

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***CUMBERLAND ALLEGANIAN***  
a Cumberland, Md. newspaper  
and  
***THE BALTIMORE SUN***  
a Baltimore, Md., newspaper  
and  
***TIMES***  
and  
***EVENING STAR***  
two Washington, D. C., newspapers  
1900

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## Canal Trade - 1900

### A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from the *Cumberland Alleganian*, a Cumberland, Md. newspaper, the *Baltimore Sun*, a Baltimore, Md. newspaper, the *Times*, a District of Columbia newspaper and the *Evening Star* another District of Columbia newspaper 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 *Baltimore Sun* are preceded by Sun, those from the *Times* are preceded by Times, and those from the *Evening Star* are preceded by ES.

The newspapers were found on-line. There may be some duplication or overlapping of stories due to the varied sources, date of publication, and local interest. The research continues because the reader may yet find a missing date, or better yet, a missing newspaper.

Readers will notice that articles from the *Times* newspaper tend to be very long articles. I hesitated to include them due to their length, but decided their inclusion would give some perspective of life in Washington, D. C. in 1900. Readers 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 1900.**

ES, Wed. 1/3/00, p. 11. **Dr. Young's Observation.** About one month ago Dr. Young made a trip from Georgetown to Cumberland in a steam launch as the guest of Col. George L. Nicholson, general manager of the Chesapeake and Ohio canal. Dr. Young made many observations concerning the condition of the water on the way up, and today said to a reporter for *The Star*: "The Potomac water was dark from Great Falls up. The inky conditions grew worse the higher we went, until in some places it was coal-black. In the vicinity of Cumberland woody matter, the refuse from the pulp mills and tanneries, was distinctly visible in the water. The river was polluted, not muddy. The claim made by some that the discoloration and impurities found in the water are caused by the decomposition of leaves falling into the river is disproved in observations made at almost any time at Harper's Ferry, where the Potomac and Shenandoah rivers unite. When the Potomac runs blackest the Shenandoah water will be translucent. Leaves fall into it, and small streams pour their drainage into the Shenandoah, as well as the Potomac. For a little distance below Harper's Ferry the black and clear waters run side by side until finally the clear water is contaminated and the entire body of the stream becomes black.

"The people of Washington are becoming aware of the pressing need of some congressional action," continued Dr. Young, "and the essential point is speedy action. Senator Cockerel has introduced in the Senate a resolution appropriating \$3,000 for an investigation of the waters of several rivers, especially the Potomac. This is a step in the right direction, but Congress should act immediately. The Senate chamber could be flooded with reliable information regarding the contaminated and injurious

condition of the Potomac. The people are becoming thoroughly aroused to the danger that daily menaces their health and lives, and it is certainly time some effective action should be taken.

*Sun*, Fri. 1/5/00, p. 8. POTOMAC POLLUTION – Cumberland, Md., Jan. 4. – Gen Joseph Sprigg, chairman of the citizen's mass meeting, today named the executive committee to carry on the fight against the pollution of the Potomac river, the duties of the committee, among other things, to ask the intervention of Congress, being detailed in the resolutions adopted by the meeting. The committee, which is called to meet in the Council chamber Saturday night, is composed of Dr. J. Jones Wilson, Hervey Laney, Austin A. Wilson, Charles R. Morris, James P. Gaffney, Levi Shaw, Charles C. Hedges, James H. J. House, James M. Conway, David J. Lewis, County Surveyor John Schmidt, William C. Devecmon, J. W. Scott Cochrane, Water Superintendent Thomas S. Kean, George W. Snyder, Samuel J. Edwards, Jasper N. Willison, John Keating, J. Philip Roman and Postmaster J. Henry Holzhn. General Sprigg is chairman ex-officio.

Congressman George A. Pearre, who is now in Cumberland, states that he has prepared a bill to be introduced in the House to prevent the pollution of the Potomac. The matter comes within Federal jurisdiction, as it affects more than one State.

A petition is being circulated among Baltimore and Ohio employees asking that the Chesapeake and Ohio Canal be sold to the highest bidder, who is required to maintain it as a waterway for 25 years. The petition is being generally signed by employees and outsiders alike, although some persons have refused to endorse it.

Sat. 1/6/00, p. 5. John Mosier, Chesapeake and Ohio Canal locktender, on Christmas

Day shot and killed in the woods, one mile from Hancock, a catamount that weighed over one hundred pounds. It was a most ferocious specimen, and had been alarming the country nightly with its cries. Mosier will have the hide skinned.<sup>1</sup>

*Sun*, Sat. 1/20/00, p. 8. CITY OF HAGERSTOWN – William A. Bowles, William A. Bowles, Jr., and Preston E. Bowles today got out a preliminary injunction against John K. Cowen, Hugh L. Bond and Joseph Bryon, trustees of the bondholders of 1844 of the Chesapeake and Ohio Canal, restraining them and their employees from planting any fences or continuing the same, if now erected, upon the lands of the plaintiffs, who allege they own about 45 acres at Hancock, lying between the canal and the old National turnpike; that they have had possession of the land for at least 70 years, and that the canal company, which claims ownership of a parcel of ground adjoining the lands of the Bowles, have disseized the plaintiffs of six or seven acres and have commenced to remove the plaintiffs' fences and to erect other fences on the Bowles' land and to occupy it. Judge Edward Stake signed an order requiring the canal company trustees to show cause by January 31 why a permanent injunction should not be issued.

ES, Fri. 1/26/00, p. 13. HAGERSTOWN NEWS GRIST. Judge Stake has signed an order requiring the trustees of the Chesapeake and Ohio Canal Company to show cause by January 31 why a permanent injunction should not be issued in the Bowles case for trespassing on lands at Hancock. This is one of the cases growing out of the disputed title, in which the canal company claims ownership under an old survey to a large portion of the ground on

which the town of Hancock, this county, is situated.

ES, Fri. 2/9/00, p. 5. HAGERSTOWN NEWS GRIST. Thirty-nine canal boats on the Chesapeake and Ohio canal are tied up at the landing near Sharpsburg, and thirty-two at Snyder's Landing. Many of the boats have families aboard, giving both places the appearance of little towns.

*Sun*, Thu. 2/22/00, p. 9. GREAT FALLS DAM – Rockville, Md. Feb. 21. – John K. Cowen, Hugh L. Bond and Joseph Bryan, as trustees of the Chesapeake and Ohio Canal Company, yesterday filed a bill in the Circuit Court of this county asking that the Great Falls Power Company be restrained from continuing work on the dam across the Potomac river at Great Falls, which has been in progress for some time past.

They also ask that the power company be required to forthwith remove any dam or construction of any kind which in any way obstructs or hinders the flow of the water of the Potomac river at Great Falls in so far as it has been constructed below low water mark upon the Virginia side of the river.

The bill alleges that the dam will cut off the water from the entrance and destroy the use of what is known and called the Potomac Company's Canal, the property of the Chesapeake and Ohio, and will interfere with the rights of the Chesapeake and Ohio Canal Company and render them valueless for the purposes and objects of its construction.

The bill also alleges that the dam crosses an old dam built by the Potomac Company and interferes with and destroys the purposes for which the Potomac Company built its dam.

The Potomac Company's canal and works were begun in the year 1791 and occupied many years in building, and at a

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

heavy cost. The work consisted of the construction on the Virginia shore of a canal 6,000 feet in length, from 80 to 140 feet in width and 4 feet in depth. One-quarter of the distance was hewn through solid rock. Four locks were hewn out of this rock, making in all a rise of about 80 feet from the bottom to the top. This canal, works, buildings and real estate formed a part of the corporate property and franchise of the Potomac Company, all of which was surrendered and transferred to the Chesapeake and Ohio Canal.

The Great Falls Power Company began the construction of the dam for the purpose of obtaining water power with which to generate electricity for motor power for the city and suburban electric railways of the District of Columbia, as well as for the lighting of Washington and for various other purposes.

*Sun*, Tue. 2/27/00, p. 8. RALEIGH DOMER Hagerstown, Md. Deb. 26. – Raleigh Domer died yesterday at Keedysville of paralysis, aged 79 years. He was a boatman on the Chesapeake and Ohio Canal for many years. At the close of the Civil War he opened a hotel at Keedysville and conducted it for a number of years. His wife died seven years ago. He leaves no children.

ES, Fri. 3/2/00, p. 5. HAGERSTOWN NEWS GRIST. Workmen are now engaged in putting in repair the Chesapeake and Ohio canal for the coming season. Inspection shows the dams and locks to be in good condition.

Cherry Run, this county, which is the junction of the Baltimore and Ohio and Western Maryland railroads and also of the Philadelphia and Reading, by way of the latter tracks from Shippensburg, Pa., is to have a weekly paper, to be known as the *Times*, with J. S. Manford as publisher.

CA, 3/8/00. AQUEDUCT COLLAPSED.  
**Will cause a Delay of Thirty Days in Opening C. & O. Canal.**

The aqueduct on the Chesapeake and Ohio canal over Licking Creek, near Hancock, collapsed on Tuesday, and will cause a delay of at least 30 days in opening navigation on the canal.

The wreck will have to be removed and a new aqueduct constructed. General Superintendent Nicholson, Superintendent of Carpenter Work J. W. Burgers and Division Superintendent William T. Hassett are on the ground making arrangements for pushing the work. It had been intended to turn the water in the canal March 10. The company had just completed repairs on the aqueduct over the Big Tonoloway Creek, at Lock 52.

*Sun*, Thu. 3/8/00, p. 7. A report reached Williamsport today that the Chesapeake and Ohio canal aqueduct over Licking Creek, about 13 miles west of Williamsport, was seriously damaged.

About one-half of the berm side on Monday fell out, supposedly from the freezing and thawing action of the weather the last few days.

The supervisor today left for the scene.

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HENRY D. FARNANDIS DYING

Belair, Md., March 7 – Mr. Henry D. Farnandis, a prominent member of the Hartford county bar, is reported to be dying at “Stockdale,” his country home, near Belair.

Mr. Farnandis was born in 1817 and was the son of Walter Farnandis and Mary Dorsey Farnandis. His mother was the only child of Col. Henry Dorsey, who was clerk of the Circuit Court of Hartford County for 40 years.

Mr. Farnandis was admitted to the bar in 1838 and was for a number of years

associated with the late Otho Scott, after whose death he was made counsel of the Pennsylvania Railroad for Hartford county. He was a director of the Chesapeake and Ohio Canal for many years and was elected president, but declined. He was at one time offered a nomination of the Democratic party of the Governorship of Maryland, which he also declined. He was a member of the State Constitutional Convention of 1867 and was elected State Senator for Hartford county in 1833.

Mr. Farnandis has enjoyed the confidence and regard of the people of Maryland to a marked degree, and while political honors have been frequently tendered to him, he preferred to devote himself to his chosen profession and to live in the midst of his family. He was possessed of ample means.

Mr. Farnandis married Miss Jane Poultney, of Baltimore city, who died in 1887. They had two children – the wife of Dr. W. B. Munnikhuisen and Miss Bessie Farnandis, of Belair. Mr. Farnandis was one of five brothers, of whom Dr. George Farnandis, of Baltimore, and Mr. James F. Farnandis, of Belair, are still living.

*Sun*, Fri. 3/9/00, p. 7. The destruction of the Chesapeake and Ohio canal aqueduct at Licking creek will cause a delay in opening the canal for spring navigation. General Superintendent George L. Nicolson and Boss Carpenter and Division Superintendent William T. Hassett are on the ground making arrangements for the removal of the wreck, and an entirely new aqueduct will have to be built. It was the intention before the masonry collapsed to turn the water into the canal about March 10 or 15.

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H. D. FARNANDIS DEAD  
Belair, Md. March 8. – Mr. Henry Dorsey Farnandis, whose illness was noted in this

morning's *Sun*, died at 7:30 A.M. at his residence near Belair.

As a mark of respect, the court has adjourned until Monday. A meeting of the members of the bar is to be called and proper resolutions will be drawn. The funeral is to take place Saturday at Greenmount Cemetery, Baltimore.

*Sun*, Sat. 3/10/00, p. 8. C. AND O. CANAL BILLS – Annapolis, Md. March 9. – The Chesapeake and Ohio Canal is before this Legislature, as it has been aforesaid. There are two bills relating to it. One, by Senator Dick, is to take away from the Board of Public Works the right to sell the State's interest in the canal, which was conferred upon it as an act of Assembly a few sessions ago. Mr. Dick's bill also prohibits the Board of Public Works from selling the State's interest in the Washington Branch of the Baltimore and Ohio Railroad. Senator Dick says that when Governor Lowndes proposed to sell the State's interest in the canal last fall the general expression of adverse opinion convinced him that the people of the State are opposed to any such sale. This bill cannot, of course, prevent the sale of the entire work by the court. There is already a decree for the sale of the canal passed by Judge Alvey in 1891, which has been suspended for 10 years by the court in order to give the trustees for the 1844 bondholders the right to operate the canal for that period of time.

The other canal bill is that of Senator Rohrback to waive the State's lien upon the canal in favor of certain labor claims. In 1806 a similar bill was passed for the benefit of labor claims and judgements. Certain claimants, it is represented, ignorantly failed to avail themselves of the provisions of that bill, and it is now claimed that the object of this bill is to take care of that class. The bill was prepared by Mr. R. H. Henderson, of Cumberland.

ES, Fri. 3/9/00, p. 11. HAGERSTOWN NEWS GRIST. As the season approaches for the opening of navigation on the Chesapeake and Ohio canal the question of the freight rates is agitating the boatmen. Last season they were so low on coal – 60 cents per ton – as to cause the greatest dissatisfaction, and resulted in many boats being tied up. Those boatmen living in and around Sharpsburg held a meeting and decided to ask for an increase of freight rates – 75 cents per ton between Georgetown and Cumberland. Some of the boatmen say they will be forced to quit if the increase is not granted. Similar action is to be taken all along the line.

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*ibid*, p. 12. Intelligence was received here yesterday that a portion of the stone aqueduct on the Chesapeake and Ohio canal over Licking creek has collapsed. The seriousness of the damage has not been ascertained.

ES, Thu. 3/15/00, p. 7. **Found in Old Building** – The monument was discovered in a back room in the old Hill paper mill building, on Water street near Potomac street. The old building has been leased by a company of local men for business purposes, and a thorough overhauling was necessary. It was while the cleaning up was in progress that the monument was brought to light. It was securely boxed up, lying in an unused portion of the building. The monument was taken out and partly cleaned. It is perhaps eleven feet in height and is made up of four pieces. A base about three feet square is composed of two pieces of stone about eighteen inches in height. On the pedestal is a large block about thirty inches high and about eighteen inches square, upon each side of which there is an inscription. Surmounting this block is an

obelisk-shaped stone between six and seven feet high.

After being taken out of the old Hill mill, the stones were stored in the office of Mr. H. P. Gilbert, who now occupies the old station. The canal company was notified, and General Manager G. L. Nicolson took steps to have it put in a proper place. The site at the northwest corner of the stone arch crossing the canal at 32<sup>nd</sup> street was selected, and the iron railing was so cut as to permit the monument to be erected.

The old stone corner was removed in order to make room for the monument, and yesterday workmen with a derrick completed the task of placing it in position.

**The Inscription**

On the front of the stone is inscribed the following: Chesapeake and Ohio Canal Company 1850, President James M. Coale, Directors William A. Bradley, Henry Daingerfield, William Cost Johnson, John Pickell, George Schley, Samuel P. Smith. Clerk Walter S. Ringgold. Treasurer Lawrence Brengle.

The George Schley referred to as one of the directors is supposed to be a relative of Admiral Winfield Scott Schley. On the reverse side is inscribed: Chesapeake and Ohio Canal. Commenced at Georgetown, July 4, 1828. Chief of Engineers, Benjamin Wrigley.

On one of the sides the following is carved in the stone: Chesapeake and Ohio Canal. Completed to Cumberland, Oct. 10, 1850. Chief of Engineers, Charles B. Fisk.

The fourth side of the monument contains the names of the state officers of the company, as follows: Maryland State Agents, Samuel Sprigg, Allen B. Davis, William T. Goldsborough, Trench Tilghman, John Van Lear.

The monument fails to state that the first spadeful of earth in the construction of the canal was dug up by John Quincy Adams, who was then the President of the

Untied States. The scene was near what is now known as the low grounds, and in honor of the occasion a large multitude of people attended to witness the exercises. According to the story of the day, the President started to shove the spade into the earth, but it was harder than he thought. In the presence of the multitude of people he took off his coat, and in his shirt sleeves, and with redoubled efforts, succeeded in bringing out a monstrous large spadeful, amid the cheers of all present.

ES, Mon. 3/19/00, p. 16. **Trouble Over Land** – Henry Kaufmann was arrested Saturday evening by Policeman Henry Backenheimer and held on a charge of assault, preferred by Ira Nichols. The cause of the trouble is over a piece of ground, bordering the creek, between the Pennsylvania avenue and M street bridges, which has been leased by the Chesapeake and Ohio Canal Company to a man named Hirst, who desires to use the place for the growing of seeds. Kaufmann claims possession of the place, and Nichols, who was sent on the ground by the lessee to spade it up, was attacked by Kaufmann, it is said, and severely choked. Kaufmann was released on \$5 collateral.

*Sun*, Mon. 3/26/00, p. 8. JOHN W. LONG Williamsport, Md. march 23. – John W. Long died last night in Williamsport, aged 73 years. He was one of the oldest boatmen on the Chesapeake and Ohio canal. He leaves a widow and four children. He was a brother of William F. Long, boatman.

*Sun*, Tue. 3/27/00, p. 8. ALLEGANY COUNTY – The work of repairing the aqueduct on the Chesapeake and Ohio Canal at Licking Creek, a few miles east of Hancock, will be completed tomorrow and the water will be turned in the first of the week. A portion of the 100-foot arch –

largest on the waterway – fell in. General Superintendent G. L. Nicholson, who has been supervising the work, returned to Washington today.

ES, Wed. 3/28/00, p. 13. **Carrying Concealed Weapons.** - Patrick Donnoghue, white, aged forty- eight, who is a lock tender on the canal, and who lives at what is known as the "Seven Locks," just above Cabin John bridge, came into town yesterday, and as a result a few minutes before midnight was locked up at the Georgetown station on charges of drunk and disorderly, and also with carrying concealed weapons. He was on M street near 30th street, when someone informed Policeman Harry Lohman of his flourishing a revolver. When taken in custody and search at the station a revolver was found in one of his pockets.

ES, Fri. 3/30/00, p. 16. AFFAIRS IN GEORGETOWN – The season of 1900 on the Chesapeake and Ohio canal will be opened next week, it is stated, and the traffic will continue until the cold weather forces the closing of the waterway. There is believed to be a possibility that the tonnage this season will exceed that of last year. It is understood that everything is in readiness for the commencement of the shipping, and in a fortnight at the most, boats will be plying regularly.

During the past winter season, it is said, considerable repairs have been made on the canal, representing the expenditure of a large sum of money. The breaks were not as numerous as they were in other seasons, but there was one particularly bad gap at Hancock, the repairs to which have just been completed.

*Sun*, Mon. 4/2/00, p. 8. – Tomorrow the work of turning the water into the Chesapeake and Ohio canal will begin all along the line, but the loading of boats at



Cumberland will not commence until April 9. Several new boats have been built and a number repaired at the yards here.

*Sun*, Tue. 4/3/00, p. 8. CHESAPEAKE AND OHIO CANAL – Annapolis, Md., April 2. – The Senate and House passed today a joint resolution directing the Board of Public Works, after consultation with the Attorney-General, to take such steps as it may deem necessary to bring the Chesapeake and Ohio canal to sale under Judge Alvey's decree. Senator Betts alone voted against the resolution. In 1891 Judge Alvey signed a decree for the sale of the canal, but deferred the sale four years in order to give the trustees of the bondholders of 1844 an opportunity to operate the canal. That time was further extended by Judge Stake until May 1901. The Board of Public Works is directed by this joint resolution to resist a further extension. A sale under this decree would give a complete title to the property and the purchaser would gain possession.

*Sun*, Thu. 4/5/00, p. 8. **Opening of the Canal** – Hagerstown, Md., April 4 – The feeders on the Chesapeake and Ohio canal were opened today and the water admitted to the levels. This marked the opening of the canal for the season. It will require two days to fill the levels. Boats will go to Cumberland Friday or Saturday and load up the first of next week.

*ES*, Fri. 4/6/00. p. 10. HAGERSTOWN NEWS GRIST – The Maryland senate in its closing hours before adjournment passed a resolution directing the board of public works, after consultation with the attorney general, to take such steps as it may deem necessary to bring about the sale of the Chesapeake and Ohio canal under Judge Alvey's decree. Senator Betts alone voted against the resolution. In 1891 Judge Alvey

signed a decree for the sale of the canal. That time was further extended by Judge Stake until May, 1901. The board of public works is directed by this joint resolution to resist further extension. A sale under this decree would give a complete title to the property and the purchaser would gain possession.

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At the municipal election at Hancock, this county, the following officers were elected: Burgess, W. D. Myers; assistant, Peter E. Dawson; commissioners, E. P. Cohill, James Ditto, Breathed Bridges; town sergeant, Samuel Rhodes.

*Sun*, Sat. 4/7/00, p. 1. **Maryland**  
The troubles in the coal region have had the effect of delaying the opening of Chesapeake and Ohio canal traffic.

*Sun*, Fri. 4/13/00, p. 7. Business men continue to deplore results. Persons whose livelihood depends upon the Chesapeake and Ohio canal are bound to suffer, as the traffic of the waterway, which is fed almost entirely by this coal region, will be closed. There will be a shortage of coal in Cumberland. Already one of the big yards has refused to sell. Another jump in the retail price is anticipated. It is regarded fortunate that the strike has taken place at the beginning of warm weather, otherwise suffering would be great among the poor. It is thought a local supply of coal can be obtained from the West Virginia fields. The operators of industries which have depended upon this region for their fuel supply are getting uneasy. William Noel, manager of the Hancock White Sand Works, was here today looking for coal. A great many factories both east and west of Cumberland have been left with a short coal supply. It is feared that fuel will not be so easily obtained from other fields, which, like the George's

Creek region, have been over-taxed filling regular contracts.

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**Break in the Canal**

Williamsport, Md., April 12 – A break is reported in the Chesapeake and Ohio Canal below Williamsport, near Sharpsburg. The towpath gave way and the bank, trees and earth washed out into the river. The bank is of earth and small stones. The level was filled and the weight of the water was too great and undermined the bank. No further damage was done, and in four days it will be repaired. Men are now at work repairing it. The towpath bank is 10 feet above the river. The bank is in bad condition on both sides the break and caving in.

*Sun*, Sat. 4/14/00, p. 9. **EFFECT ON INDUSTRY – Soft Coal Hard to get and Advancing in Price** – Cumberland, Md., April 13. – Notice issued today by the Consolidation Coal Company to miners to return their tools by Tuesday to receive credit in the April pay on the 25<sup>th</sup> instant, indicates to many a long shutdown. Similar notice was given in 1882, when the mines were boarded up for six months. It was not given in 1894.

A report from Lonaconing today states that the George's Creek Railroad freight men all expect to be laid off.

The effect of the miners' strike is shown in the Baltimore and Ohio yards in South Cumberland by the lack of coal trains. One of the retail coal dealers in South Cumberland notified the trade that coal had been advanced to \$2.75 a ton, and on Monday the price would be \$3. Previous to April 1 coal retailed at \$1.75 a ton.

Mr. Robert Bridges, principal owner of the Round Top Hydraulic Cement Works, of Hancock, was in Cumberland looking for coal. He was unable to get any from the Consolidation Coal Company, with which he has dealt for years, and tried to get one or

two boatloads from F. Mertens' Sons without success, the latter needing all they could command for their brick yards in Washington and their glass factory. Mr. Bridges said he did not want to close his mill, especially as the men employed there needed the work, and, furthermore, a cessation might cause them to scatter. He will aim to get a supply from West Virginia sources.

The canal season opened this week and ten boats have cleared from Cumberland loaded with coal. Six boats were consigned by the George's Creek Coal and iron Company to J. P. Agnew & Co., Georgetown, D. C., and four loaded with gas coal from the Fairmont region to Steffey & Findlay, Williamsport, for the use of the Western Maryland Railroad. The Consolidation Coal Company, the largest shipper by canal, has not sent out a boatload, and it is not known when they will. The canal will not be entirely idle, as the gas coal will continue to come from the Fairmont region and the shippers expect to secure some coal for the boats from the West Virginia Central fields. The George's Creek coal consigned to Georgetown on the Mertens line of boats this week was mined before the strike was declared.

*Sun*, Mon. 4/16/00, p. 9. The retail price of run-of-mine coal tomorrow will be \$3 a ton, and lump coal \$4. One dealer had 300 tons last Monday; yesterday he had 80 tons left, but was holding it for local factories which had given orders. At the Hancock White Sand Works, where six fires are running and a vast amount of fuel is consumed on account of the dryers, wood was burned all day yesterday. The superintendent said it would be cheaper to put men into the mountain chopping than to buy coal at the present rate. It is said that many of the George's Creek and Cumberland and Cumberland and Pennsylvania Railroad

trainmen will end work on the Baltimore and Ohio, pending the settlement of the strike and the full resumption of the traffic on their lines.

An effort is being made by prominent operators to arrange for some business with other regions for the Chesapeake and Ohio Canal. The West Virginia Central section will be depended upon largely. A general strike there, however, would practically close the waterway.

*Sun*, Tue. 4/17/00, p. 8. Organizer William Warner returned from Pittsburgh to Lonaconing this afternoon. Organizer Ditcher is also at Lonaconing. Local coal men cannot near fill orders. The retail price of run-of-mine coal jumped to \$3 today, although one dealer with a limited quantity is still selling at \$2.23, which is less than the price on cars at the mines. The Chesapeake and Ohio canal is loading a few boats daily for Williamsport. The boat load of West Virginia Central coal dispatched from Cumberland last week was the first consignment of this coal by canal in several years. Through traffic to Georgetown is practically suspended.

At Piedmont, Col. Thomas B. Davis, who is active in the management of the Davis Coal and Coke Company, has ordered the shoes taken off the mine mules and the animals turned out into pasture.

*ES*, Fri. 4/20/00, p. 12. **HAGERSTOWN NEWS GRIST** – Great interest is being manifested here over the miners' strike in the George's Creek region by Hagerstown coal dealers, some of whom have only a limited supply of coal on hand. While a famine is not threatened, there may be a scarcity of coal if the strike is prolonged. Nearly all the dealers here laid in large stocks in March, before the advance in freight rates and the consequent advance in

the prices of soft coal. The schedule fixed upon, by local dealers some days ago puts the price of run of mine at \$3.50 a ton, 65 cents over the schedule of last fall. Lykens valley nut, hard coal, however, is now only \$5.60 a ton, against \$5.85, the price on the previous card.

The boatmen on the Chesapeake and Ohio canal are feeling the effects of the strike most seriously, as no coal is being loaded at Cumberland for shipment, except gas coal from the Fairmont region, which has been diverted from the railroads to the canal, and is coming forward quite freely and will continue to do so, thus preventing the canal from becoming entirely idle.

*ES*, Sat. 4/21/00, p. 18. **The Sewage Disposal Project** – The opening up of the grounds through the Capitol Park, which has been in progress during the past year, has attracted considerable public attention, but perhaps few who look down into the yawning depths of the immense trench, which can be seen from the street cars, realize that it is only a small part of the scheme which was adopted about eight years ago and which, when it is completed, will give to this city a modern system of sewage disposal. The existing system was inadequate to the needs of the growing population and was defective. During the past eight years a little over a million of dollars have been expended in carrying out the project, which, it is estimated, will in the end cost over four millions. At the present rate of progress, it is believed it will require twenty-four years to complete this system, the yearly expenditure during that period having averaged \$131,875.

The sewers of the city as originally laid out discharged into Rock Creek on the west, and from the business portion of the city into the B street sewer, lying north of the Mall, which emptied into the open canal back of the White Lot. The northern and a

portion of the eastern part of the city drains into the Tiber creek sewer, which practically runs down the line of North Capitol street, passing under the Botanical garden, thence along Canal street and emptying into James Creek canal at G and South Capitol streets.

The northeastern portion of the city drains into the large boundary sewer running southeasterly along Florida avenue and emptying upon the Anacostia flats, south of Benning road. A few smaller sewers also empty directly into the Anacostia river, in the southeastern portion of the city.

#### **Some Bad Conditions**

Rock creek being closed at its mouth by the dam of the Chesapeake and Ohio Canal Company the sewage which discharged into that stream was practically held in a basin without current, to putrefy and decompose. The B street sewer is constructed on the bed of the old canal, which is practically level and in which the tide ebbs and flows. It empties into B street canal, so called, which, like James Creek canal, is a body of stagnant water, and the sewage matter collects upon the water in a gelatinous, putrefying mass, in some cases two feet thick. The Tiber creek sewer is practically in the same condition as the B street sewer, although by placing tidal gates at the outlet its condition has been somewhat improved.

The James Creek canal is particularly offensive on account of the locality it traverses, running well up into the city, and it exercises a most damaging effect upon property values in that section of the city.

The large boundary sewer, as stated, empties upon the Anacostia flats, which are covered by water at high tide. At low tide the sewage and putrescible matter are deposited over the flats in a manner most favorable for decomposition, with resulting bad effects upon the surrounding neighborhoods.

#### **What is Proposed.**

The adopted plan for sewage disposal contemplates the construction of intercepting sewers around the borders of the city, which will collect the sewage which now flows into the various places above described and carry it all to the foot of New Jersey avenue southeast, where it will be carried across the Anacostia river by an inverted siphon and allowed to flow through sewers to be constructed upon the south side of the river and discharged at such point down the Potomac, where it will not exercise any deleterious effects.

The intercepting sewer along the western boundary of the city has already been constructed as far as 20<sup>th</sup> street northwest. The intercepting sewer along the southeastern portion of the city is now under contract. There are two large trunk sewers of the system, one running across the White Lot and through F street, and the other running up across the Capitol grounds, which have been constructed.

One of the valuable features of the proposed work will be the construction of dykes, which will prevent the flooding of the portions of the city in time of high water or gorging of the Potomac by ice.

#### **Thu. 4/26/00. Break in the Canal.**

There is a break in the towpath of the canal at the upper lock of the Four Locks, on the canal. The leak sprung Monday evening, and about 15 feet of the towpath has fallen away. Superintendent William T. Hassett, of that division of the canal, says that it will at least be one week before the work of repairing is completed.

ES, Fri. 4/27/00, p. 15. HAGERSTOWN NEWS GRIST – Owing to the great scarcity of work on the Chesapeake and Ohio canal caused by the strike in the mining regions, a number of Williamsport and Sharpsburg

boatmen have taken their mules and gone to plowing for the farmers.

*Sun*, Thu. 5/3/00, p. 8. CITY OF HAGERSTOWN – Robert Myers and James Delaney, Jr., of Sharpsburg, had a thrilling experience this afternoon while in a boat fishing with nets in the Potomac river near the cement mills. The anchorage broke, the boat upset and both were thrown into deep water. The current carried the men, clinging to the boat, over a high dam. Myers managed to swim to a rock, but Delaney was carried under so often that his strength began falling. He was finally rescued by Myers after being nearly strangled.

Just as Capt. Samuel Kelley's boat, carrying a cargo of gas coal to Williamsport, on the Chesapeake and Ohio Canal, had passed one of the four locks on Tuesday, some twelve or fifteen feet of towpath bank was washed out, leaving a dangerous gap, through which the water rushed into the river, almost draining the level in a short while. There is sufficient water in the level, however, to bear light boats. The break may be repaired sufficiently to allow the passage of loaded boats in a few days.

*Sun*, Fri. 5/4/00, p. 7. A GEOLOGICAL EXCURSION – An excursion will be started today under the auspices of the Geological Department of the John Hopkins University from Georgetown to Cumberland along the line of the Chesapeake and Ohio canal in honor of Prof. W. C. Brogger, of the University of Christiania, Norway, who completed yesterday his course of lectures on the George Huntington Williams memorial foundation.

The party will leave Georgetown at 11 o'clock this morning on the steamboat *Candoc*, the private boat of Mr. G. L. Nicholson, general manager of the Chesapeake and Ohio canal, which has been kindly placed at the command of the party.

The party will be in charge of Prof. W. B. Clark, the State geologist, and will comprise in addition to Professor Brogger and Professor Clark, Mr. Charles D. Walcott, director of the United States Geological Survey; Messrs. Bailey Willis, Arnold Hague, J. F. Diller, C. W. Hayes and Arthur Keith, of the national survey; Prof. B. K. Emerson, of Massachusetts, and Professors Reid and Mathews, of the Geological Department of the John Hopkins University.

The excursionists will spend Friday night at Great Falls, Md.; Saturday night to Harper's Ferry, W. Va.; Monday night at Hancock, Md.; Tuesday night at Paw Paw, W. Va.; reaching Cumberland Wednesday night. On Thursday they will be the guests of President C. K. Lord, of the Consolidation Coal Company, who will take the visiting geologists on a special train through the George's Creek valley. They will return Thursday night to Baltimore. The proposed trip will give an opportunity to examine the complete section of the rocks of the Piedmont plateau and the Appalachian region.

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CHARLES W. PORTER

Hagerstown, Md., May 2. – Charles W. Porter died of kidney disease at his home in Hagerstown this evening after a long illness, aged 72 years. He formerly kept a hotel in Sharpsburg and was a boatman on the Chesapeake and Ohio canal. In Hagerstown he conducted a saloon. He fought in the Union Army in Company A, First Regiment, Potomac Brigade. He was a member of the Order of Red Men and of Reno Post, Grand Army of the Republic.

*ES*, Fri. 5/4/00, p. 8. A canal boat owned by the Standard Lime and Stone Company of Frederick county, sprung a leak recently and sunk in the Chesapeake and Ohio canal near Seneca, this county. The cargo consisted of about two thousand bushes of lime, which

slacked and burned up the boat. The loss is about \$2,000. The boat was named *Carrabee*.

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*Ibid*, p. 13. HAGERSTOWN NEWS GRIST – A break occurred early Wednesday morning in the Chesapeake and Ohio canal at the upper lock of Four Locks. About twenty-five feet of the bank was carried away, the break extending below the bottom of the canal. Division Superintendent Wm. S. Hassett, who is on the ground with a force of hands, says it will take a week to repair the damage.

*Sun*, Thu. 5/10/00, p. 5. **On A Geological Tour** – Cumberland, Md., May 9. – Prof. W. C. Brogger, the Norwegian geologist, who will tomorrow make a tour of the mining region, arrived here this afternoon from Georgetown over the Chesapeake and Ohio canal on the packet *Candoc*, accompanied by Prof. William Bullock Clark, State geologist; Charles D. Walcott, director of the United States geological survey; Arnold Hague, C. W. Hayes of the national survey; and Profs. H. F. Reid and E. B. Matthews, of the geological department of John Hopkins University. President C. K. Lord, of the Consolidation Coal Company, who invited the party to tour the mining region, will be unable to accompany them.

*Sun*, Fri. 5/11/00, p. 8. **Geologists on a Tour** – Cumberland, Md., May 10. – The geologists who were touring the mining region of Allegany county with Prof. W. C. Brogger, of Norway, returned to Baltimore this evening. General manager G. L. Nicholson, of the Chesapeake and Ohio canal, accompanied the party. They visited Hoffman and Eckhart mines and the pumping shafts at the mines at Ocean.

*Times*, Sun, 5/13/00, p. 15. **AN ANCIENT WATERWAY** – Few waterways present

more varied and beautiful scenery, while at the same time serving an essentially useful purpose, than the Chesapeake and Ohio Canal.

Although its commercial value has, perhaps, somewhat decreased in late years, it has during the past made some astonishing records. In 1873, 999,000 tons of coal were transported through this old canal from Cumberland to Washington.

A traveler who has seen the most famous waterways of Europe says that the scenery presented by some stretches of the canal is, in his opinion, unsurpassed for picturesque beauty. Its history is closely identified with that of the National Capital, and it has been stated by numerous writers that the present site of Washington was chosen because it was on a river, the tidewater of which penetrates farther into the heart of the country than any other, so that when communication should be found necessary between the Atlantic seaboard and the interior of the country it would from this point be the most easy and inexpensive. This, of course, was before the days of railroads, and the only means contemplated for the last-mentioned purpose was by an improved navigation of the Potomac or by means of a lateral canal.

The project of the canal dates, practically, from 1783, when General Washington and several other gentlemen, among whom was Governor Johnson of Maryland, explored the Potomac, for the first time, for the purpose of improving its navigable qualities. The exploration was made in a "dug-our" canoe, which was launched on the Monocacy in the midst of a rainstorm. This little circumstance did not deter its occupants from immediately setting about their task. As night came on the party would land and seek accommodations of the planters or farmers along the banks of the river. The result of the expedition was the forming of a company which, after spending

nearly a million dollars in an attempt to make the river navigable, gave way to another organization, which worked upon a new and more feasible plan.

The first was called the Potomac Company, and was incorporated by the Legislatures of Maryland and Virginia in 1784. Its purpose was to extend the navigation of the Potomac River from tidewater to the highest practicable point on the North Branch. The difficulties of this task were enormous, one being that the fall in the river between Cumberland and tidewater was as much as 578 feet, and the distance 185 miles. The company did, however, execute many good works, as the locks at Little Falls, overcoming a fall of thirty-seven feet; the canal and locks at Great Falls, overcoming a fall of seventy-seven feet; the canal at Harper's Ferry, and several other small canals around falls in other parts of the river.

The locks at Great Falls were opened in 1800, and from that time to August, 1826, there were brought down 1,308,911 barrels of flour, 48,909 barrels of whiskey and other articles, the aggregate in value being \$10,534,000. At the Great Falls the canal was one mile long, twenty-five feet wide, and six feet deep; and the descent of seventy-seven feet was made through five locks, each 100 feet long and twelve feet wide. The canal at Little Falls was of the same capacity, and two and a half miles in length, furnished with three locks. These locks were constructed of wood, and were each 100 feet long and eighteen feet in width. Of the five locks at Great Falls, two were cut in the solid rock, and the other three were made of wood and stone.

In 1812 the affairs of the Potomac Company became the subject of investigation. Commissioners appointed by Maryland and Virginia assembled at Georgetown June 2, 1822, and ultimately reported that the company had expended not

only the whole of their stock, but had incurred heavy debts as well, which their resources could never enable them to pay; that they had used in this manner the very toll money, and that this failure was owing to an insufficient knowledge of the river.

Accordingly, a low-water survey was made of the condition and depth of water which was taken from day to day in 1822, as the river was descended. From this was derived the fact that the Potomac, from its confluence with the South Branch to Goose Creek, below the mouth of the Monocacy, is 157 miles long; that there was no section of ten miles at all navigable in low water by loaded boats of any kind or description, and for more than eighty miles obstructions from shallows sufficient to stop a skiff were to be met with. A full account of this low-water survey is to be found in Jonathan Elliott's "Ren Miles Square." It is to be inferred from this survey that the floods and freshets gave the only navigation then used. These floods and freshets occurred from September 1 to June 20, and for a great part of this time there was ice in the river, and between there were seasons when navigation lasted not more than about ten days for full-loaded boats late in the year and about thirty-five days in the spring. These periods were, however, longer below the Great Falls and less above them. Besides the shortness of the navigable seasons, there was said to have been considerable danger from rocks and the windings of the torrent, which dangers and impediments it was the purpose of the contemplated canal to overcome.

The Chesapeake and Ohio Canal Company was incorporated by the Legislature of Virginia, in December, 1823. On May 16, 1823, the Potomac Company assented to the provisions of this legislation, surrendering all their rights to the newly incorporated company, and conveying to the latter in due form of law all the property, franchises, rights and privileges it possessed.

Work on the Chesapeake and Ohio Canal was commenced immediately after the incorporation of the company, which did not formally take place until August 15, 1828. One year was devoted to making surveys with the view of ascertaining whether or not the plan of the canal as proposed was feasible. The intention was to make the canal extend from Georgetown to Pittsburg, a total distance of nearly 342 miles. It was divided into sections as follows: Eastern section from Georgetown to Cumberland, 186 miles; middle section, from Cumberland to the mouth of Casselman's River, 70 miles, 1,010 yards; western section, from the mouth of Casselman's River to Pittsburg, 85 miles and 440 yards.

The descent in feet from Cumberland (the present head of the canal) to Georgetown was 578 feet; in the middle section, 1,961 feet; and in the western section, 619 feet, making the entire ascent and descent 3,158 feet. The estimated number of locks in the eastern section was 74; in the middle section, 247; and in the western, 78; total number, 398. According to estimates made by General Barnard, the cost of constructing the eastern section would be \$8,177, 081.05; of the middle section, \$10,028, 122.86; and of the western section, \$2,170, 223.78; making the cost of the entire canal from Georgetown to Pittsburg, \$22,375,427.69. An estimate of the cost of the canal was made at the same time by Geddes and Roberts, who made it \$12,528,091, a difference of \$9,847,408.69. As a matter of fact, both estimates were wide of the mark.

Congress passed three acts relative to this canal – first, the one already referred to, confirming the incorporation of the company, approved May 5, 1828; second, an act authorizing subscriptions to the stock of the company, approved May 24, 1828; third, an act to enlarge the powers of the several

corporations of the District of Columbia, etc., approved May 24, 1828.

Act No. 2 authorized the United States to subscribe for 10,000 shares of the stock of the company, and Act No. 3 granted the privilege to the corporations of Washington, Georgetown and Alexandria of taking shares. Under the authority thus granted the United States subscribed, through commissioners, for 10,000 shares, the city of Washington for 10,000, Georgetown for 2,500 and Alexandria for 2,500. Each share was \$100. By May, 1829, the entire number of shares taken was 36,089, amounting in receipts to the company to \$3,608,900, which, together with the Holland loan, was sufficient to complete the eastern section of the canal.

#### **The Original Officials**

The first officers of the company were as follows: Hon. Charles Fenton Mercer, President; Directors, Phineas Janney of Alexandria; Joseph Kent of Maryland, Peter Lenox and Dr. Frederick May of Washington, Walter Smith of Georgetown, and Andrew Stuart of Pennsylvania. The treasurer was Clement Smith, of Georgetown, and the clerk, John P. Ingle, of Washington. Robert Barnard was assistant clerk.

The corps of engineering was composed of Benjamin Wright, of New York, engineer-in-chief; Nathan S. Roberts and John Martineau, of New York; Robert Leckie, of Scotland, inspector of masonry; and Philibert Rodier, of France, draughtsman.

The legislative enactments which rendered the canal possible were brought about in great measure by the persistent agitation of the people of the District, Maryland and Virginia. One of the most notable meetings of citizens for the purpose of promoting the enterprise was held in Frederik, Md., August 12, 1823, at which the project of constructing the canal was



discussed. Delegates were present from Baltimore, Washington, Georgetown, Alexandria, Leesburg and Rockville. The meeting viewed with great gratification "the efforts of the Legislature of Maryland and the noble-minded participation of the Legislature of Virginia to effect the contemplated water communication by canal from Cumberland down the Potomac to tidewater, thereby affording our fellow citizens of the western parts of Pennsylvania and Ohio, whom we cannot consider in any other point of view than as members of our great political family, the same facilities and advantages which we shall ourselves enjoy."

On November 6, 1823, the name Chesapeake and Ohio Canal was associated with the enterprise, it having been previously known as the Union Canal. The central committee of the Chesapeake and Ohio Canal Company met at Brown's Hotel in Washington, August 30, 1826, and adopted an address to the legislative and corporate bodies who had already stimulated the project. They said it could scarcely be questioned that the markets of Philadelphia and Baltimore might be brought by the connection of the Potomac and Susquehanna above the Blue Ridge and by the Patapsco below it, into fair competition with those of the District of Columbia. Subscription books were opened at the Branch Bank October 1, 1827. The amount of each share was \$100 in current money, and \$1 had to be paid in cash on each share subscribed for, the rest to be paid upon the call of the president and directors of the company, but not more than one-third was payable each year.

On the first day the books were opened the subscriptions in Washington amounted to \$1,066,300, and in Georgetown \$425,000. The work was to begin when \$1,500,000 was subscribed, so the success of the enterprise seemed certain from the very outset.

Notwithstanding this auspicious start, however, the good citizens of the District of Columbia became considerably alarmed on November 6 of the same year in which the canal was started, because of the plan then proposed of the railroad from Baltimore to the Ohio River. Through the generous aid of the Legislature, however, the enterprise was saved from becoming a failure, as were private stockholders from losing confidence.

### **The First Lock's Cornerstone**

Preparations for laying the cornerstone of the first lock of the canal were made on July 4, 1829, but the ceremony had to be postponed until a later day on account of the inclemency of the weather. On March 30, 1830, the water was let into the canal from the powder house down to the old locks, and navigation, which had been for some time obstructed by operations on this part of the canal, was again resumed, several boats having, on the first day of the re-opening, come down to Georgetown from the river above. This piece of the canal, which was about two miles in length, was described as a beautiful sheet of water, and as answering its utilitarian purposes perfectly. It is recorded that one boat traversed the entire two miles in fifteen minutes.

Thus, the Chesapeake and Ohio Canal commenced its career of usefulness as one of the main engineering features of that time in the country. It was from 80 to 100 feet wide and its minimum depth was six feet. In addition to the two miles of the new canal, one-twentieth of a mile of the old Potomac Canal was used, connecting with the river at the head of Little Falls.

The work was completed including the construction of the locks from Georgetown to Seneca, a distance of 22 miles, by July 4, 1830. In this distance there were 24 locks of hewn stone, a large basin common to Washington and Georgetown,

covering 8 acres, and embracing 1 ½ miles of wharf, 5 or 6 stone bridges in Georgetown; 8 large culverts and several small ones; 2 dams built on an entirely new plan, of solid masonry, and several walls varying from 40 to 50 feet in height.

The canal was nearly completed to the Point of Rocks, and but for the legal controversy with the Baltimore and Ohio Railroad Company it was believed the canal would have been carried that year as far as Harper's Ferry. In the distance from Georgetown to Seneca there was almost 190 feet of lockage, a little more than one-third of the entire lockage from tidewater to Cumberland, so that the canal had passed through the most difficult part of the distance.

So far from the work being carried the full length originally proposed, it was only after the greatest efforts had been made that it was made to reach Cumberland, which is its present termination. Much opposition was encountered from the Baltimore and Ohio Railway Company. In July 1843, the president of the canal company, Gen. William Gibbs McNeill, made a contract for the completion of the canal between Dam No. 6 and Cumberland, with Thomas W. Letson and John Butler. This contract was made on General McNeill's sole authority, and not by the directors or a majority of them, as required by the charter of the company. The contract was consequently disapproved by the directors, and General McNeill resigned his position as president July 19, 1843, and was succeeded by Col. James M. Coale. About this time an arrangement was made with the Baltimore and Ohio Railroad Company to carry coal from Cumberland to Dam No. 6, whence it was carried to the District of Columbia by the canal. This afforded an excellent opportunity for the introduction of Alleghany coal into this market. Colonel

Coale was re-elected president of the company June 4, 1844.

Thus, commenced the real mercantile career of the canal in coal, and it is to this commodity that it owes its prestige.

The initial cost of the canal was \$13,915,462 while, according to the estimate of General Barnard, it should have cost only \$9,195,457.

There are many historic points along the course of the canal, and the waterway itself is replete with old associations. A story is told that during the administration of James K. Polk, the President and several other distinguished persons took a trip on the canal. As they were enjoying the social chat upon the deck of the slow-moving barge the talk happened to turn upon the fitness of a certain candidate for office at that time. The discussion became a heated one, and the partisans pro and con chanced to say simultaneously, "I stand up for So-and-So." (mentioning the name of their respective nominees), suiting the action to the work. As the boat happened at that instant to be passing underneath a low bridge, they were all knocked down upon the deck.

Many pleasure parties have enjoyed the splendid views presented from the expanse of the Chesapeake and Ohio Canal. A company was lately in the habit of running a canal boat of the usual description for the accommodation of pleasure-seekers, with the exception that over the deck of the somewhat unwieldy conveyance was constructed a platform with seats and canopy, forming practically another deck. The canal has been frequently leased by pleasure parties who have run their own craft upon it, and the dapper little steam launch has often whistled derisively as it shot ahead of the creeping canal boat.

The ancient waterway is no longer owned by a corporation as formerly, its affairs having been turned over to the

Legislature of Maryland who have appointed trustees to look after its business interests. As has been said, the principal mercantile article transported upon it is coal, although some amount of cereal production is also carried. The canal exists today practically the same as in its first finished form above described, with the exception, of course, of certain necessary alterations and repairs which have been found necessary during the course of time. It remains, perhaps, the oldest monument of the engineering skill of the founders of the city, and a tribute to their energy and perseverance.

*Sun*, Fri. 5/18/00, p. 8. **Canal Boat Honeymoon** – Williamsport, Md., May 17. – Charles W. Douglass and Maggie Waltrick, members of a circus troupe, were married at Williamsport by Rev. E. H. Smith. The couple will spend their honeymoon on a Chesapeake and Ohio canal boat, on which the circus is making a tour of the towns along that waterway.

ES, Fri. 5/18/00, p. 15. Traffic on the Chesapeake and Ohio canal continues very light, as it has been, in fact, all season, with no prospect of improvement as long as the miners' strike continues. The rate of boating this season is 70 cents a ton, against 60 cents a ton last year.

*Sun*, Mon. 5/21/00, p. 8. A break occurred in the Chesapeake and Ohio canal near Oldtown, Allegany county, late Friday night, draining the level and stopping traffic. A force of men is at work repairing the break.

ES, Wed. 6/6/00, p. 13. **Permit to Rebuild**  
The Chesapeake and Ohio Canal Company has a permit to rebuild the steps leading from Potomac street to the bridge over the canal, so as to make the flight in a line with the bridge itself. The canal

company, it is said, will close up the old entrance to the bridge steps and cut a new one in the retaining wall at that point. The permit also stipulated that the canal company is to keep the bridge in repair, and also the steps, and upon completion of the work, the District is to extend a five-foot sidewalk along the retaining wall to the entrance steps.

*Sun*, Mon. 6/11/00, p. 8. The canal boat *F. O. Becket*, Capt. James McKelvey, sunk in the Chesapeake and Ohio canal at Williamsport loaded with coal. The boat was raised.

*Sun*, Wed. 6/13/00, p. 8. ALLEGANY COUNTY – Cumberland, Md., Henry Apple, aged 66 years, boatbuilder, died today from lockjaw as the result of a mashed finger. For many years he built boats for the Chesapeake and Ohio canal. He was a native of Germany.

ES, Fri. 6/15/00, p. 11. HAGERSTOWN NEWS GRIST –The toll receipts of the Chesapeake and Ohio canal at Williamsport for the month of May were \$2,815.29, a very noticeable decrease, compared with the same month of last year, which is attributed to the prolonged strike in the mining regions.

ES, Fri. 6/29/00, p. 5. HAGERSTOWN NEWS GRIST – Charles Munson, twelve years old, son of Jane Munson, living near Great Cacapon, was drowned in the Chesapeake and Ohio canal at Lock 53, a few miles west of Hancock, this county. He lost his balance and fell into the canal and was drowned before he could be given any help. His body was recovered near where it disappeared.

ES, Fri. 7/20/00, p. 14. HAGERSTOWN NEWS GRIST – Business done at the

collector's office of the Chesapeake and Ohio Canal Company at Williamsport during June aggregated a tonnage of 10,588 tons 11 cwt.; receipts \$2,674.34. This is a gain over the corresponding month of last year in coal tonnage of 506 tons 9 cwt. and miscellaneous tonnage of 955 tons, and in receipts of \$278.39.

ES, Sat. 7/21/00, p. 2. DUMPING REFUSE IN ROCK CREEK – Mr. G. L. Nicholson, general manager of the Chesapeake and Ohio Canal Company, several days ago invited the attention of the District Commissioners to the fact that certain parties were dumping refuse on the east bank of Rock creek, north of M street bridge, and that the material so deposited runs down into the creek when dumped from a wagon or cart. Whenever there is a heavy rain, wrote Mr. Nicholson, a very large amount of the material so dumped falls into the stream and damages the company by forming deposits between the entrance of the canal into Rock creek and the outlet into the river. He, therefore, earnestly requested the Commissioners to stop the dumping.

From a report made to the Commissioners by Mr. A. L. Thomas, an inspector in the engineer department, it appears that the dumping over the sides of the creek has been stopped by the police, with the exception of material from the street cleaning department, which department, stated Mr. Thomas, has a dump-man on either side of the stream, about 250 feet above the M street bridge, almost on a line with Olive street.

In forwarding this report to the Commissioners, Mr. C. M. Hunt, the computing engineer of the District, stated that if the street cleaning department is to be allowed to dump in this locality, as seemed to him to be its practice, he desired the same privilege to be allowed the surface department. Mr. Hunt added that he could

see no fair reason why the large expense to which his division put in complying with the order of the Commissioners prohibiting dumping on the banks of Rock creek should be incurred if existing circumstances are to be continued. He explained that he has not the slightest desire to suggest that the street cleaning department be deprived of any proper privilege or advantage, but simply requested equal treatment for his, the surface division of the engineer department.

Upon the recommendation of Capt. Newcomer, assistant to the Engineer Commissioner, the Commissioners have ordered all dumping to cease.

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*Ibid*, p. 13. AFFAIRS IN GEORGETOWN – The outlet lock on the Chesapeake and Ohio canal, about midway between the Aqueduct and Chain bridges, is on fire, and has been burning for about nine days. A good portion of the lock has been destroyed, and it is expected that the whole thing will be completely wrecked before the fire burns out. No attempt is being made to extinguish the flames, which are smoldering and raising a great cloud of smoke over the place. The lock is the property of the canal company, but no representative of the corporation is present at the fire and no attempt is being made to put it out. Just how the fire originated is not known, but when first discovered, about nine days ago, so it is said, the residents of the canal road who live near by attempted to extinguish the flames, without success.

The lock itself is not in use, and has not been in operation for some years. It is a massive affair, on the south side of the canal, and was originally constructed to permit loaded canal boats to pass from the canal to the river and be towed to points which could not be reached by the canal. The usefulness of the lock has been done away with by the erection of a dam at the mouth of Rock creek and also a lock gate,

this means being much cheaper and more satisfactory than the operation of the outlet lock, which required the constant operation of a steam engine.

The outlet lock, while built of steel, has wooden supports inside, and these are on fire. The other exposed woodwork has been burned to the ground. The lock at the time of its completion was regarded as a great engineering triumph. A solid foundation runs on a steep incline from the canal to the river and some distance out. On this foundation several heavy rails are laid, and on the rails an immense steel car was run by means of cables. The car at the top of the lock was level with the canal, and the boats would float into it. Once inside, the front gate was closed, the car holding the boat and a large quantity of water, and by means of the cable was gradually lowered to the river, when the rear gates were opened and the canal boat floated out.

The lock itself was constructed about fifteen years ago, and on its very first trial there was some slip, resulting in two men being killed, so it is said. Other fatalities also occurred during the operation of the lock, and the danger in its operation is said to be one of the causes of its non-use.

*Sun, Mon. 7/23/00, p. 2.* **Old Canal Lock on Fire** – A curious lock, erected by the Chesapeake and Ohio Canal Company about 15 years ago and intended to lower canal boats into the Potomac, is now on fire just above Georgetown. It is a massive affair, mostly of steel and granite, but the outer supports are of wood, and these are ablaze. The whole lock is worth approximately \$15,000. No attempt is being made to save it. When first tried, there was some slip and two men were killed and other fatalities followed each attempt to make use of the lock. It has lain idle ever since constructed. The fire is thought to have been smoldering for about nine days.

ES, Sat. 8/4/00, p. 2. **JOHN McCAFFERY'S MONEY** – Cumberland, Md., Aug. 4. – The money of the estate of John McCaffery, the eccentric Chicago millionaire and former boatman on the Chesapeake and Ohio canal, is being distributed to the heirs after over six years of litigation. Mrs. Susan Austin, aged sixty-nine years, widow of Brown Austin, residing at McKeesport, Ps., yesterday received a payment of \$27,000. In October she will receive \$85,000 more in cash, and following on that stocks and bonds until she will possess an aggregate of \$350,000. McCaffery was the father of Mrs. Austin, and there are four other heirs – Mrs. Thomas Shipley of Danville, Pa.; Mrs. Marion Cooper of Baltimore, Md.; John Seaman of Hagerstown, Md.; and Mrs. Anna Wheeling of Baltimore.

McCaffery lived in Baltimore in 1856. He and his wife separated, he taking the four daughters, which he placed in a home for children in Washington, D.C. Mrs. McCaffery took the son.

#### **Ran from Georgetown to Cumberland**

McCaffery at this time pursued boating on the Chesapeake and Ohio canal between Georgetown and Cumberland. He disappeared one day after a storm and his hat and coat were found floating in the canal. It was thought he was drowned.

The payments for the support of his four daughters came to an end, and after being turned over to the poor authorities, they became separated. Two of the daughters died a short time afterward. McCaffery's wife some time after his disappearance, believing him dead, married William McDaniel of New York. The son enlisted in the navy during the civil war and was drowned off the gunboat *Alger*.

#### **Grew Rich in Chicago**

Meanwhile McCaffery had quietly gone west. He settled in Chicago and

became rich. He was president of the Illinois Title and Trust Company when he died, leaving a fortune of \$1,500,000. His will left his estate to his four daughters, whom he never referred to among his Chicago associates. The rightful heirs were decided upon by the court after a lengthy contest. Mrs. McDaniel, as his widow, put in a claim, and eight months ago she received \$100,000 as her portion.

*Sun*, Mon. 8/6/00, p. 8. **Canal Business** Cumberland, Md., Aug. 5. – There are no signs that through business will be heavy on the canal right at the start. The market has been well stocked with Meyersdale coal, shipped through, which is regarded as the next best substitute. The first boat load of George's Creek coal since the strike ended, was shipped over the Chesapeake and Ohio canal to Georgetown yesterday. More boats will be loaded tomorrow with George's Creek coal.

ES, Fri. 8/10/00, p. 9. HAGERSTOWN NEWS GRIST – Striking evidence of the close of the prolonged strike of the miners of the coal regions is now manifested on the Chesapeake and Ohio canal, which has already assumed its former businesslike appearance. The first boatload of George's Creek coal since the strike ended was shipped over the canal to Georgetown on Saturday last, followed every day since by many others. Some of the boatmen, who had tied up their boats in the vicinity of Williamsport and Sharpsburg and gone into the country with their mules to work upon farms, have returned to their old occupation. While a good portion of the boating season on the canal has passed, and profitlessly, too, the remainder now promises to be of great activity to the delight of the many who, in the main, depend upon this waterway for their living.

*Sun*, Sat. 8/11/00, p. 8. ALLEGANY COUNTY – Trade on the Chesapeake and Ohio canal has revived and on the average of a dozen boats are clearing the wharf here daily.

*Sun*, Fri. 8/17/00, p. 8. **Maryland Items** – About a dozen claims, mostly for amounts under \$100, against the Chesapeake and Ohio canal for materials and labor furnished, have been filed with the Court Clerk Oswald in Hagerstown, in accordance with the Act of 1900. Holders have until September 1 to file their claims.

ES, Fri. 8/17/00, p. 10. HAGERSTOWN NEWS GRIST – During the month of July there was transported over the Chesapeake and Ohio canal to Williamsport 12,615 tons of coal and miscellaneous tonnage. The receipts of the office for the same month were \$3,270.

*Sun*, Thu. 8/23/00. **Maryland Items** – A force of carpenters and laborers is giving Dam No. 4, of the Chesapeake and Ohio canal, a general overhauling and making extensive repairs.

ES, Fri. 8/24/00, p. 8. HAGERSTOWN NEWS GRIST – Business on the Chesapeake and Ohio canal has picked up wonderfully since the George's Creek coal strike is over. Nearly every boat on the water way is on the move and the few remaining at the docks are there for repair. A force of canal carpenters and laborers are giving Dam No. 4 a general overhauling and making extensive repairs. The work will consume two months.

*Sun*, Sat. 9/1/00, p. 2. **Maryland Items** – The Democrats of Hancock are arranging to charter the pleasure craft *Mole* and make the trip next Thursday to Morgan's Grove fair,

by the Chesapeake and Ohio canal, to hear Senator Wellington speak.

*Sun*, Mon. 9/3/00, p. 8. **Canal Blood-Suckers** – Williamsport, Me., Sept. 2. – A plague of mosquitoes is making the life of the inhabitants along the Chesapeake and Ohio Canal miserable. Below Williamsport the air swarms with millions of these blood-sucking insects. Residents have been forced by the pests to leave their houses, not being able to withstand their attacks. In some instances, fires were built around the houses, but the dense smoke from the fires did not have the slightest effect on the mosquitoes. Pet Traver, near Downsville, who lives at the company boat, stated that he never knew the mosquitoes so numerous and vicious as this summer. He is unable to account for the plenitude. Coal oil, which was used successfully in Baltimore and elsewhere, has been resorted to, to drive the pests away.

ES, Fri. 9/7/00, p. 10. HAGERSTOWN NEWS GRIST – A veritable plague of mosquitoes is making life almost unbearable for people residing along the Chesapeake and Ohio canal, below Williamsport, in this county. There are myriads of these bloodthirsty insects in that region, and persons have been, in some instances, forced to leave their homes, not being able to withstand their attacks. Fishing parties, camping out, have been compelled to strike their tents and leave for other locations. Fires have had to be built around the houses, but the dense smoke arising therefrom has failed to give the relief anticipated. Coal oil and many other devices are being resorted to with little success. Mr. P. Traver, who lives on the canal company's boat, and who has lived along the canal since 1877, says that this mosquito plague beats anything he ever saw.

*Sun*, Mon. 9/10/00, p. 10. **Canal Traffic at Williamsport** – Williamsport, Md., Sept. 9. – During August a good business was done on the Chesapeake and Ohio canal at Williamsport. The coal tonnage for the month amounted to 11,213 tons 6 cwt., and the miscellaneous tonnage to 246 tons 3 cwt., a total of 11,559 tons 9 cwt. The receipts were \$3,027.37. The tonnage and receipts show a gain over August of 1899. Thirty carloads of coal were loaded from canal boats at Williamsport in one day and shipped over the Western Maryland railroad.

*Sun*, Wed. 9/12/00, p. 8. **LOCK-KEEPER DROWNED** – Hagerstown, Md., Sept. 11. – Noah Nally, aged 31 years, was drowned yesterday evening in Chaney's Lock, [Lock No. 43] on the Chesapeake and Ohio canal, four miles southwest of Downsville, Washington county. He had been the lock-tender for about five years. His wife called him to supper. He replied that he would come after he had crossed the lock to pull some corn. Soon after he locked a canal boat, and that was the last seen of him alive. When he did not come as promised, his wife started out to hunt him. She saw his hat floating on the water in the lock. She called to some men and expressed her fears. He was found about 20 feet below the lock. He was a good swimmer, but it is thought when he fell in, he injured himself and was prevented from saving himself.

ES, Fri. 9/14/00, p. 9. HAGERSTOWN NEWS GRIT – The remains of Noah B. Nally, tender of lock No. 43 on the Chesapeake and Ohio canal, were interred yesterday at Bakersville. The deceased was thirty-two years of age, and leaves a wife and two children.

The report for August of the business done by the Chesapeake and Ohio canal at Williamsport is very gratifying to its officials. The total tonnage for the month

was 11,559 tons 6 cwt. and the receipts \$3,027. This is a considerable gain in tonnage and receipts over the corresponding month of last year.

*Sun*, Fri. 9/21/00, p. 1. **Maryland** – A leak in the Chesapeake and Ohio canal temporarily stopped navigation.

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*Ibid*, p. 8. **Leak in the Canal**  
Williamsport, Md., Sept. 20. – A leak was sprung yesterday at the lock on the four-mile level of the Chesapeake and Ohio canal and navigation on the waterway was suspended until repairs could be made. The water is low, both in the river and canal. On account of this, it is impossible to load boats to their full capacity. George L. Nicolson, of Georgetown, general manager of the canal, accompanied by Paymaster J. G. Pearre, in on a tour of inspection of the canal. They were at this place yesterday.

ES, Fri. 9/28/00, p. 16. NEWS FROM HAGERSTOWN – The unusually low stage of water in the Potomac naturally reduces the flow into the Chesapeake and Ohio canal. As a consequence, the operations of the canal are being seriously interfered with by the boatmen experiencing great difficulty in moving their boats. It now requires from five to six days to pull a loaded boat from Cumberland, where ordinarily the trip is made in two or three days. The water in the levels is so low that the boats stir up the mud on the bottom, and in places where there are fills of sand or bars, the boats stick. Teams of from six to ten mules are required to move the boats, which can only carry light loads of not over ninety-six tons. The water in the river and canal was never known to be lower than at present.

ES, Fri. 9/28/00, p. 8. DEMOCRATS OUT FOR MCKINLEY – Cumberland, Md., September 28 – Republicans here are

rejoicing over the announced determination of Joseph Bear, a prominent merchant and democrat, who was twice mayor of Frostburg, the metropolis of the mining region, to support McKinley. Mr. Bear voted for Bryan in 1896. He says after the McKinley administration he is convinced that the republican party is the party of business and progress.

Another democrat of considerable local repute, who voted for Bryan in 1896, and has determined to support McKinley, is Sylvester Summers of Washington county. Mr. Summers is a democratic justice of the peace and was for many years merchant and postmaster at Lock 53, on the Chesapeake and Ohio canal. Mr. Summers owns a large farm and has been known as a leader among the farmers. He has been a close student of political matters. He will go on the stump for McKinley.

Times, Fri. 10/5/00, p. 8. **Boatman Found Dead** – HAGERSTOWN, Md., Oct. 4. State's Attorney Poffenberger today received information that a boatman had been found dead in the cabin of his boats on the Chesapeake and Ohio Canal at Sandy Hook. The man's name is Swain, but the manner of his death could not be ascertained, and the State's Attorney instructed Justice Miller of Sandy Hook to make an investigation to find if there is any evidence of foul play. It is thought he died of natural causes.

ES, Fri. 10/5/00, p. 16. HAGERSTOWN NEWS GRIST – Luie Mizelle has closed a contract to purchase 10,000 acres of the old Caton estate, just above dam No. 6, on the Chesapeake and Ohio canal. The tract contains an undeveloped coal mine, which Mr. Mizelle will open and operate. The estate is now owned by the Caton heirs, the McTavish's of Baltimore. His daughters



married English lords – the Duke of Leeds, Duke of Wellesley and Lord Stafford.

*Sun*, Mon. 10/22/00, p. 8. **GODFREY STEGANIOUS** – Cumberland, Md., Oct. 21. – Godfrey Steganious, of Hancock, Md., died last night at the home of his daughter, Mrs. Mary A. Dirchs, in Cumberland, where he was visiting, aged 93 years. He was the oldest citizen of Hancock. His wife died last November, aged 93 years. Mr. Steganious was a native of Alsace-Lorraine. He was a contractor and helped build the woodwork along the Chesapeake and Ohio canal. He put in the miter sills in the four locks. Mr. Steganious built the house he lived in at Hancock in 1846. He leaves on son, Mr. John Steganious, the famous one-armed hunter, and three daughters, Miss Elia Steganious, Mrs. Dirchs and Mrs. Lizzie Foster, of Cumberland.

ES, Fri. 10/26/00, p. 11. HAGERSTOWN NEWS GRIST – Godfrey Steganious, the oldest citizen of Hancock, this county, is dead. His wife died last November, at the age of ninety-three years. The deceased was a contractor and helped build the woodwork of the Chesapeake and Ohio canal.

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Mr. H. M. Dellinger has returned from his club house at Two Locks, on the Chesapeake and Ohio canal, to his home in Washington.

CA, Thu. 11/1/00. The Chesapeake and Ohio canal company have erected a tool and provision house at Lock 52, near Hancock. They will soon begin the work of demolishing the aqueduct over the Big Tonoloway creek and putting in a new one as soon as navigation ceases for the winter. It will also take out locks 51 and 52 at the same place and widen them. This constitutes the only large amount of masonry on the canal that has been changed

or rebuilt since 1850 when the canal was first opened for navigation.

*Sun*, Thu. 11/1/00, p. 8. **C. and O. Canal Repairs** – Williamsport, Md., Oct. 31. – The Chesapeake and Ohio Canal Company contemplate some extensive repairs to the canal as soon as navigation for this winter is over. A tool and provision house has been built at Lock 52. It is stated that the stone aqueduct over the Big Tonoloway creek is in need of repairs and will be torn away and another built. Locks 51 and 52 through which boats now have difficulty in passing, will be widened. It is proposed to put the canal in excellent shape for the boating season of 1901.

ES, Fri. 11/2/00, p. 15. HAGERSTOWN NEWS GRIST – The Chesapeake and Ohio Canal Company contemplate extensive repairs to the canal this winter after the boating season. A tool and provision house was built at Lock 52. The aqueduct over Big Tonoloway creek, near Hancock, this county, in need of repairs, will receive attention. Locks 51 and 52 will also be repaired, as boats now have difficulty in getting through.

*Sun*, Sat. 11/3/00, p. 9. **Almost a Centenarian** – Elkins, W. Va., Nov. 2. – Patrick O'Connor, a native of Dingle parish, County Kerry, Ireland, died at Monroe Junction, near here, aged 98 years. In 1837 he worked on the construction of the Chesapeake and Ohio canal. He helped to build the turnpike between Parkersburg, W. Va., and Staunton, Va. He leaves a large family.

*Dun*, Mon. 11/12/00, p. 8. **Coal Trade** Coal shippers and dealers at Williamsport are storing thousands of tons of coal shipped from Cumberland on the wharves along the Chesapeake and Ohio canal. Business on

the canal is brisker at this period, just prior to the close of navigation, than at any time this season. The Western Maryland Railroad Company is shipping away coal by the trainload.

ES, Fri. 11/16/00, p. 12. HAGERSTOWN NEWS GRIST – Business on the Chesapeake and Ohio canal is heavier at present than at any time this season. Thousands of tons of coal are coming down from Cumberland every week. The coal shippers and dealers at Williamsport are storing many tons of coal on the wharves and train loads of it are being shipped over the Western Maryland railroad to various points.

*Sun*, Sat. 11/17/00, p. 8. Boat No. 13, Capt. Taylor Read, collided with another boat on the Chesapeake and Ohio Canal yesterday, and Boat No. 18 was sunk, a big hole being driven in the stern near the cabin. The water was pumped out of the boat and the vessel raised.

*Dun*, Fri. 11/23/00, p. 6. The Coroner's jury this morning decided that the man with one hand found yesterday under the Baltimore and Ohio bridge at Evitts creek came to his death from alcoholism. The man has been identified as a boatman on the Chesapeake and Ohio canal and was known as "Bill Hook." He was a Union veteran, drew a pension and spent his winters at the Soldiers' Home at Hampton, Va. He boated in summer.

ES, Fri. 11/23/00, p. 13. HAGERSTOWN NEWS GRIST – The Williamsport office of the Chesapeake and Ohio canal reports that for the month of October the shipments of coal over the canal, amounted to 12,571 tons. The miscellaneous tonnage was 467 tons, and the receipts for the month \$3,360. The number of boats cleared was 117, and

boats that arrived was 127. This is considered an excellent report for the month, considering the unusually low stage of water in the canal during October, greatly retarding boating operations, requiring six to eight horses to move a single boat.

The Western Maryland railroad has decided to double track its Potomac Valley branch, which runs from Hagerstown to Cherry Run. This is made necessary by the immense amount of traffic done over this road by its connection with the Reading road at Hagerstown and the Baltimore and Ohio road at Cherry Run.

*Sun*, Thu. 11/29/00, p. 5. **A McCAFFERY HEIR DEAD** – Hagerstown, Md., Nov. 28. – Mrs. Margaret Shipley, widow of Thomas Shipley and youngest daughter of the late John McCaffery, the eccentric Chicago millionaire, died this morning of pneumonia at her home, near Downsville, Washington county, aged 55 years. She was born in this county. When quite young her father, then a boatman on the Chesapeake and Ohio canal, placed her in a Catholic institution at Georgetown, D. C., where she remained for a number of years. While in this institution, her father suddenly disappeared, and she heard of him no more until he died and left her a fortune.

When 18 years old, Mrs. Shipley became a cook on a canal boat and then married Thomas Shipley. They settled at Big Slackwater, where her husband had charge of the guard lock on the canal and where he died. The great flood several years ago wiped away the widow's home. She barely escaped with her life. Since then she lived at Downsville. Recently Mrs. Shipley received the first installment of \$3,000 from her father's estate. At the time of her death she was drawing \$60 a month. Her share of the estate was said to be \$80,000. She was a Dunkard. A half-sister – Mrs. Marian Hooper, of Baltimore – a full sister – Mrs.

Susan Austin, of McKeesport, Ps. – and seven children survive. The children are Mrs. Cyrus Davis, Wyncoop Shipley, both of Berkeley county, West Virginia; Mrs. Nannie Izer, Mrs. John Hemphill, Gorman Stanhope and Lester Shipley, of near Downsville. She was an aunt of John H. and J. W. Seaman, of Hagerstown, and Anna M. Whelan, of Cumberland.

*Sun*, Fri. 11/30/00, p. 9. Navigation on the Chesapeake and Ohio canal will close for the season in about two weeks. It is said the receipts at Williamsport alone will be \$27,000, showing this has been the most profitable season on the canal in late years.

One hundred and twenty thousand tons of coal and 8,000 tons of miscellaneous freight were unloaded at Williamsport this season.

*ES*, Mon. 12/3/00, p. 17. **Chesapeake and Ohio Canal Bonds** – The District of Columbia, as the successor of the municipal corporations of Washington and Georgetown, also possessed a nominal asset of \$75,000 in bonds of the Chesapeake and Ohio Canal Company. These bonds are 6 percent coupon bonds, \$50,000 of which were issued to the city of Washington and \$25,000 to Georgetown, in exchange for a like amount of stock of said municipalities. They were prepared under an act of the state of Maryland approved in 1844, which authorized the canal company to utter \$1,700,000 of such securities to complete the canal, and making them a lien on the revenues of the company. The bonds matured May 31, 1885. Interest is due on them since July 1, 1864. Those securities are in the custody of the treasurer of the United States as ex-officio Commissioner of the District of Columbia sinking fund, who refers at length to their status on pages 15 and 16 of this sixth annual report, pages 15

and 16 of his seventh annual report, and pages 14 and 15 of his eighth annual report.

*Sun*, Tue. 12/4/00, p. 8. **A SUDDEN DEATH** – Cumberland, Md., Dec. 3. – Mr. Francis Barger died on Baltimore and Ohio passenger train No. 8 while it was waiting for breakfast at the Queen City depot, Cumberland, this morning. He had come up from the home of his daughter, Mrs. Peter Fisher, in South Cumberland, to take the train to Brunswick where he was in the employ of the Chesapeake and Ohio canal. He was attacked by heart failure and died before the train pulled out. Mr. Barger was a stationary engineer and was once employed at the Cumberland rolling mill. Mr. Barger leaves several grown children.

*ES*, Wed. 12/5/00, p. 11, **AFFAIRS IN GEORGETOWN** – With the season so favorable, it is likely that traffic on the Chesapeake and Ohio canal will continue until some weeks as yet. Ordinarily the time for closing down the waterway for the winter season is about December 15, but if the weather will remain open it is possible that the stream will be open to navigation for a week or so longer. The tonnage the latter part of the season has been equal to that of any previous year, it is said, though the prolonged strikes at the opening of the season had a depressing effect.

*Dun*, Sat. 12/8/00, p. 8. **MRS. ISABEL HAMILL** – Oakland, Md., Dec. 7. – Mrs. Isabel Hamill, widow of Patrick Hamill, prominent as a Chesapeake and Ohio Canal director and a leading spirit in the early days of Garrett county, died at her home in Oakland, aged 80 years. Death was due to pneumonia. She was born near Westernport, and was married to Mr. Hamill in 1841. Mrs. Hamill was a member of St. John's Methodist Episcopal Church South, Piedmont, W. Va., since its formation. She

is survived by the following children: Gillmor S. Hamill, James D. Hamill, Mrs. John T. Mitchell and Mrs. Arthur Townsend, of Oakland, and Henry P. Hamill, of Lexington, Va.

*Sun*, Mon. 12/10/00, p. 8. The Chesapeake and Ohio canal will close on December 13. Boats will be loaded at Cumberland for Williamsport up to and including the 12<sup>th</sup>.

*Sun*, Wed. 12/12/00, p. 8. William E. Brendlinger, a widower, aged 39 years, was held tonight in \$1,000 bail for the January term of court by Justice Glisson T. Porter on the charge of criminal assault on his 17-year-old daughter, Blanche, and \$500 bail attempted assault on his 13-year-old daughter, Mary Frances. Brendlinger was a boatman on the Chesapeake and Ohio canal.

*Sun*, Sat. 12/15/00, p. 9. The water will be drawn off the Chesapeake and Ohio canal at Cumberland tomorrow for the winter. The few boats out are expected in port by tomorrow. Wherever needed, the bed of the canal will be deepened and extensive repairs to locks and aqueducts will be made along the line. Mr. Joseph V. McKenna, Collector at the port of Cumberland, said the shipments over the canal this season would aggregate 175,000 tons. The canal shipments during 1899 aggregated 192,423 tons.

ES, Sat. 12/15/00, p. 9. HAGERSTOWN NEWS GRIST – The Chesapeake and Ohio canal will close for the season December 15. Local shipment from Cumberland ceased December 12. An inspection of the line recently made by the general superintendent and other officials of the canal showed the waterway to be in a better condition than it has been for a number of years. The season about to close has been the most successful one the canal has experienced for many

years, and the boatmen, employees and all connected therewith express themselves as greatly pleased with the results. During November 11,940 tons of coal were shipped on the canal to Williamsport. The receipts were \$3,195.31.

*Sun*, Mon. 12/17/00, p. 8. The Potomac river is frozen over here. Hundreds of young people were skating today on the Chesapeake and Ohio canal and Wills creek.

ES, Tue. 12/18/00, p. 16. ALONG THE RIVER FRONT – The Georgetown and Cumberland canal has been closed for the winter, and the water will be drawn off at once to prevent freezing. The last boat load of coal to come down the canal was in the boat *Sharpsburg* and was landed at the Randall line wharf Friday last. Although all the steamboat lines have a big supply of coal on hand, it will be all used up before traffic is resumed on the canal, and the additional supply of fuel will have to be hauled to the wharves in carts from the railway cars. It is expected that the canal will be again opened for travel about the middle of next March. Quite a number of the canal boats will winter at Georgetown.

When the water is drawn off from the Chesapeake and Ohio canal between Cumberland and this city, large quantities of bass, perch and other fish, good for food, are found in the pools and lower levels. This year these pools will be seined and the fish taken out and put into the river. The work of saving the fish will be under the direction of General manager George L. Nicolson of the canal company.

*Sun*, Wed. 12/19/00, p. 6. **Returning Bass to Potomac** – Hagerstown, Md., Dec. 18. – Thousands of bass and other food fish are in the pools in the Chesapeake and Ohio canal and can be saved. The water has been

drawn from the canal and already some of the fish have been returned to the Potomac.

A canal man stated today that the wide waters at Dellinger's fairly teem with bass and there are many fish also in the levels.

CA, 12/21/00. **Successful Seining of Canal.** – Capt. L. G. Harron, of the United States Fish Commission, who is seining the Chesapeake and Ohio canal to save the bass and other fish, excepting carp and other undesirable kinds, has thus far had great success, many bushels of fish having been caught in the pools and locks and placed in the Potomac river.

The first seining was done at Shepherdstown; the next week was four miles up the canal to Miller's bend. Ten bushels of good fish were transferred to the river.

ES, Fri. 12/28/00, p. 11. HAGERSTOWN NEWS GRIST – A large force of men are now and have been since navigation closed, at work on the Chesapeake and Ohio canal, making extensive repairs and improvements. The waterway is being deepened where needed, and at Lock 52 the sides of the aqueduct are being torn out and built up new. The lock will also undergo repairs.

ES, Mon. 12/31/00, p. 13. ONE HUNDRED YEARS AGO – Mr. O. L. Ingalls, assistant engineer in the District sewer department, has forwarded to Captain Beach, the Engineer Commissioner, as set of tracings illustrating the conditions existing in the vicinity of reservation 4, known as the old naval observatory grounds, at the beginning of the nineteenth century, and the conditions existing at the present time. This reservation, states Mr. Ingalls, originally extended as far south as Lower Water street, which, at the time of the returns made by

Nicholas King in 1803, was located almost entirely in deep water.

“In about the year 1833,” reports Mr. Ingalls, “the Chesapeake and Ohio canal was opened for navigation along a route which is also indicated on the plat. Previous to that year, a point of rock existed on the river front south of the old observatory and extended a considerable distance into the water, forming a landing place which was well known before the founding of the present seat of government, and in some way received the name of ‘Key of all Keys’ from the early settlers. This rock seems to have been widely known and frequently described in surveys made as early as the year 1664.

“The construction of the canal obliterated the greater portion of this historic landmark, which, according to tradition, formed the landing place of General Braddock in 175, when he journeyed overland from Alexandria to the French frontier during the colonial wars. The remaining portion of the rock, which the historical societies of Washington are endeavoring to preserve, is located partly within the right of way of the old canal, and originally, no doubt, formed a part of reservation 4, although at present not within the enclosure. The question as to whether General Braddock ever landed at the point mentioned is very doubtful, and nothing but tradition remains to prove its authenticity.

#### **Record of Braddock's Movements**

“The best record of Braddock's movements is taken from an account of his expedition by Winthrop Sargent, in which he states ‘that on April 11, 1755, four companies of the 44<sup>th</sup> Regiment, under Lieut. (afterward governor) Gage, and a detachment of seamen from Alexandria landed from the boats of the *Sea Horse* and the *Nightingale* and pitched their tents at Rock creek. April 14, Gen. Braddock arrived at Rock creek and gave orders for

transporting stores. The troop marched from Rock creek to Owens' House, fifteen miles onward to Frederick.' (Rockville).

"The landing of Braddock upon this rock and his encampment on Observatory hill have often been referred to in recent years, yet the assertion or assumption that such are the facts cannot be authenticated by any contemporaneous record and would seem to have no authentic facts to sustain them. Warehouses for shipping purposes were known to exist as early as the year 1748 on the west bank of Rock creek, which now forms a part of Georgetown. These warehouses soon became centers of trade, and all principal roads in the vicinity led to them and to the landings. The road to Frederick, over which Braddock journeyed, being one of the number, could have been reached from Observatory hill by crossing Rock creek which is supposed to have been only fordable at a point some distance from its mouth.

#### **Historic for Many Reasons**

"In spite of all controversy in relation to Braddock's movements, this ancient rock was a historic spot for many reasons, one of which is that it formed one of the boundary marks of the town laid out in 1767, under the name of Hamburg, which lost its identity when the seat of government was established, within whose limits it was included."

The foregoing facts, in Mr. Ingall's judgement, would seem to furnish sufficient reason for endeavoring to preserve what remains of this historic rock, entering as it does so extensively into the earliest important events associated with what is now the site of the city of Washington. The strip of ground between Potomac Park and the observatory wall, through which the canal passes, he points out, seems to have received little attention during recent years. While other dumping grounds were more convenient, he charges that this strip has

been principally used for a dumping ground by certain parties engaged in manufacturing industries in the vicinity of 26<sup>th</sup> street.

"Recently, however," he says, "this small strip of ground has been invaded by ash gatherers, and is rapidly being filled with a most undesirable class of material. This ground will, in all probability, at no distant day become a part of Potomac Park, and until a more clear understanding is had in relation to future developments in that vicinity, I would earnestly recommend that every effort be made to prevent in the future all dumping of every class of material along the line of the old canal between 23<sup>rd</sup> and 26<sup>th</sup> streets."

#### **Capt. Beach's Recommendation**

In transmitting this report to his associates, Capt. Beach recommended that an order be issued prohibiting until further orders all dumping on the south side of the old naval observatory grounds between 23<sup>rd</sup> and 25<sup>th</sup> streets. "It is reported," stated Capt. Beach, "that the dumping which has been done there has now reached a point where excavation will have to be made in order to bring the street to proper grade if further dumping is permitted. I therefore make the above recommendation in order that the matter maybe definitely determined. This is also the site of what is claimed to be 'Braddock's Rock.' where Gen. Braddock landed when he proceeded upon his expedition against Fort Duquesne. It is understood that the Society of Colonial Dames intends to have this spot suitably marked, and as the rock is in danger of being covered up, it is believed that the matter should be attended to promptly."

Capt. Beach's associates agreed with him in the matter, and the order suggested by him has been made.