio interest, and it is this proposition that the board will take up for discussion. This sum was a lump one, and out of it the State would be compelled to pay labor claims and other indebtedness, which

would amount to about \$178,000, thus leaving but a small figure to the credit of the State.

At the time this bid was submitted, it was generally understood that the Board of Public Works would endeavor to obtain the promise from the Baltimore and Ohio interest that they would not include, or hold the State responsible, for the payment of the labor claims, the majority of them being held by the Baltimore and Ohio Railroad, and if an agreement of this character should be made with the bidders, it would leave to the State the \$300,000 clear. It is said in well-informed quarters that this proposition will not be acceded to by the Baltimore and Ohio interest, and that the offer of \$300,000 will be adhered to.

It is regarded as more than likely that the canal will become the property of the Baltimore and Ohio Railroad Company. The Board of Public Works will, it is stated, exact from the Baltimore and Ohio Railroad Company an agreement to keep the canal as a waterway for at least 25 years.

*Sun*, Thu. 6/8/99, p. 8. Cumberland, Md. – The coal shipments from the George’s Creek – Cumberland region for the week ended Saturday, June 3, by rail, aggregated 79,212.01 tons, and by the Chesapeake and Ohio Canal 4,317.08 tons – a total of 83,529.09 tons. 4,384.97 tons more than for the same week last year. For the year to June 3, inclusive, 1,788,77 tons have been shipped, an increase of 38,760.97 tons as compared with the corresponding period of 1898.

Fri. 6/9/99, p. 6. The Baltimore and Ohio Railroad, will in all probability, secure at a bid of \$300,000, the State of Maryland’s right and title to the Chesapeake and Ohio Canal. The Board of Public Works at a recent meeting, decided to dispose of the property, and the only bid received was that



of the Baltimore and Ohio. The matter will be decided shortly.<sup>5</sup>

*Sun*, Fri. 6/9/99, p. 21. Annapolis, Md.  
A meeting of the Board of Public Works in Annapolis today was attended by Governor Lowndes and Comptroller Goldsborough. The question of the sale of the State's holdings in the Chesapeake and Ohio Canal was not acted upon by reason of the absence of State Treasurer Shryock. The only bid received for the State's holdings in the Chesapeake and Ohio Canal was a lump bid of \$300,000 submitted by the interest of the Baltimore and Ohio Railroad. This proposition was to have been determined by the board if all three of its members had been present. The payment by the State of labor claims amounting to about \$178,000 and an agreement by the railroad company to keep the canal as a waterway for at least 25 years may be among the conditions of the sale when made.

CET, Thu. 6/15/99, p. 3. SHIPMENTS FROM GEORGE'S CREEK – The coal shipments from the George's Creek – Cumberland region for the week ended Saturday, June 10, by rail, aggregated 87,229 10 tons and Chesapeake and Ohio canal 4,222 09 tons – a total of 91,451 19 tons – 4,949 08 tons more than for the same week last year – and for the year to that date 1,889,229 19 tons, an increase of 47,710 05 tons as compared with the corresponding period of 1898. The canal shipments to date aggregate 47,339 09 tons, or 17,974 01 tons less than last year.

*Sun*, Thu. 6/15/99, p. 8. Cumberland, Md.  
The coal shipment from the George's Creek – Cumberland region by rail for the week ended Saturday, June 10, aggregated 87,229.10 tons, and by the Chesapeake and Ohio Canal 4,223.09 tons, a total of

91,451.19 tons, 4,949.08 tons more than for the same week last year. For the year to June 10 the output has been 1,880,229.19 tons, an increase of 47,710.05 tons, as compared with the corresponding period of 1898. The shipments on the Chesapeake and Ohio Canal have dropped behind the record of last year by 17,074.01 tons.

ES, Sat. 6/17/99, p. 7. AFFAIRS IN GEORGETOWN – Traffic on the Chesapeake and Ohio canal is going on as usual, and the indications are that this year the total tonnage will exceed that of last year. The canal was opened somewhat earlier this year than usual, and since the commencement of operations, boats have been steadily employed in hauling coal down from the other end, while shipments from intermediate points are larger than ever. Last season about this time there was a comparative glut in the cola market, so far as Georgetown was concerned. There were many boats lying loaded at this end, and no means of disposing of their cargoes, owing to the fact that no ships were in the river to carry them to other markets. This year it is different.

*Sun*, Wed. 6/21/99, p. 2. **Electric Company Censured** – Concerning the accidental electrocution of George H. Bowers last Sunday night, a coroner's jury today returned the following verdict:

“We find that the said George H. Bowers came to his death on a boat on the Chesapeake and Ohio Canal under the Aqueduct bridge, June 18, Sunday night, from an electric shock by coming in contact with a live wire of the Potomac Electric Light Company. We find the accident was due to negligence on the part of the Potomac Electric Light Company in placing their wires in a dangerous way, and through an error of judgement of the inspector of electric lighting of the District in passing the

<sup>5</sup> *Citizen*, Frederick, Md.

wire as safe. We recommend that the wires be enclosed in sealed cables and strung on beams entirely out of the way.”

ET, Thu. 6/22/99, p. 5. A HALF-YEAR’S COAL PRODUCT – Cumberland, Md.

For the first half of 1899, now about to end, the coal shipments from the George’s Creek – Cumberland and the West Virginia Central regions, for the product of both of which Cumberland is the outlet, shows the remarkable increase of 165,789.95 tons over the corresponding period of 1898, the increase in the former being 59,151.85 tons and the latter 106,638.10 tons.

The shipments from the George’s Creek – Cumberland region for the week ended Saturday, June 17, by rail aggregate 81,459.13 tons and by Chesapeake and Ohio Canal 6,520.03 tons, a total of 87,979.16 tons, or 13,256.15 tons more than during the corresponding week of 1898. The canal shipments are improving, the haulage last week being 2,300 tons more than the record of the previous week. The canal shipments for the year to June 17 aggregate 53,919.12 tons, 15,875.16 tons less than for the same period last year. The Baltimore and Ohio’s haulage of Cumberland coal shows an increase of 16,869.99 tons, compared with last year.

ES, Fri. 6/23/99, p. 15. Hagerstown, Md.

Mr. and Mrs. J. T. Tennison and Mr. and Mrs. Charles Heath of Washington, are making a pleasure trip on the Chesapeake and Ohio canal on their neatly fitted steam yacht, stopping at different points to fish. They are having fine catches, as the bass are biting freely in the Potomac since the water has cleared up.

CET, Fri. 6/23/99, p. 1. FOUND SENSELESS ON THE WHARF – George Guy, a boy about fifteen years old, was

found in a senseless condition on the old wharf.

Guy is employed on the canal boat W. H. C. Bailey and the captain of the boat sent him after a bucket of water. As he did not return after having been gone a long while, the captain started out to hunt him and found the youth as stated. He was carried to the boat and a physician summoned. After Guy recovered, he said that he was passing over the wharf singing when a man yelled at him and he said something back to him, whereupon the man, who was intoxicated, struck him a terrible blow and he remembered no more.

It seems that someone witnessed the affair, at least a warrant was sworn out against one William Kenney, of Hopewell, pa., and he was arrested about 10 o’clock and taken before Justice Gonder who committed him to jail in default of \$300 bail for a hearing this evening.

After assaulting the boy, Kenney went over into West Virginia, but later in the evening returned and was arrested.

When the youth fell from the blow received, he came near going over the wharf into the canal. The boy is half-witted and never harms or molests anyone.

Kenney was given a hearing at 4:30. His fine and costs amounted to \$16.25. He couldn’t pay it and went back to jail.

ET, Sun. 6/25/99, p. 11. **Canal Company Must Pay.** – A statement was forwarded yesterday to G. L. Nicholson, General Manager of the Chesapeake and Ohio Canal Company, by the District Commissioners, informing him, relative to the recent correspondence in the matter of the repair of steps leading to the bridge which crosses the canal at Market Street, that they consider the company bound by its charter to maintain the bridge and steps at its own expense.

Sun, Thu. 6/29/99, p. 8. Cumberland, Md.

The coal output of the George's Creek – Cumberland region showed an unusual increase last week, nearly 7,000 tons more than the preceding week of 1899 and 20,062.94 tons more than during the same week of 1898. The total shipments last week amounted to 87,003.01 tons, of which 6,111.13 went by the Chesapeake and Ohio Canal. The shipments for the year to June 24, inclusive, aggregated 2,053,397.01 tons, an increase of 80,186.93 tons over the corresponding period of 1898. The canal shipments to date aggregate 60,031.05 tons, or 13,562.01 tons less than last year.

*Sun*, Tue. 7/4/99, p. 6. **By Canoe to Washington** – Hagerstown, Md. – Mr. Charles Shaw, assistant superintendent of the Crawford Bicycle Works, Hagerstown, left yesterday morning on the Chesapeake and Ohio Canal in a 10-foot canoe for Washington, D. C. starting from the bicycle club house, near Pinesburg, above Williamsport. At 11 A. M. today his wife received a telegram that he had reached Harper's Ferry without accident and that he would continue on his journey.

*Sun*, Fri. 7/7/99, p. 8. Cumberland, Md. – The coal shipments from the George's Creek – Cumberland region for the first half of 1899 aggregated 2,143,061.09 tons; first half 1898, 2,040,762.03; increase of 1899 over 1898, 102,299.06 tons. Last week the shipments aggregated 89,664.08 tons. The Chesapeake and Ohio Canal last week carried 6,936.01 tons. The canal shipments show a decrease of 14,172.02 tons in comparison with the record for the same period last year.

ES, Mon. 7/10/99, p. 10. Cumberland, Md.  
The freight trainmen of the Cumberland and Pennsylvania railroad, the main outlet of the mining region, threaten to strike unless their demand for increased pay

is met. The officials of the company say that they do not anticipate early trouble, although the strike is said to have been booked for this week. A strike on this road would tie up the Chesapeake and Ohio canal completely. A leading official said last night that, if the line were making money, the increase would be given voluntarily, but 2 percent dividends show that the stockholders have no bonanza. Iron and other material cost two and three times as much as they did last year, he contends, while freight rates are very low.

*Sun*, Thu. 7/13/99, p. 8. Cumberland, Md. – The coal shipments from the George's Creek – Cumberland region for the week ended Saturday, July 8, by rail aggregated 68,180.96 tons and by Chesapeake and Ohio Canal, 4,789.12 tons, making a total of 72,969.18 tons, or 7,453.05 tons increase in comparison with the record for the same week last year. The total output of the region for the year has been 2,217,847.02 tons, an increase of 111,568.86 tons as compared with 1898. The Chesapeake and Ohio canal has carried 71,756.18 tons, a decrease of 15,863.10 tons.

CET, Wed. 7/19/99, p. 4. **Killed on C. & O. Canal** – While at work on "The Mule Yacht," a pleasure boat on the Chesapeake and Ohio canal, George Bowers, aged 50 years, was instantly killed about 11 o'clock Saturday night. The boat is one of the barges used for traffic up the canal to Great Falls. Bowers was trying to turn it around under the Aqueduct in Georgetown, and caught hold of an electric light wire strung between the rafters. Without a sound he sank to the deck dead.

*Sun*, Wed. 7/19/99, p. 8. CITY OF CUMBERLAND – Judge Boyd today granted an absolute divorce to Ida L. Byroad from Francis M. Byroad, who deserted her

seven years ago. They were married in Washington, 1885. Immediately after the divorce was signed Mrs. Byroad was married to James H. Eaton, a boatman on the Chesapeake and Ohio Canal, who was a next-door neighbor of the Byroads in Washington.

Fri. 7/21/99, p. 7. **Good Snake Shooting.**

Snake shooting is a novel sport or recent introduction at Williamsport, Md., and which is becoming quite popular. There are an unusual number of snakes along the streams and in the country hereabouts, and many of them are copperheads, a poisonous reptile and much feared. Rifles, as a rule, are used by persons who indulge in snake shooting. A favorite place for the sport is along the Chesapeake and Ohio Canal, where water and black snakes and copperheads abound in great numbers.

Within the past few weeks, the reptile population along the canal has been seriously depleted. A Hagerstown man who spent his Sundays shooting snakes killed over a hundred in two days. In one day, he shot with a rifle, thirty water snakes, besides a number of others. William Stake killed a monster copperhead snake on the towpath, just below town. It measured four feet.<sup>6</sup>

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*Ibid*, p. 8. Cumberland, Md. – The coal shipments continue active from the local region, the output last week being 89,721.04 tons, an increase of 12,160.01 tons in comparison with the record of the same week of 1898. For the year to July 15, inclusive, 2,305,752.11 tons have been shipped, an increase of 121,912.92 as compared with the corresponding period of 1898. The Chesapeake and Ohio canal has transported 77,337.01 tons, or 19,673.08 tons less than last year.

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<sup>6</sup> *Citizen*, Frederick, Md.

CET, Wed. 7/26/99, p. 4. **Fell into the Canal.** – The wife of a canal boat captain, while in the act of dipping water, fell from the boat and came near being drowned. She fell in between two boats and was going under the water for the third time, when she was rescued. The excitement about the wharf was great for some minutes or until the woman was lifted from the water.

*Sun*, Thu. 7/27/99, p. 8. Cumberland, Md.

The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, July 22, aggregated 73,699.87 tons and by the Chesapeake and Ohio Canal 6,647.13 tons, a total of 80,347 tons. By Chesapeake and Ohio Canal so far for 1899, 83,984.14 tons of coal have been carried, a decrease of 21,268.07 tons compared with 1898.

ES, Thu. 7/27/99, p. 12. **AFFAIRS IN GEORGETOWN** – The readdict season on the Chesapeake and Ohio canal is now at its height, and all of the boats on the waterway are engaged in hauling a portion of the product of the mountains to the Georgetown terminal of the waterway. The business this season is reported to be so brisk and the demand so heavy that it is impossible to obtain an unlimited supply of coal and vessels at Georgetown engaged in the coast trade have to wait for the cargoes to come down. This is in marked contrast to the condition of things last season, when boat after boat was tied up waiting for vessels to appear at Georgetown for a load. The same conditions applied the season before last, and at one time last year there was a string of boats moored to the canal extending clear to the Chain bridge.

The coal output of the Cumberland regions, it seems, was brought up at the beginning of the season, and while the supply is as great as in previous years, it is hard to fill the orders already booked. The

Consolidation Coal Company, which owns its own mines and operates its own railroads from the coal region to the canal, has not suffered so much from the scarcity of coal as other concerns.

CET, Fri. 7/28/99, p. 4. **Great Improvements at Steel Works.** – The Cumberland Steel and Tin Plate Company have just completed the work of putting in four hundred and thirty feet of two feet sewer pipes at an average depth of fourteen feet, the above sewer draining from the new plate mill to the canal.

*Sun*, Fri. 7/28/99, p. 1. A MARYLAND ASSAULT – Hagerstown, Md. – Annie Kerfoot, the 16-year-old daughter of Thomas F. Kerfoot, keeper of Lock No. 40 on the Chesapeake and Ohio Canal, at Mercerville, Washington county, was assaulted at 11:30 o'clock this morning in a wood near Mondell's Station, on the Norfolk and Western Railroad, by a negro man.

According to the girl's description, the negro was of medium height and weight, very black, rather young, wearing a slouch hat and blue clothes. The girl was going to a store at Mondell's when the negro approached her. She says he asked the way to the nearest farmhouse. She gave him the direction, and he seemed to start for it, but after the girl had walked some distance she was suddenly seized from behind by the negro.

He choked her and threatened to kill her if she made any outcry, and carried her into the woods, choking her as he went. In the woods he tore off her clothing and assaulted her brutally. He told the girl he would kill her if she told anyone, and then he disappeared.

A negro thought to be the same one was seen soon after drinking at Poffenberger's spring, near by.

The girl hurried to Poffenberger's house, where she told of the outrage, and then went to the Mondell store. Dr. Howell Gardner, of Sharpsburg, examined the girl, who is not thought to be in a serious condition.

The news of the outrage spread like wildfire, and the entire southern part of the county is in a state of excitement. The girl's father hastened to Hagerstown, and officers telephoned to all outlying points. The father joined in the pursuit of the negro and kept it up until darkness prevented. Men quit work and, jumping on horses, overran the neighborhood.

Two negroes in Hagerstown were arrested on suspicion, but they were released.

At 8 o'clock tonight a negro, Sam Johnson, was caught in Lock woods, near Williamsport, by Lewis Byron and Harold Foster. He seemed to answer the description. They hurried him to Justice Arthur C. Gruber's office, where he was locked up. Officers from Hagerstown were telephoned for. News of the arrest spread. The streets of Williamsport were packed with an excited throng on horseback and foot. Crowds gathered in Hagerstown, and at Mondell's a body of horsemen was organized and dashed off the Williamsport, evidently with a view of lynching the man.

Judge Edward Stake instructed Deputy Sheriff Henry Curfman to bring Johnson to Hagerstown on a trolley car and to protect him from violence. Accompanied by a number of other officers, they succeeded in placing him safely in the Hagerstown jail. Judge Stake and some officers met the car containing the negro on the outskirts of Hagerstown, got him into a cab and took him to jail by a rear entrance, thus eluding the throng which was awaiting on the front the arrival of the prisoner.

The jail tonight is strongly guarded. The officers are divided in their opinion as

to whether the prisoner is the right man. He wears a blue suit and has a small mustache. He denies the crime and says he is from St. Mary's county, Maryland, and was going west to work.

Sat. 7/29/99, p. 4. **He Will Be Lynched** Williamsport, Md. July 27. – Annie, the young daughter of Thomas Kerfoot, keeper of the lock on the Chesapeake and Ohio Canal near Mondell, Washington county, was assaulted today near her home by an unknown negro, and is in a critical condition. The perpetrator escaped, but when his crime became known, the news spread like wildfire, and the county for twenty miles around the scene of the rape is aroused.<sup>7</sup>

CA, Mon. 7/31/99, p. 1. **Grace Church Picnic.** – Grace M. E. Sunday school will give it's annual picnic Wednesday, August 2<sup>nd</sup>, at Bloss' grove, down the canal, boat will leave Merten's boat yard at 10 o'clock, a. m. Everybody is cordially invited to attend. Round trip ticket 15 cents.

Sun, Mon. 7/31/99, p. 8. **Mowing Water Grass** – Williamsport, Me. – A mowing machine, to cut the thick grass in the bottom of the Chesapeake and Ohio Canal, is in operation in the vicinity of Big Pool. The grass was so thick that 13 boats, unable to pass, were tied up in one day. Shears used in cutting the grass are operated by steam and are placed on the front of a boat in such a manner that the grass on the sides or bottom of the canal can be cut. A scow containing the machinery is drawn by mules.

Sun, Thu. 8/3/99, p. 5. Cumberland, Md.  
The coal shipments from the George's Creek – Cumberland region for the week ended Saturday, July 29, by rail aggregated 82,871.15 tons and by

Chesapeake and Ohio Canal 5,650.03 tons, making a total of 88,521.19 tons, or 9,711.16 tons more than for the same week last year. For the year to July 29, inclusive, the output has been 2,476,437.05 tons, an increase of 130,968.03 tons, as compared with the corresponding period of 1898. The shipments by Chesapeake and Ohio Canal aggregate 89,634.17 tons, or 22,131.18 tons less than last year.

Fri. 8/4/99, p. 10. MISS KERFOOT ASSAULTED [Transcriber's Note: This article repeats the first portion of the story from *The Sun* of 7/28/99; not repeated here.]

On Friday the negro Johnson was fully identified as the brute who assailed Miss Kerfoot. He was taken into the presence of the girl, who recognized him at once. Her assurance could not be shaken. The father of the girl helped to quiet the mob that gathered in front of the jail yard and threatened lynching. Johnson was held in \$5,000 bail for a hearing on Tuesday.

The grand jury of Washington county brought in an indictment against the negro Johnson for felonious assault upon Miss Annie May Kerfoot. It is thought the trial will not consume over one day. Johnson has confessed to the charge against him. He is now confined in the Baltimore City jail and will be taken to Hagerstown on trial.

The speedy action on this case by the authorities has prevented the people in that section from taking the law into their own hands. If in all such cases the majesty of the law could be invoked within a reasonable time, without the vexatious delays and quibbling that usually occur, there would be fewer lynchings.

Judge Stake in Washington county and Judge McSherry in Frederick county have set a notable example of rapid and

<sup>7</sup> *Democratic Advocate*, Westminster, Md.

complete work in meting out punishment to negro rapists and assaulters.<sup>8</sup>

*Sun*, Thu. 8/10/99, p. 8. Cumberland, Md.

The coal shipments from the George's Creek – Cumberland region for the week ended Saturday, August 5, by rail aggregated 79,651.03 tons, and Chesapeake and Ohio Canal 6,387.13 tons, a total of 85,988.16 tons, or 3,914.11 tons more than for the same period last year. For the year to date 2,562,426.01 tons have been shipped from the region, an increase of 134,882.24 tons as compared with the corresponding period of 1898. The canal shipments to date aggregate 95,972.10 tons, or 21,058.02 tons less than during the same period last year.

Fri. 8/11/99, p. 6. **Point of Rocks, Md.**

The Chesapeake and Ohio Canal Company boat and several buildings which were formerly located at Monocacy have been removed to this place. The Superintendent, Mr. Samuel Sterling, who conceived the idea, being very much gratified as everything is much more convenient in regards to telegraphy and getting trains in cases of emergency.

The Baltimore and Ohio are laying the heavy 85-pound steel rails on the Metropolitan Branch, and are employing all the men they can get who are able to pass the medical examination required by the Relief Department. They pay \$1.15 per day of ten hours.

*Sun*, Mon. 8/14/99, p. 8. **Heavy Canal Traffic** – Williamsport, Md. – During July traffic was heavy on the Chesapeake and Ohio Canal at Williamsport. One hundred and four boats arrived and 102 boats cleared at this port. The total receipts were \$3,061.40. A total of 11,519 tons of coal was hauled and 409 tons of miscellaneous freight.

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<sup>8</sup> *Citizen*, Frederick, Md.

*ES*, Mon. 8/14/99, p. 12. **Carl Beuchart Drowned.** – At 10:30 last night, Carl Beuchart was drowned in the Chesapeake and Ohio canal. He was one of a party of excursionists who had gone up the canal to Great Falls on the “Mule,” a small craft, which has, it is said, figured in more than one fatality. Beuchart and his companions were on the homeward trip when about a half mile this side of the Chain bridge, Beuchart attempted to go to the upper deck of the boat, where he had left his coat. On the way he stumbled over the rudder and as pitched overboard. The excursionists immediately became excited, but Captain Magruder kept a cool head and rendered all possible assistance in locating and rescuing the unfortunate. The boat was stopped and the bottom of the canal dragged. The remains of the dead man, however, were not brought to the surface. The captain states that the man never arose to the surface after going down. The wife of Beuchart witnessed his plunge overboard. She could not realize for hours that he was really drowned.

Mr. Beuchart was a baker by trade, conducting his business at 417 6<sup>th</sup> street southwest. The “Mule” is the boat on which a man lost his life recently while passing under the Aqueduct bridge by coming in contact with a live electric wire. This morning Commodore Sutton, accompanied by Detective Fran Burrows, went to the scene of the drowning to recover the body. If necessary, the water will be temporarily drawn off.

Mr. Beuchart was but thirty years old.

*ET*, Tue. 8/15/99, p. 7. **Carl Beuchert's Funeral** – The funeral of Carl Beuchert, the baker, who was drowned in the Chesapeake and Ohio Canal on Sunday night, and whose body was recovered yesterday, will take

place from his late home, 417 Sixth Street southwest, tomorrow afternoon.

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*Ibid*, p. 9. **Carl Beuchert's Body Found.** – The body of Carl Beuchert, the baker, who was drowned from the yacht "Mule" in the Chesapeake and Ohio Canal, near the Chain Bridge, on Sunday night, was recovered shortly before 12 o'clock yesterday by Herbert King, who lives at the second lock. The body was recovered near the scene of the accident. It was brought to this city and taken to the Georgetown station, where it was viewed by Acting Coroner Glazebrook, who gave permission for its removal to the late home of Beuchert, at 417 Sixth Street southwest. The funeral will occur from that address tomorrow afternoon.

*Sun*, Thu. 8/17/99, p. 8. Cumberland, Md. – The coal shipments from the George's Creek – Cumberland region by rail for the week ended Saturday, August 12, aggregated 82,882.92 tons, and by Chesapeake and Ohio Canal 6,530.18, making the output for the week 89,413.10 tons, an increase of 13,716.10 tons, in comparison with the shipments for the corresponding week of last year. For the year to August 12, 2,651,839.11 tons have been shipped, or 118,599.05 tons more than during the same period of 1898. The canal shipments aggregate 102,503.08 tons, a decrease of 17,879.13 tons.

*Sun*, Thu. 8/24/99, p. 7. **Confederate Veteran Dead** – Mr. David L. Hergesheimer, one of the oldest inmates of the Confederate Soldiers' Home at Pikesville, died late Tuesday night at the Home from consumption of the throat. He had been at the Home since January 4, 1898. He was born and reared in Frederick county, Maryland, but lived for some years at Sir John's Run, W. Va. He was a farmer, but

worked for some years on the Chesapeake and Ohio canal. Mr. Hergesheimer was 80 years old, and has two sons and a daughter at Sir John's Run. During the war he was a member of Company D, First Maryland Cavalry.

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*Ibid*, p. 8. Cumberland, Md. – The coal shipments from the George's Creek – Cumberland region for the week ended Saturday, August 19, by rail aggregated 79,941.92 tons and by Chesapeake and Ohio Canal 6,757.17 tons, a total of 86,699.09 tons, of 5,601.91 tons more than during the same week last year. For the year to August 19, 2,736,723.05 tons were shipped, an increase of 152,385 tons compared with the corresponding period of 1898. The shipments by Chesapeake and Ohio Canal to date aggregate 109,281.05 or 16,112.14 tons less than last year.

*Sun*, Fri. 8/25/99, p. 2. **ASSAULTED MRS. ADA HARDY** – Washington – Harry Johnson, colored, who committed a felonious assault on Mrs. Ada Hardy on May 23, has been captured. He is about 35 years old, tall, very dark, has black side whiskers, weighs about 145 pounds and is of most repulsive appearance. He confessed the crime. He will be arraigned tomorrow, committed to jail and held to await trial, probably in November.

Mrs. Hardy is the mother of two children. She was raised amid humble surroundings in Virginia, and though uneducated is highly regarded by her associates. Her husband is captain of one of the boats on the Chesapeake and Ohio Canal. He is frequently kept away from home for days at a time by his work and is at such times forced to leave his wife under the protection of her brother. For several months they lived about three miles from Georgetown, two miles south of



Tenleytown, and about 300 yards from the Ridge road.

The assault was committed on the morning of May 23 – the first day of the Peace Jubilee. Mrs. Hardy's brother had been compelled to leave her in the house unprotected. About 9 o'clock a negro came up the path, stopped at the door and demanded food. Mrs. Hardy was frightened, but retained presence of mind enough to procure something for the man to eat, while one of the children was sent to give warning. The man ate for a few minutes, then rose from the doorsill and came menacingly toward the woman. The latter started to cry out, when her assailant drew a revolver and threatened to kill her if she made any noise. He then assaulted her. Before leaving, the man ransacked the house in the search for money.

An alarm was at once sent out and on the same day three or four negroes were arrested and taken to the police stations. One of the number, a canal hand named Charles Busey, Mrs. Hardy picked from all the array as her assailant. In court he subsequently established an alibi, but Mrs. Hardy insisted that Busey was the man and that his friends had perjured themselves to clear him.

Being convinced that Johnson was the man guilty of the crime, the police authorities sent for Mrs. Hardy this afternoon. When she arrived, Johnson admitted that he had seen Mrs. Hardy before and when pressed, confessed that she was the woman he had assaulted. Mrs. Hardy was not absolutely certain of his identity, however, but said that he looked "very much like the man." Johnson was arrested on Tuesday.

CET, Mon. 8/28/99, p. 4. **Death of Mrs. Hopcraft.** – Mrs. Rosanna Hopcraft died this morning in South Cumberland. She was the wife of a canal boat captain.

*Sun*, Mon. 8/28/99, p. 8. Extensive improvements are being made to dam No. 6, the main feeder of the Chesapeake and Ohio canal, 10 miles west of Hancock. The crest of the dam is now entirely dry, the river being at a very low stage.

*Sun*, Thu. 8/31/99, p. 8. Cumberland, Md. – The coal shipments from the George's Creek – Cumberland region for the week ended Saturday, August 26, by rail aggregated 76,373.01 tons and by Chesapeake and Ohio Canal 7,512.03 tons, making the total output 83,885.04 tons, or 1,312.06 tons less than during the corresponding week of last year. For the year to August 26, the shipments were 2,920,608.09 tons, an increase of 151,072.94 tons compared with the shipments for the same period of 1898. The Shipments by Chesapeake and Ohio Canal aggregate 116,773.08 tons, 17,241.14 tons less than last year's record for the same period.

CET, Wed. 9/6/99, p. 3. **Break on the Canal.** – The Hagerstown *Mail* says that there is a break in the canal at Sharplets, near Williamsport. The break is 5 feet below the bottom of the canal and 18 feet long. The whole mass carried right out, the rocky bed of the canal affording little hold for the towpath. It will take four days to repair the damage and men are at work on it now. It will cost about \$300 to fix it.

*Sun*, Wed. 9/6/99, p. 8. **Drowned in the Canal.** – Michael Bartlett, a canal boatman, of Georgetown, D. C., aged 35 years, was drowned in the Chesapeake and Ohio Canal at the Consolidation wharf, in Cumberland, late last night. The body was found this morning. C. W. Castle testified before the coroner's jury that about midnight he heard a man swear and a splash followed. He looked out and saw a pole floating. He

concluded a pole had fallen from the boat and gave the incident no further thought. The verdict was accidental drowning.

CA, Thu. 9/7/99, p. 4. **FELL INTO CANAL AND DROWNED** – As the result of Labor Day celebration, Michael Bartlett, a driver on canal boat No. 130, of which Harry Brown is captain, lost his life last night by falling from his boat into the canal. The boat was anchored at the Consolidation wharf loaded ready to go out this morning.

Bartlett had been drinking heavily yesterday, and last night about 11 o'clock Mrs. Brown, the captain's wife, who was asleep in the cabin of the boat, was aroused by someone coming on board. She at first presumed it was her husband, but as he did not come into the cabin, she opened the cabin door and saw that it was Bartlett. Later she heard the man rolling about on top of the boat and a few minutes afterwards heard a splash in the water and a muttering sound. Again Mrs. Brown looked out of the cabin door, but neither seeing nor hearing anything, she supposed that if Bartlett had fallen into the canal that he had gotten out.

Her husband came to the boat about one o'clock this morning, to whom she related the occurrence. Captain Brown thought, as did his wife, that if Bartlett did fall into the water, he had managed to get out again and so paid little attention to the matter.

This morning, however, when Bartlett proved to be missing, a search was instituted and the canal in the vicinity of the boat was dragged. About 9 o'clock C. R. Castel and James Null succeeded in recovering the body from the canal, near where it had fallen into the water.

As soon as the body was discovered, Acting Coroner Justice Gonder was notified and went to the scene and empaneled the following jury of inquest: Espy A. Lehman, foreman, B. A. Johnson, W. E. Everstine,

John Nulte, Francis M. Davis, John Cahill, George Nickle, John Snyder, Stephen Davis, E. S. Gray, Taylor Reed and Frank Burns.

After viewing the remains, the jury heard the testimony of Captain and Mrs. Brown, C. R. Castle, James Null, James Douglas and Samuel Poffenberger. After hearing their testimony, the jury rendered a verdict of accidental drowning.

The remains were then taken in charge by Undertaker Butler and removed to the dead room in his establishment on North Centre street.

The unfortunate man was about 45 years of age and made his home at Georgetown, D. C., where he has a sister, Mrs. James Caton, living. He leaves two other sisters, one in Alexandria, Va., and Mrs. Simmons, 3254 M street, Washington.

*Sun*, Thu. 9/7/99, p. 8. Cumberland, Md. – The seaboard soft coal trade is as active as ever. There is a big demand for coal at Georgetown and the boatmen on the Chesapeake and Ohio Canal are kept busy. Transportation from mines to tide is good, as the railroad companies are continually pressed for cars and expedite movements as much as possible. For a time, scarcity of cars was an impediment to the production in the Elk Lick region. Some dealers who took contracts at low prices in the early part of the year are finding it difficult to make ends meet on account of the increased price of coal.

CET, Fri. 9/8/99, p. 3. **GEORGE'S CREEK SHIPMENTS** – The coal shipments from the George's Creek – Cumberland region for the week ended Saturday, September 2, by rail, aggregated 84,854.19 tons, and Chesapeake and Ohio canal 1,959.13 tons – a total of 86,814.12 tons – 12,828.06 tons more than for the same week last year – and for the year to date 2,909,238.08 tons, an increase of 165,717.05 tons as compared with the

corresponding period of 1898. The canal shipments to date aggregate 118,736.01 tons, or 23,382.04 tons less than last year.

ES, Fri. 9/8/99, p. 6. HAGERSTOWN NEWS GRIST – A serious break occurred in the Chesapeake and Ohio canal three miles above Williamsport, near the Sharpless warehouse. The break extends five feet below the bottom and is nineteen feet in length. All navigation has been suspended during the repairs, which will require four days' time and an expenditure of \$200 or \$300.

ES, Sat. 9/9/99, p. 10. **B. and O. Entrance to Town** – The committee on commerce of the association was directed by a resolution to cooperate with the officials of the Baltimore and Ohio Railroad Company in securing an entrance for that road into Georgetown; also with the receivers of the Chesapeake and Ohio canal in obtaining the interest in said canal now held by the state of Maryland for the benefit of the Baltimore and Ohio road. The committee was instructed to wait upon the officials of both companies and offer their services in promoting the interests of the two companies for the benefit and welfare of the citizens of Georgetown.

It was brought out at the meeting that the Baltimore and Ohio road is endeavoring to secure an entrance into town, and that it was in better shape at the present time to construct such an extension than it has been at any time for several years past. The railroad has secured a right of way along the river front, extending from the Aqueduct bridge to the District line, but has had trouble in securing a further right of way.

Sun, Thu. 9/14/99, p. 8. Cumberland, Md. – The shipments of coal from the George's Creek – Cumberland region last week by rail aggregated 82,717.02 tons, and by the

Chesapeake and Ohio canal 5,387.05 tons, making a total of 88,104.07 tons, or 17,441.90 tons more than the record for the corresponding week of 1898. The increase for the year to September 9 has been 181,343 tons. The total shipments from the region so far have reached the unprecedented figure of 2,995,527 tons. This week the 3,000,000-ton mark will be passed. The canal is not doing so much, the total haulage so far having been 124,123.06 tons, or 25,524.12 tons less than last year.

ES, Fri. 9/15/99, p. 14. HAGERSTOWN NEWS GRIST – The recent break in the Chesapeake and Ohio canal has been repaired and navigation resumed. There is much complaint among the boatmen over the low freights, and they miss no opportunity to give expression to their discontent, the latest illustration being inscriptions noticed on the lamp boards of two of the boats passing Williamsport, one of which read, "Low freight, happy crew, low freight and nothing to do." The other one was "In God we trust, and on the canal we bust."

CET, Mon. 9/18/99, p. 4. **Down the Raging Canal** – Yesterday Col. J. C. Lechleiter, William Carroll and William Henry, employees of the South Cumberland Tin Plate company, were on an excursion down the Chesapeake and Ohio canal on the battle schooner *Atlanta*. It reached the Bloss Grove at one o'clock, where they were met by Mr. Bloss, who escorted them to his house and treated royally. They spent a delightful afternoon and voted Mr. Bloss a splendid entertainer. At six o'clock Captain John Snyder called the roll, when a homeward start was made.

ES, Tue. 9/19/99, p. 4. **Incandescent Lights**. – Under the head of "Incandescent Electric Lighting" he says no extensions of

this service have been made, except the addition of five lamps placed temporarily around a break in the wall of the Chesapeake and Ohio canal on the Canal road. Owing to the fact that these lamps are on overhead lines, and a large number on each circuit, frequent interruption have occurred, leaving whole sections in darkness until the trouble has been repaired.

CA, Thu. 9/21/99, p. 2. **FROM DOWN THE RIVER** – Lock No. 53, Md., Sept. 18 – I will now write a short letter for the *Alleganian* from Lock No. 53.

Mr. S. Summers is building a road extending from canal culvert to the river.

A festival was held on Long Ridge Saturday night at the home of Mr. Exline. Quite a crowd was present. I was there, but being a stranger cannot say that I spent a pleasant evening. Those people are from Maryland and my native State, but I must say that they are the most unsociable people I ever saw.

Miss Lottie Cox, of Martinsburg, is visiting relatives at this place.

In the *Hancock Star* last week, I saw a letter from Cumberland in regards to the pollution of the river. What is the pollution of the Potomac river to Hancock? They do not use the water and so far as bathing is concerned, I know that the water is not poison here. I am not in favor of pollution, neither am I in favor of stopping the enterprises on the West Virginia Central road. I further believe that the pulp mill has not all to do with polluting the water. Go to those saw mills and bark tanneries and then see. But I am a lumberman and when the pollution is stopped what will the lumber boys of West Virginia do?

School opened here this morning, Miss Edith Firey is teacher.

I know those Gormanias are wild, but just any old girl can't tame them, for I have been here.

Mr. S. L. Channel is visiting Mr. E. R. Murray.

Miss Eteel Murray, of Round Top, is visiting her sister, Mrs. Henry Clay, of Orleans Road, W. Va.

The stave mill situated on the C. & O. canal near here is doing quite a good business.

Mr. Wright Seawalt, of Cumberland, is spending a few days at the home of his mother at this place. Reddie

*Sun*, Thu. 9/21/99, p. 8. Cumberland, Md. Last week 77,719.93 tons of coal were shipped by rail and 5,993.09 by the Chesapeake and Ohio Canal from the Cumberland region, making a total of 83,713.02 tons, or 8,433.13 tons less than during the same week of last year.

WT, Fri. 9/22/99, p. 6. **DEAN'S DEATH AN ACCIDENT** – Coroner Carr issued a certificate of accidental death yesterday afternoon in the case of Henry C. Dean, whose body was found lying at the foot of a flight of stone steps leading from the towpath of the Chesapeake and Ohio canal to the bridge at Thirty-third Street, in Georgetown, Wednesday night. The body was taken to the morgue soon after the accident, where an examination was made yesterday at the instance of the coroner. The facts in the case were carefully considered and after a second examination of the body the certificate was issued and the remains turned over to Undertaker Birch for burial. There were no marks of foul play on any part of the body, and the theory of the police at the time of the discovery is thought to be the only solution of the mystery as to how the man met his death.

Mr. Dean was said to have been very fond of taking long walks after eating his evening meal, and it is thought that on account of the darkness he mistook the end of the steps for part of the bridge, and,

missing his footing, fell all the way to the bottom.

The funeral will take place from his late residence, at 2455 P Street, tomorrow afternoon at 2:30 o'clock. The interment will be at Oak Hill Cemetery.

*Sun*, Tue. 9/26/99, p. 2. **Wall Alleged to be Dangerous** – Complaint has been made to the Commissioners that a retaining wall supposed to be maintained by the Chesapeake and Ohio Canal Company is in dangerous condition. J. Barton Miller, an attorney, who brought the matter to the attention of the District authorities, asked that the Commissioners remedy the evil and have the wall restored to proper condition. Before proceeding in the matter, the Commissioners referred the case to the Attorney for the District. That official rendered his opinion today, holding that unless the break in the wall constitutes a nuisance, the only remedy open to Mr. Miller is through the civil courts.

“The canal company,” according to the opinion, “is a corporation, under the act of Congress, and is, therefore, a nonresident of the District, and the Commissioners cannot therefore require it to fence in the dangerous hole complained of, nor can the Commissioners do it, nor can they require the company to restore the fallen wall, nor protect Mr. Lowe (Mr. Miller’s client) in his right to the natural support of his land. Such matters are exclusively within the cognizance of the civil courts, which afford Mr. Lowe abundant remedy for the protection of his property rights if they have been improperly invaded.”

*ES*, Tue. 9/26/99, p. 11. **Alleged Menace**

Mr. J. Barton Miller, as attorney for Mr. A. Lee Lowe, recently complained to the District Commissioners of the alleged dangerous condition of the retaining wall on the Chesapeake and Ohio canal, on the north

side of lot 50, in square 1200. The complaint was referred to the attorney for the District, and his assistant, Mr. Clarence A. Brandenburg, has rendered an opinion in which he states he has examined the charter of the Chesapeake and Ohio Canal Company, and finds it does not contain any provision in regard to the erection or maintenance of a wall or fence.

Mr. Brandenburg says that if the caving in of which complaint is made has produced a dangerous hole, and if the same exists upon the property of the canal company, it is a nuisance dangerous to life and limb, and the company can be required to abate the same after five days’ notice, as pointed out in the act.

*Sun*, Thu. 9/28/99, p. 8. **Soft Coal Traffic**

Last week 89,030.01 tons of bituminous coal went forward from the George’s Creek – Cumberland region – in the neighborhood of the 90,000-ton mark, which shows a remarkably busy week. Of the shipments above, the Chesapeake and Ohio Canal carried 5,938.13 tons, the rest going to the railroad. The coal shipments for the year 1899, up to last week inclusive, reached 3,168,270.03 tons, or 174,264 tons more than during the corresponding period of 1898. The shipments by the Chesapeake and Ohio Canal aggregate 136,055.06 tons, falling 29,475 tons behind the record for the same period last year.

*CA*, Thu. 10/5/99, p. 2. That \$100,000 campaign boodle from the B. & O. ought to be inducement enough to get the canal sale bill signed all right even before the election.

*Sun*, Thu. 10/5/99, p. 8. Cumberland, Md. The coal shipments from the George’s Creek – Cumberland region for the week ended Saturday, September 30, by rail aggregated 84,931.99 tons and by Chesapeake and Ohio Canal 4,858.19 tons, making a total of

89,790.18 tons, or 7,374.17 tons more than for the same week last week. The shipments for the year to September 30 aggregate 3,258,061.01 tons, an increase of 182,639 tons, compared with the same period last year.

ES, Mon. 10/9/99, p. 9. **Asks Damages.**

Messrs. Dudley & Michener, as attorneys for Mrs. Harriet F. Dean, today filed with the District Commissioners a claim for \$10,000 because of the death of Mrs. Dean's husband, Henry C. Dean, the 20<sup>th</sup> of last month, occasioned, it is alleged, by the bad condition and dangerous arrangements upon the bridge which crosses the Chesapeake and Ohio canal at 33<sup>rd</sup> street.

It is stated on behalf of Mrs. Dean that her husband, about 8:45 o'clock the evening of the 20<sup>th</sup> of last month, in attempting to walk across the bridge in question slipped and fell over it to the rocks below, breaking his neck and causing almost instant death. It is said that the bridge is characterized by the residents of the locality as "a veritable death trap." It is also said to be almost impossible for pedestrians to pass safely down its inclined portion; that it is without hand railings, and that there is no light or other means of warning sufficiently near the spot to be of service.

Mrs. Dean says she is sixty-eight years of age; that she has been left almost wholly without means of livelihood, and that she trusts the claim made by her may be amicably settled.

*Sun*, Tue. 10/10/99, p. 2. **Suit Against the District** – Suit against the District for \$10,000 damages has been entered by Mrs. H. F. Dean for the death of Henry F. Dean, her husband. The latter was walking across the bridge over the Chesapeake and Ohio canal at Thirty-third street on September 20, slipped down a flight of stone steps and broke his neck. It is claimed by Mrs. Dean

that the accident was due to the faulty construction of the bridge.

ES, Tue. 10/10/99, p. 8. **Light on the Bridge.** – At the recommendation of Mr. W. C. Allen, the District electrical engineer, the Commissioners have directed that an incandescent electric lamp be placed at the south end of the bridge on 33<sup>rd</sup> street over the Chesapeake and Ohio canal. It is from this bridge that a man fell several weeks ago and killed himself; and Mr. Allen states that the approach to it is now very dark.

CA, Thu. 10/23/99, p. 2. Lowndes is the weakest Governor the state has ever had, and he is the only one who has ever sought a re-election. Cowen wants him re-elected so that the steal of the Chesapeake and Ohio Canal can be consummated. Cowen wants to get control of the next Legislature, also. The Democrats happened to nominate a Baltimore and Ohio employee in Baltimore and he was notified to resign and he resigned and stay on the ticket. The Republicans nominated three Baltimore and Ohio employees and they were not asked to resign. Cowen knows the difference between a Democrat and a Republican. The latter always favor corporations – *Westminster Advocate*.

CA, Thu. 11/9/99, p. 4. **Washington and Allegany Timber** – A fleet of boats is engaged in hauling timber from Big Pool and vicinity on the Chesapeake and Ohio canal to the nearest points along the Baltimore and Ohio for shipment north. The timber is cut into pulp wood, mine props and telegraph and telephone poles. A northern syndicate has purchased all the available timber contiguous to the canal from Big Pool up into Allegany county, and are cutting and shipping it to Boston, Philadelphia and other points north.

CA, Thu. 11/16/99, p. 2. Mr. J. Graham Pearre, paymaster of the Chesapeake and Ohio canal, is in town.

*Sun*, Mon. 11/20/99, p. 8. It is understood that the business over the Chesapeake and Ohio Canal for the season which is about to close has been disappointing. Much of the coal which was formerly shipped by canal goes by rail. Navigation to Georgetown will close about December 1 and to Williamsport about December 10.

ES, Tue. 11/21/99, p. 14. AFFAIRS IN GEORGETOWN – The small bridge across the Chesapeake and Ohio canal on 34<sup>th</sup> street, just below M street, was this morning destroyed by the officials of the canal company. This step was made necessary by the rotten condition of the structure, which, while it remained in place, was a danger and menace to life. The bridge was used by residents of the neighborhood, affording the first outlet east of the Aqueduct bridge from K to M street.

Several weeks ago, the police reported that the bridge was in a dangerous condition. The report was sent to the District building and an investigation revealed the fact that the complaint was well founded. The officials of the canal company were notified to remove the structure and erect a new one in its place. This work was begun today. Since the report of the police was sent in, the bridge settled much lower and became more unsafe. The canal company not only owns the structure, but also the land for a distance of about ten feet on either side, and by the terms of its charter, it is said, is obliged to keep all the bridges in repair.

CA, Thu. 11/23/99, p. 4. **NEARLY DROWNED** – George Rice, Henry Knippenberg and John Furlough had an experience at Hitchcock's crossing near

North Branch that came within an ace of costing them their lives. A Mr. Valentine gave what is known as a "turkey hustling match," and the men in question were on their way to attend it.

In order to reach Valentine's, they were compelled to cross the canal. There was an old boat on the bank. This they placed in position and two of the men got into the boat, but as the third man stepped in, the bottom came out and the two were precipitated into the water. Knippenberg and Furlough could swim and after a considerable struggle managed to reach shore. When they looked for Rice, he was nowhere to be seen and the men made sure that he had been drowned.

There was a bubble or two on the face of the canal and one of the men seized a piece of the boat and in some way reached the spot where Rice had gone down. He dived down and grabbed Rice by the hair and holding on, dragged him in this way to the edge of the water.

The scene was a thrilling one and the saving of Mr. Rice from death was most miraculous. In order to reach the hustling match, they had to hustle for their lives.

*Sun*, Thu. 11/23/99, p. 8. Cumberland, Md. While George Rice, Henry Knippenberg and John Furlough were crossing the Chesapeake and Ohio Canal, near North Branch, yesterday the bottom fell out of the boat. Knippenberg and Furlough could swim, but Rice went down three times, and was only saved after some dexterous dives by Furlough, who brought him up by his hair.

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Alvey Alderton, a fugitive from justice for nearly two years, was tried in court today, for murderous assault on Henry Ofphing, a boatman, but was convicted of simple assault only. The affray occurred at a dance near Little Orleans. In the melee

Silas Deal received injuries from which he died, and Alderton is yet to answer a manslaughter charge.

*Sun*, Fri. 12/1/99, p. 8. Hagerstown, Md. Miss Sarah Amelia Hassett, of Clear Spring, was paralyzed yesterday at noon while at dinner and she died three hours later, aged 47 years. She was a member of St. Andrew's Protestant Episcopal Church, Clear Spring. She was a half sister to William T. Hassett, of Four Locks, and the daughter of the late Thomas Hassett, for many years a division superintendent on the Chesapeake and Ohio canal.

ES, Fri. 12/1/99, p. 8. Hagerstown, Md. Miss Minnie Hassett, sister of Wm. T. Hassett, division superintendent of the Chesapeake and Ohio Canal, was stricken with paralysis at her home in Clearspring last evening and died an hour afterward. She was aged forty-seven years, and was highly esteemed by many friends.

*Sun*, Tue. 12/5/99, p. 12. **BID FOR THE CANAL** – Another bid for the purchase of the State's holdings in the Chesapeake and Ohio Canal was tendered yesterday, and will be formally considered at a meeting of the Board of Public Works to be held today.

The bid was taken to the office of Governor Lowndes, in the Merchants' Bank Building, yesterday and left with State Treasurer Shryock and Comptroller Goldsborough. Governor Lowndes reached the city late in the afternoon, and the communication was opened. It proved to be an offer of \$400,000 for the State's interest in the canal, signed by Gen. John Gill and the Mercantile Trust and Deposit Company. This offer was a surprise to the members of the Board of Public Works, as since the offer of \$300,000 some time ago by Mr. C. K. Lord, supposedly in the interest of the Baltimore and Ohio Railroad, there has

seemed an apathy regarding any new offer for the property. Mr. Lord's bid carried with it an agreement to maintain the canal for 25 years as a waterway, but the offer presented yesterday was silent on this point. The new bid was informally discussed by Governor Lowndes, Treasurer Shryock and Comptroller Goldsborough, and it was agreed to hold a meeting today to act upon it.

### **General Gill Reticent**

When seen last night at his home, 922 North Charles street, General Gill said to a reporter of *The Sun*: "I did submit to the members of the Board of Public Works a proposition to purchase the State's interest in the Chesapeake and Ohio Canal, and for further information I must refer you to that body. The bid was made by the Mercantile Trust Company, and I desire to say that the money is ready to pay for the property if the proposition be accepted. It is purely a business matter with me, and the bid is a straight proposition to acquire the property."

General Gill declined to answer questions as to what interests were represented by the trust company; whether, if the bid was accepted, the purchasers would use the property for a waterway or a railroad, and whether the bid had anything to do with the proposed sale of the Western Maryland Railroad.

"Wouldn't the canal make a valuable link by which to unite the West Virginia Central and Pittsburg and the Western Maryland Railroads?" was the next question asked by the reporter. General Gill made no reply. The possibility of the West Virginia Central becoming alarmed over the reported deal between the Pennsylvania, Baltimore and Ohio and the Vanderbilt's, and fearing that its present satisfactory traffic agreements could not be renewed with the first two, desired to use the canal to reach tidewater, was suggested, but General Gill



would not throw any light upon the motive behind his offer.

#### **Governor Lowndes' Views**

Governor Lowndes said: "The board had no formal meeting, but a bid for the State's interest was submitted and came as a great surprise. I have not had time to fully consider the proposition, and am, therefore, unable to pass an opinion upon it. It names \$400,000 as the price, but out of this will have to be paid the labor claims, amounting to \$178,000. The proposition, however, offers \$100,000 more than the previous one. I am in favor of selling the property, provided the sum offered is in proportion to what the State should receive, but am opposed to closing the canal as a waterway."

General Shryock and Comptroller Goldsborough, when seen, admitted that the offer had been informally discussed, but would not say what disposition would be made with it when taken up at the meeting to be held today.

#### **In Financial Circles**

The new offer for the property was discussed yesterday in financial circles with much interest. In the minds of many persons not identified with either of the two trunk lines now running into Baltimore, the feeling is that if the canal or the Western Maryland Railroad is to be sold it would be to the best interests of the State to have them fall into hands that would make use of their franchises and advantages to bring another trunk line to Baltimore. As the West Virginia Central and Pittsburg has long been ambitious to reach tidewater with its own line, the belief is that the interests behind this property would endeavor to figure in any sale of either the canal or the Western Maryland.

#### **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 interest of the State, can move in the court for the sale of the property under the decree which was signed by Judge Alvey in 1890. A motion to that effect being successful and the property being put up for sale, any one could bid for it. But the person or corporation holding the State's interests 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.

Wed. 12/6/99, p. 5. **Governor Lowndes' Views.** – Governor Lowndes was in Baltimore yesterday. In speaking of the offers made for the purchase of the Chesapeake and Ohio Canal, he said he was not prepared to give his views as to the course that should be pursued. "The Board of Public Works," said he, "will meet at Annapolis Thursday and consider the matter. I do not look for any definite action then, however. Should the State's interests be sold it will go to the bidder making the most advantageous offer." The Governor stated

that he did not know whom the Trust Company represented.<sup>9</sup>

*Sun*, Wed. 12/6/99, p. 12. **ANOTHER CANAL BID** – When the Board of Public Works met in Baltimore yesterday to consider the bid of \$400,000 made on Monday by the Mercantile Trust and Deposit Company for the State’s holdings in the Chesapeake and Ohio Canal, an additional bid was submitted by Mr. Charles K. Lord, who some time ago made a bid of \$300,000 for the property.

Mr. Lord’s second bid contains two propositions – one to pay the State \$425,000 for its interest, free of all claims and judgments against the canal, the other to pay \$230,000 for the State’s interest, subject to the judgements and claims, which, Mr. Lord says he is advised, will amount, with interest, to from \$175,000 to \$190,000. As part of either or both of these propositions Mr. Lord agrees to stipulate that the canal shall be maintained as a waterway for 25 years.

#### **Interview with General Gill**

After reading both the bids submitted Gen. Thomas J. Shryock and Mr. Phillips Lee Goldsborough, by order of the board, waited on Gen. John Gill, president of the Mercantile Trust and Deposit Company, and asked him if he would submit a new bid for the property, the new bid to be framed like the one submitted by Mr. C. K. Lord, as the board, they stated, would prefer to make a direct sale of the entire holdings of the State rather than to sell and obligate the State to settle the outstanding indebtedness.

General Gill said: “The bidders whom I represent are in New York, and I shall have to communicate with them before I can give an answer as to what they propose doing. This will require some little time, but I will communicate with them at once to see if they are willing to make another bid.”

The result of the interview with General Gill was reported to Governor Lowndes and the board decided to withhold action in the matter for several days.

#### **Views of State Officials**

Governor Lowndes, in speaking of the bid, said: “I consider the price offered in this new bid of Mr. Lord’s to be a good one, and I am in favor of selling the property, as I have been for some time. I believe, however, that it is decidedly best to maintain the canal as a waterway.”

Comptroller Goldsborough said that he had not made up his mind yet as to what position he would take in regard to the proposed sale of the canal, but that he was delighted to find that the property was in such favor.

State Treasurer Shryock said: “I am highly gratified to know that there is a chance for the State to realize something out of this property, and it looks as though it had considerable value, especially when we take into consideration that the first bid submitted to the board was for \$300,000 and today we have a bid from the same party offering \$125,000 more. I have been always in favor of selling the property, provided the State got a fair bid for its interest, and I believe that the amount offered is a fair sum.”

Governor Lowndes left Baltimore yesterday evening for his home in Annapolis.

Comptroller Goldsborough also returned to his home in Cambridge, Md., last night.

General Gill, when asked later by a reporter of *The Sun* if he would submit a new bid for the property, said: “I will have to see the persons interested in the proposal which I made the Board of Public Works before I can answer that question. I believe, however, that the proper way to dispose of this property is to set a day for its sale and receive sealed proposal for it, which shall be

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<sup>9</sup> *Evening Capital*, Annapolis, Md.

opened on that day, and then let whoever bids the highest price have the plum.”

General Gill declined to give any information as to who he represented or for what purposes the property was desired.

*Sun* Fri. 12/8/99, p, 10. **THE CANAL BIDS**  
The Board of Public Works, which was to have held a meeting yesterday at Annapolis to take action on the two bids recently submitted for the State’s interest in the Chesapeake and Ohio Canal, did not have a quorum, owing to the absence of General Shryock and Comptroller Goldsborough. It is understood that the board has agreed to postpone the meeting until next Tuesday, in order to give Gen. John Gill time to put in a second bid for the property.

The recent bids have aroused much discussion in business circles, and the method adopted by the board for the disposal of the property has been criticized. A prominent business man, in discussing the matter, said: “It somewhat mystifies me to see that Mr. Lord has within a few hours raised his bid for the property over \$125,000. If the property was valuable to him at \$425,000, I think it strange that he did not bid that amount when he submitted his first bid of \$300,000.”

Gen. John Gill was asked yesterday if he would submit a new proposition to the Board of Public Works. Mr. Gill replied: “I have not fully made up my mind as to what will be done. I have, however, asked the Board of Public Works to suspend action on the matter for a few days in order that I may consult the people I represent. As it now appears, the State’s holdings in the canal are much more sought after than it was generally believed they would be. The bid I submitted of \$400,000 was a straight one for the property, and was \$100,000 more than the State, after repeated efforts, had been able to obtain, but in a few hours after this bid was submitted, we find another bid made

to the board at \$25,000 advance. It seems to me the proper way to dispose of the State’s interests would be again to advertise for sealed proposals, and on a date set the property could be disposed of to the one offering the largest amount.”

State Treasurer Shryock said: “As to what may be said about the board and the bids, I will say that both the Gill and Lord bids were entirely expected by the board. If the parties desire to obtain the property, I can see no objection to having them name a day on which to submit sealed proposals, and for the board to act upon them. The object I have in view is to secure for the State the highest amount of money possible. Comptroller Goldsborough has already said he favored receiving sealed proposals for the property.”

*Sun*, Sat. 12/9/99, p. 7. **MAYOR HAYES’ POSITION** – Mayor Hayes has taken a hand in the proposed deal for the sale of the Chesapeake and Ohio Canal. He is opposed to the sale at the prices which have been reported as the bids submitted to the Board of Public Works and to the reported conditions of the sale. He yesterday addressed to Governor Lowndes the following letter:

“I fear that a sale of the Chesapeake and Ohio Canal upon the terms published in the papers will inflict a great injury on the commerce and financial interests of Baltimore city. I write to ask that you will delay a sale of the canal until the Board of Public Works hears the Finance Commissioners of Baltimore. If you will name the time and place at which the Commissioners can see you, they will call.”

The Board of Finance, Commissioners of Baltimore city consists of Messrs. John B. Ramsay and Christian Devries and the Mayor ex-officio. The Board of Public Works consists of Governor Lowndes, State Treasurer Thomas J.

Shryock and State Comptroller Phillips Lee Goldsborough. General Shryock, whose term as State Treasurer will expire with the election of his successor by a Democratic administration, has been spoken of as one of the Finance Commissioners for Baltimore city, to be appointed by Mayor Hayes.

In explaining his views on the question of the sale of the canal, the Mayor said: "The State Board of Public Works, I fear, is about to inflict irreparable injury and damage to the commercial as well as financial interests of Baltimore city, and I do trust, if the Governor and Comptroller are regardless of this threatened wrong to this city, that the other member, General Shryock, State Treasurer, our own townsman, will oppose the proposed scheme of the sale of the property, unless there is inserted in the terms of sale the conditions to be hereinafter given, and which are contained in two act of the Legislature of 1890. There are two bidders for this canal; one, it is conceded, is the Baltimore and Ohio Railroad Company, and the other unknown.

#### **Bidders for the Property.**

"It is known that Baltimore is virtually the owner of the Western Maryland Railroad. Now, the one thing needed to give access by the Western Maryland Railroad Company to the coal regions of Cumberland and enhance its value as a railroad and to benefit Baltimore's trade is to provide that whatever company may build a railroad on the towpath of the canal shall agree, as a condition of its purchase, to enter into a traffic arrangement over its tracks from Cherry Run, the present terminus of the Western Maryland Railroad, on the Potomac river, to the coal regions around and about Cumberland. At present the Western Maryland is virtually out of this valuable trade, and Baltimore city prevented from the benefits of such traffic and dependent for its

coal trade from this region solely upon the Baltimore and Ohio Railroad Company.

"If the purchaser of the canal is made to buy on the conditions provided in the acts of 1890, then the Western Maryland will have the right to use the tracks on the towpath from Cherry Run to Cumberland, a distance of about 80 miles, the missing link is supplied, and the city will have a competing line to Baltimore for this large trade, and Baltimore may become the greatest coal market in the East. Will the Board of Public Works inflict this great wrong on the city when it can be avoided by the insertion of the exact stipulations given below and contained in these acts of 1890? Will the Board of Public Works be so unmindful of its duty with this, the last expression of the legislative department of the State government, before it? Will these State officers, who are within a few weeks of the termination of their public offices, violate the expressed will of the Legislature, as heretofore expressed, and sell to the Baltimore and Ohio Railroad Company or any other railroad or railroad syndicate this canal and thus deprive the city of a competing line owned by itself to the coal fields of Western Maryland? I truly trust not. The inserting of the conditions that the canal shall be kept for 25 years as a waterway necessarily makes the Baltimore and Ohio Railroad Company the only bidder for the canal, for the Baltimore and Ohio only buys to keep off a competing line. This condition should not be made in the terms of the sale; it but drives off competing bids.

#### **Of benefit Both Ways**

"Baltimore is none the less interested in the insertion of this condition because the municipality is negotiating the sale of its interest in the Western Maryland. If the condition be inserted in the sale, the city will get more at the public sale of the Western Maryland Railroad, and if it is sold the purchaser will have a route to the coal

regions around Cumberland and be in close connection with the railroads leading to the cola fields of West Virginia. If Baltimore does not sell, it gets all the benefit suggested. It is, therefore, of the first importance to the city to have inserted this condition, whether it sells or does not sell.”

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*Ibid*, p. 8. **THE GALLOWS IN HAGERSTOWN** – Hagerstown, Md., Dec. 8. - Samuel Johnson, colored, was hanged today for the crime of assaulting little Annie Kerfoot, white. He said he was innocent of the crime. The word “innocent” is the last he ever uttered. [Transcriber’s Note: The balance of this article recounts the grisly facts previously published and not included here for brevity. Of note was that Annie Kerfoot picked her assailant out of a cell of 5 other negroes and that the trial was held in Oakland, Garrett county, starting on September 21, where the jury brought in a verdict of guilty.]

ES, Sat. 12/9/99, p. 15. **Seining the Canal.**

The executive committee of the Games and Fish Protective Association of the District of Columbia will meet at No. 1333 F street northwest next Monday night to arrange for seining the canal and to provide for legislation in behalf of better fish and game laws.

The seining of the canal two years ago was eminently successful, as some 40,000 or 50,000 small-mouth black bass were caught and released immediately in the Potomac river, besides immense quantities of minnows and young fish, among which were many additional bass, the ensuing improvement in angling being unquestionably due to the seining.

Mr. George M. Bowers, Untied States fish commissioner, has announced that he will cheerfully aid in the enterprise this season, and will furnish the superintendent and a force of men to do the

work of seining. To pay their living expenses about \$150 to \$200 will be required, and this will doubtless be forthcoming when anglers are apprised of the fact.

General Manager George L. Nicolson of the Chesapeake and Ohio canal, expects to turn the water from that highway next week, and will afford every facility for the prosecution of the work of seining the pools that remain when the water is drawn off and in which the bass congregate.

*Sun*, Mon. 12/11/99, p. 9. Cumberland, Md.

Yesterday the work of emptying the levels of the Chesapeake and Oho canal commenced.

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*Ibid*. p. 12. **BOTH B. AND O. BIDS?** – Mayor Thomas G. Hayes, who wrote to Governor Lowndes on Friday requesting that the Board of Public Works give a hearing to the City Finance Commissioners on the subject of the proposed sale of the State holdings in the Chesapeake and Ohio Canal, has received a letter from the Governor, who writes that the board will be glad to hear anything the Finance Commissioners have to say on the subject. Messrs. John B. Ramsay and Christian Devries will go to Annapolis to attend the meeting of the board on Tuesday, and will urge that as Baltimore city is greatly interested in the fate of the property through the ownership of the Western Maryland Railroad, in the event of the State disposing of its holdings a condition be made giving the Western Maryland Railroad trackage rights over any line which may be built on the canal property. They will also object to the maintenance of the canal as a waterway.

It has been currently reported that the bid made for the property by Gen. John Gill was in the interest of the West Virginia Central Railroad, while the Baltimore and

Ohio was behind the offer made by Mr. Charles K. Lord.

A leading business man who has been closely connected with railroad interests in Baltimore said last night: "You may state positively that the West Virginia Central Railroad is not seeking the canal property, and any statement to the opposite is all a bluff. The Baltimore and Ohio is the only bidder. Both bids now before the Board of Public Works, although submitted by different persons, come from the same fountain head and are only made to close the public's eye to the fact that the property is selling below its value and to give an appearance of competition.

"If the sale is made to either bidder, the grist will go to the Baltimore and Ohio mill, which only seeks to acquire the property for the purpose of shutting off possible competition. General Gill would only say that he represented New York parties, and it is in that center that the Baltimore and Ohio is operated."

#### **Senator Wellington's Views**

A special dispatch to *The Sun* from Cumberland quotes Senator Wellington as saying in reference to the proposed sale of the canal: "I have always held that the Chesapeake and Ohio Canal should be conserved to the people of the State as a waterway, it having been built principally by the State of Maryland that it might give an avenue of transportation to the coal interests of Western Maryland, and if possible, to connect with waterways to the westward. The latter enterprise was never consummated, notwithstanding that the investment of the State in building the canal was a good one, for it developed the western counties, largely increased the basis of taxation and opened up the Cumberland coal field, taking to the world's market the best steam coal now known. While directly the State has received no recompense, it has indirectly been well paid. By changes in the

system of transportation, political mismanagement and other misfortunes, the canal gradually drifted into such a situation as has placed it in the hands of trustees, practically controlled by the Baltimore and Ohio Railroad, and now operated with only one purpose in view, and that is to prevent competing lines of railway from becoming possessors of it. As a people's waterway it has already ceased to exist, and is now being operated solely in the interests of the above-named corporation, which has secured partial control of it.

#### **An Echo of the Campaign**

"The next part of the plan was to obtain a sale of the property by the Board of Public Works to the Baltimore and Ohio Railroad Company, upon condition that it was still to be operated as a waterway for a number of years. Naturally, the Baltimore and Ohio Railway would not desire to lay tracks upon the canal, but they do desire to prevent any other company from doing so. Many people unquestionably wondered why the Baltimore and Ohio Railroad in the last election, though its president is a Democrat, were so exceedingly anxious for the re-election of Governor Lowndes. One of the reasons for their desire, which caused them to use money and influence in behalf of Governor Lowndes, was in consummation of this plan. That there was an understanding that Governor Lowndes was favorable to the project there can be no doubt, at least our people so believed, and this belief had something to do with the opposition which developed against him in our section.

#### **Effect of the Election**

"The people in the last election declared emphatically that they did not care longer to trust Governor Lowndes as the chief executive of our Commonwealth, and that they had no confidence in his further plans concerning this and other matters. They elected a Democratic Governor, and

by this election declared that they desired Colonel John Walter Smith to administer the government of our State, and to carry out his policies; therefore, it would seem to me that Governor Lowndes cannot afford, in the few weeks of power which are left to him, to carry out his avowed intention of sacrificing the interests of the State in the Chesapeake and Ohio Canal by such a sale as would practically debar other interest or corporations outside of the Baltimore and Ohio Railroad from becoming bidders. He owes it to the people of the State to abstain from further action in this matter. If he does not, he will have upon his record the further stain in the last hours of his administration of sacrificing the interests of the State in this great waterway for the purpose of paying the agencies of the Baltimore and Ohio Railroad for their political support.

#### **No Objections to a Railroad**

“It seems to have been demonstrated that under existing conditions of railway transportation the canal cannot be operated so as to pay expenses. This would demand that it be closed as a waterway, and if it can be utilized for the purpose of building a railway which will give additional transportation to our coal, then I see no objection to its sale. It should be sold, however, without reservation, and the Board of Public Works should receive sale bids and sell to the highest bidder. The sale should be made fairly, looking solely to the interests of the people, and not for the purpose of paying political debts.”

Tue. 12/12/99, p. 2. **BOARD OF PUBLIC WORKS** – It was half-past twelve when Mayor Hayes rose and thanked the Board of Public Works for hearing the representatives of the City of Baltimore on the proposed sale of the State’s interests in the Chesapeake and Ohio Canal, and thus ended one of the most entertaining and dramatic meetings that the staid Board has ever held,

in which denial of statement made and charges of cheater on the part of the State were freely handed about the Chamber, and received, parried and returned with the ease and good humor of the drawing room.

The first business was to open and read Gen. Gill’s last letter, which was a warm protest against receiving second bids after the first offer and suggesting a public sale of the State’s interests. The Governor repudiated the suggestion that the bid of Gen. Gill had been given out by the Board. Mayor Hayes was the first speaker, and protested in the name of the City of Baltimore that the administration, in its expiring hours, should sell the canal to a rival railway to keep the city from having a competing line, and, especially too, as the city was about to sell its interests in the Western Maryland, he desired the Board not to cut off the city from making an advantageous sale of the Western Maryland to parties who might secure the bed of the canal for a railroad and thus be able to give more to the city for the Western Maryland.

The members of the finance board, Messrs. Ramsay, Smith, Devries and Supplee each, in turn, supported Mayor Hayes in the suggestion that the sale of the canal be postponed until after the Legislature meets.

Mr. Hugh L. Bond, as counsel for the bondholders, protested that the question was lost in what the Mayor and the Finance Commissioners had said. The real question was “will the State give the bondholders of 1844 the opportunity or reorganize the canal and get back their money?” He declared that the State had been indecently dishonest in attacking the rights of these bondholders whom it had invited to invest their money in the Canal.

Attorney-General Gaither said that the B. & O. was the real holder of the bonds; that it had bought for ten cents on the dollar.

Mr. Bond – That is not so.

By cross-question it was brought out that it was 27 cents. Mr. Bond declared that nobody in the room would live to see a railroad along the line of the canal. The bondholders had had their rights adjusted on that point by the courts.

Mr. Hayes – Give us a chance by postponing this question to the next Legislature and we will see.

Mr. Bond stated that the B. & O. was only interested in a trifling way in the matter of the sale.

Mr. Hayes, in conclusion, said that as the matter was in doubt as to the State's right to have a railroad built along the canal, he begged the Board to postpone the matter until its law-officer, the Attorney-General, could tell them what was the State's interests. He had faith in the Board and did not believe that the honored names that composed it would be blurred by sacrificing the interests of the City of Baltimore in the last, expiring moment of the administration.

The Board then went into executive session.<sup>10</sup>

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**To Take Fish from Canal**

Washington, Dec. 11 – It was decided tonight by the local game and fish protective association that the fish in the Chesapeake and Ohio Canal shall be taken therefrom before December 13. On that date the water is drained from the trench. The association has decided to clear the water of fish as far as fifty miles beyond Harper's Ferry. They will be placed in the Potomac river.

*Sun*, Wed. 12/13/99, p. 8. Cumberland, Md.

The Cumberland Board of Trade met today and discussed the proposed sale of the Chesapeake and Ohio Canal. The officers of the Board had previously made an investigation to ascertain the general sentiment of the community and reported that the people here were almost

unanimously opposed to the sale of the canal.

*Sun*, Thu. 12/14/99, p. 6. **Seining the Canal for Bass** – Hagerstown, Md. – The fish remaining in the pools and locks of the Chesapeake and Ohio Canal after the levels are emptied will be saved, as already announced in *The Sun*. Capt. L. G. Harron, of Washington, with 10 or 12 assistants, is expected at Williamsport tomorrow to seine the canal, and all bass, perch, crappie, suckers, chub, minnows and smelts will be immediately emptied into the Potomac river. The carp will be given away. They are not desirable.

Two gangs will operate at different points in rubber wading suits reaching to the shoulders, and the work will cost about \$200 and will take two weeks.

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*Ibid*, p. 10. **NO ACTION ON CANAL BIDS** – The State Board of Public Works did not take any action yesterday on the bids of Mr. C. K. Lord of \$425,000, and of Gen. John Gill of \$400,000 for the State's holdings in the Chesapeake and Ohio Canal, which were discussed at the meeting in Annapolis Tuesday.

Governor Lowndes said he had expected to have settled the matter yesterday, but had been compelled to attend a meeting of the Second Hospital for the Insane, and that General Shryock had an engagement which called him out of town.

When asked when the matter would be taken up, the Governor said that it would depend upon the engagements of the other members of the board.

As was stated in *The Sun* of Wednesday, the general impression is that the Board of Public Works will take no further action in the matter, and that the State's holdings will not be sold. Neither General Shryock nor Mr. Goldsborough

<sup>10</sup> *Evening Capital*, Annapolis, Md.



would discuss the matter or intimate their position regarding the sale.

Sun, Wed. 12/20/99, p. 12. **The Fate of the Canal** – Mayor Hayes has been informed that the Board of Public Works would not accept the bids received for the Chesapeake and Ohio Canal and that there would be no sale at this time of the canal. The board will meet tomorrow, and its present plan is to adjourn without acting on the bids received. It is now probable that the incoming Democratic administration will have to determine the fate of the canal.

CA, Thu. 12/28/99. **The Fish That Were Seined Out of the Canal.** – Report is made to the United States Fish Commission by Captain L. G. Harron that the work of seining the Chesapeake and Ohio canal was finished last Friday at Great Falls. Small mouth black bass were transferred to the river to the number of 4,236, as well as 410 rock bass, 627 crappie, 695 white perch, 220 yellow perch, 3,470 catfish, 3,850 sunfish, 4,800 suckers and nearly 80,000 minnows. The workmen captured 498 carp which were either killed or given to people living near the canal. In a special communication sent to Secretary Penniman, of the Maryland Association, by Dr. W. P. Young, of the District of Columbia Game and Fish Association, it was stated that Captain Harron found a number of private seines set along the canal. Mr. Penniman replied that his society would undertake to have the perpetrator of such acts prosecuted at law.

Sun, Thu. 12/28/99, p. 8. Hagerstown, Md. – The Chesapeake and Ohio Canal at Williamsport is frozen over to the depth of from 2 to 4 inches and hundreds of persons from Williamsport and Hagerstown were skating today. The ponds around Hagerstown are frozen over to the thickness

of 3 inches. The temperature here last night was 15 degrees above zero.

ET, Thu. 12/28/99, p. 2. **A Wanderer Returns Wealthy.** – Cumberland, Md. – George Temple, thirty-two years ago, as a tow boy on the Chesapeake and Ohio Canal, came to Cumberland from Washington, D. C. He was a friendless lad and Mr. William Morehead, still a resident of Cumberland, picked him up and made him one of his family. Eight years later, or in 1872, Temple disappeared, with several other boys, and the Morehead family completely lost sight of him until last Monday, when he suddenly reappeared. Mr. Temple went to the gold fields in the Black Hills, where he made over \$7,000. He then embarked in the cattle business and is now worth \$150,000. He owns an immense ranch, which he has rented, as he intends fitting out a party to the Alaskan gold fields. Mr. Temple left yesterday on a visit to relatives in Washington and will later go to New Jersey to see friends.