

COMPILATION OF
CANAL TRADE ARTICLES FROM
CITIZEN
a Frederick, Md. newspaper
and
THE SUN
a Baltimore, Md. newspaper
and
THE EVENING STAR
and
THE EVENING TIMES
two Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1901

Compiled by
William Bauman
C & O Canal Association Volunteer
wdbauman@visuallink.com

JANUARY 2020

A. PREFACE

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

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.

Readers not interested in Hancock should just skip over the very long article.

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.

William Bauman
Transcribed October 2015
wdbauman@visuallink.com

Canal Trade 1901.

Sun, Fri. 1/11/01, p. 4. **THE TOWN OF BRUNSWICK** – In the census of 1890 the name of the town of Brunswick, Md. did not appear. In the new census it is credited with a population of about 2,500. The new town includes the village of Berlin, or Barry, as the post-office there was called, which had about 200 inhabitants. Brunswick is in Frederick county, about 75 miles from Baltimore, on the Potomac river and the Baltimore and Ohio railroad. It is the site of a great railroad transfer yard, which was located here because the 10 miles of track between Washington Junction and Weverton, on which Brunswick is the only part of the Baltimore and Ohio road over which all the traffic between Baltimore and places west of Hagerstown Junction passes. Brunswick is the end of the first and the beginning of the second division of the Baltimore and Ohio. While its growth has been rapid, it has been substantial. The town enjoys a good trade along the Chesapeake and Ohio canal, as well as with the rich county of Frederick, Maryland, in which it is situated, and Loudoun county, Virginia, with which it is connected by a bridge. A complete sketch of Brunswick is published elsewhere in *The Sun* today. [Transcriber's Note: that sketch was not found.]

Sun, Mon. 1/14/01, p. 8. **ALEXANDRIA DEBT** Alexandria has had a city debt of greater or less amount since 1819. It was at first contracted to subscribe to the construction of turnpikes and the "rent roll" of the corporation was set aside as a sinking fund. Never since that date has Alexandria been out of debt; but subscriptions to the Chesapeake and Ohio Canal and to the Alexandria Canal carried the debt up into the hundreds of thousands of dollars, and after the retrocession to Virginia, further city subscriptions to railways carried the debt beyond a million of dollars, and in 1880 it had reached \$1,057,538. Then on a compromise by the creditors the 6 percent debt was refunded

into 3 percent and 3.65 percent bonds, and the rents of the market-house made a sinking fund. Since that time the bonds of the city have gone up from 48 cents to par, and the debt has been reduced to \$798,300. A proposal has now been made to levy an annual tax for the sinking fund and use the market rents for the improvement of the city's streets. The finance committee has the subject now under consideration.

ES, Mon. 1/14/01, p. 17. **Capital Camera Club** – The first of a series of public entertainments to be given by the Capital Camera Club will be held tomorrow evening at the Universalist Church. Mr. Charles E. Fairman will deliver his popular lecture, "One Hundred Miles on the Towpath." This is the story of a party of photographers who chartered a canal boat and made the trip on the Chesapeake and Ohio canal, taking pictures by the way, 128 of which are used to illustrate the lecture.

Sun, Sat. 1/19/01, p. 8. **ALBERT EICHELBERGER** – Hancock, Md., Jan. 13. – Albert Eichelberger, a former boatman on the Chesapeake and Ohio canal, who conducted a restaurant at Millstone, four miles east of Hancock, died after a lingering illness, aged 53 years. Mr. Eichelberger was twice married. A son, Ryan Eichelberger, is a volunteer soldier in the Philippines. Another son, Frank, is employed in Washington, D.C.

WT, Sun. 1/20/01, p. 17. November 8, 1853 was a memorable day in the history of Washington and Georgetown, for on that date work was commenced upon the great aqueduct that was to bring into them the waters of the Potomac. The President and a portion of his Cabinet, with the municipal authorities of Washington, went by steamboat and pack horses from Georgetown, up the Chesapeake and Ohio Canal to Crommelin, near the Great Falls of the Potomac, in the vicinity of which the aqueduct commenced. The spot having been marked by a

flag erected upon a pole, the President approached it, and surrounded by a throng of people, the exercises were opened with a prayer from Rev. Dr. Pyne, of St. John's Episcopal Church, Washington, after which Capt. M. C. Meigs made a short address. President Pierce then broke ground with the spade presented to him for that purpose. Hon. Jefferson Davis followed the example of the President; Stephen A. Douglas, of Illinois, did the same, and then John W. Maury, Mayor of Washington; W. W. Seaton, the late Mayor, and others, among whom were Thomas Ritchie, Mr. Walter and Capt. William Easby followed.

Sun, Thu. 1/24/01, p. 6. **Maryland Items** Carpenters, mason and laborers are making many repairs to the locks, aqueducts and other property along the Chesapeake and Ohio canal before the opening of the waterway in March.

ES, Fri. 1/25/01, p. 12. Williamsport, this county, the home town of Senator L. E. McComas, is greatly exercised over the census, and the town council, which is considering the question of taking its own census, will appoint a committee for that purpose. The census bulletin issued by the government places the population at 1,492. It is claimed that there are 200 or 300 more who were not counted. In explanation of this discrepancy it is claimed that many Williamsport citizens are boatmen on the Chesapeake and Ohio canal, who during the boating season, with their families, live on the boats and in winter at Williamsport, thereby being missed by the enumerators.

ET, Sat. 1/26/01, p. 5. NEWS FROM GEORGETOWN – The representatives of A. L. Barber are preparing for the construction of a magnificent house on the place purchased by the asphalt man about two years ago from the heirs of the late Benjamin Hunt, Sr., and others, fronting on Wisconsin Avenue and running back to the Tunlaw Road. Stone for the mansion has already been taken from the white sandstone

quarry owned by Mr. Barber, on the line of the Chesapeake and Ohio Canal, about four miles west of Georgetown. The stone is similar to that used in the construction of the Church of the Covenant and of the millionaire's Fourteenth Street home. The stone will be brought to the scene of the construction by way of the canal to Georgetown and thence by the Georgetown and Taneytown Railroad. The site selected is to the rear of the present house, formerly occupied by the Hunts. This will be demolished as will also the frame to the south.

Sun, Mon. 1/28/01, p. 9. A GROWING TOWN Hancock, Md., Jan. 27. – Hancock is a picturesque town and the most important point on the Baltimore and Ohio Railroad between Cumberland, Md., and Martinsburg, W. Va., a distance of 78 miles. Hancock is built on a series of gently undulating plateaus, commanding the Potomac river. Looking westward from the town, spurs of the Alleghanies can be seen. The view in the East gives the hazy outlines of peaks of the Blue Ridge.

Romantic scenery abounds on all sides. Sulphur springs bubble from the earth at nearly every turn, ten of a dozen running brooks find their way to the Potomac, the mountains contain caverns and rocky eminences from which superb views are obtained and beautiful valleys, coursed by easy roads, all tell of some of the natural features of the country hereabout. The Potomac affords splendid fishing and boating. It is dotted with finely shaded islands. One, which is reached by the stairway leading from the Hancock bridge, has been converted into a pretty park.

Hancock is only a four hours' ride from Baltimore, three hours from Washington and six hours from Pittsburg. Cherry Run, W. Va., the junction of the Baltimore and Ohio and Western Maryland railroads, is nine miles east of Hancock. The residents of Hancock have an abiding faith in the future of the town. Its natural advantages have never been fully

known, and a move is on foot to induce capital to come here. Hancock needs a large summer hotel. The town has many summer visitors, and it is assured would have scores where it now has only pairs were the accommodations provided. The hills about the town afford numerous sites, from any of which a sweeping view of the West Virginia Mountains and the Potomac Valley can be had.

Old residents say that the perfume of the pine tops carried down from the mountains is conducive to longevity. "Lovers' Leap" is a favorite legendary spot. It is a crowning point of the West Virginia hills, just northwest of the town, the ridge paralleling the road leading to Berkeley Springs, six miles present. From here is a most romantic view of three States, with mountains and valleys; and the meandering Potomac, paralleled by the Baltimore and Ohio railroad. From most any hill about Hancock, three States can be seen. The town is in the neck of Maryland, and in a half hour a person can visit West Virginia, Maryland and Pennsylvania.

Situated as it is on the Chesapeake and Ohio canal and the Old National road, its nearness to the coal regions makes fuel cheap. Coal is brought down from Cumberland by the boat load. Firewood is to be had in endless quantity. The cord-wood industry has been one of magnitude; within the past 10 years hundreds of acres have been cleared and thousands of cords of wood have been shipped. The wood is used largely in lime-burning. Pulp wood is also shipped from the town. Hancock is a great crosstie and hoop-pole center. It was once a prominent point for hogshead straps, which were shipped to Cuba. Peach growing is becoming a more important industry each year.

Important Business Town

It is said by persons who have looked into the matter that Hancock is the most important point for the transportation of farm products, barring cereals, between Baltimore and Chicago. The freight and express receipts at Hancock Station, Baltimore and Ohio railroad, aggregate

\$100,000 a year. More business is done at Hancock Stations than at all other points on the line between Martinsburg and Cumberland, including the Berkeley Springs and Romney branches. The depot is in West Virginia, half a mile from the town, and is reached by an iron bridge over the Potomac.

The express business at Hancock Station during December last was the heaviest ever known. Hancock is the outlet of Fulton county, Pennsylvania, the only county in the State without a railroad. The town is often filled with farmers' wagons, some being drawn by oxen. An ox and a mule hitched side by side formed a unique combination seen on the street here. The town is a great trading point. Not a few of the farmers ship their products direct. Franklin county, Pennsylvania's portion of eastern Allegany county, Maryland, and Morgan county, West Virginia, also contribute to the business of the town. The poultry consignments are the heaviest in the express line, Hancock being one of the greatest poultry points in the country. An idea can be gained as to the magnitude of the cordwood industry by the shipment of 1,000 carloads by Charles E. Jones alone in something over five years. There are several smaller shippers. The pulpwood industry, now in its incipiency here, is destined to become important. One dealer has about closed a contract to ship from here 500 cords to the mills at Luke, Md. Bark, crossties, hoop-poles, walnut logs and lumber are all conspicuous in the vast quantity of freight shipped from here. There are yet hundred of acres of virgin forest. J. Taliaferro Bridges is the most extensive lumber manufacturer. He has had as many as seven mills in operation at one time, making all sorts of lumber, operating 14 teams, with 64 horses, and employing 100 men. He has a planing mill in Hancock.

A railroad has been projected from Hancock through Fulton county to McConnellsburg and the McConnellsburg and Potomac Railroad Company has been organized by citizens of Fulton county. The county has

subscribed for \$25,000 of the capital stock of \$200,000.

Timber and Iron

It may not be known to all that the timber area of Fulton county is 161,000 acres in round numbers and the cleared area 103,000 acres – about 60,000 acres more of timber than cleared area. The quantity of bark, ties and lumber for different purposes that could be cut from the 160,000 acres of timber land would be hard to estimate closely, but can be approximated. Persons of long experience in these matters estimate that there is an average of 30 tons of bark to the acre and that at least an average of 75 railroad ties to the acre could be cut. This would make the total bark product 8,500,000 tons and the total tie product over 12,000,000.

The iron ore is simply beyond estimating. That the quantity is enormous is well known and has been demonstrated time and again during the last half-century. That the quality is all right has also been demonstrated by numerous analyses.

Cement Rock

The immediate country about Hancock is underlaid with cement rock, limestone that has analyzed as high as 38 percent, being the same as the famous Martinsburg product, and white sand.

The cement veins – four in number – begin at the Potomac river and outcrop at intervals for a distance of two miles. This is positively known. The rock is of the best sort. Limestone rock abounds everywhere. The whole of the west side of Tonoloway ridge is composed of the best white sand, such as is used in the manufacture of the better grades of glass. There is also plenty of iron ore, which at one time was mined. There still stand the ruins of an old furnace up Licking creek, a few miles above Hancock. In those days the pig iron was hauled to Hancock, the shipping point. There is also at Sir John's Run, six miles west, a bank of iron ore under a covering of eight to ten feet that yields 33 percent. Several carloads of this ore were shipped recently to Dunbar, Pa., and the

product was found so satisfactory that the furnace operators agreed to take 100 tons a day, but the means were not at hand to produce it.

Lewis Mizell is arranging to put in a boom at Dam No. 6, 10 miles west of Hancock, where he will operate an extensive lumber mill for the manufacture of timber from 1,000 acres which he purchased on the South Branch of the Potomac. There are four miles of slack water, and this is the first practical effort to utilize the timber of that vast underdeveloped section not reached heretofore.

Manufacturing Industries

While largely a rural community, with fine farms all around. Hancock is not devoid of manufacturing industries. The Round Top Cement Works, of Bridges & Henderson, three miles west of Hancock, have been in operation for many years, the hydraulic character of the rock, having been discovered in 1837, when the Chesapeake and Ohio canal was building, and shortly thereafter the mill was erected. The present mill is a modern structure, with new machinery, having been built a few years ago to take the place of the structure destroyed by fire. It has a capacity of 300 barrels per day. This brand of cement is in ready demand and is much used in government work. Forty-five men are employed. James W. Ditto is general superintendent and James P. Hook is chemist and head miller. The rock is now being taken from three new tunnels, equipped with new air compressors and drills and hoist engine and boiler. One of the veins now being mined is 10 feet, two feet wider than any of the old veins. The finished cement is carried across the river on a cable and loaded on the cars from a large warehouse on the West Virginia side. The Round Top veins continue into the adjoining lands of the heirs of Mrs. Rose Bowles, outcropping at many points, and for some time the erection of another cement mill has been contemplated.

The firm of Bridges & Henderson, composed of Robert Bridges and Charles W. Henderson, also conducts a general store in

Hancock, having been in business for over 46 years. The elder members of the firm transferred the store over to their sons, J. W. Breathed Bridges and Ernest C. Henderson, over a year ago, but the elder members are still active in business.

The Hancock White Sand Works, operated by Pittsburg capital, are on land owned by Charles W. Henderson, located along the Baltimore and Ohio railroad in West Virginia, one and a half miles west of the town. William Noel is superintendent and 30 men are employed. The sand is used for manufacturing white glass. The output averages four cars a day. The Berkeley Sand Works, built by Robert Bridges, but operated by outside capital under lease, employ 30 men. The Keystone Sand Works, recently installed by J. Frank Fields, of Hancock, about three miles south of Hancock Station, at a cost of \$16,000, are growing into an important industry.

Hancock has improved greatly within 10 years. Nearly fifty houses have been built or remodeled in that time.

The Potomac Roller Mills, owned by Mrs. M. J. Mendenhall, Peter E. Dawson superintendent, have a daily capacity of 75 barrels. The "Silver Leaf" brand of flour is shipped extensively. Mr. Dawson has shown much public spirit in the development of Hancock.

The Hancock Foundry and Machine Works, William H. Dodson proprietor, make the celebrated Seylar plow and all kinds of castings, including canal lock works. Mr. Dodson conducts a hardware, stove and plumbers' supply store separately.

Fran Little conducts a stone quarry on the edge of town, is an ice dealer, has a steam mill for sawing firewood and is the town expressman.

The bridge connecting the town with West Virginia is composed of three spans and is nearly 1,000 feet long. It cost \$35,000 and is owned by the Hancock Bridge Company, J. Frank Fields president and Edmund P. Cohill

treasurer. With the completion of this bridge, which succeeded a provincial ferry 10 years ago, the progress of the town has been marked.

The Hancock Bank was a later enterprise. It occupies a handsome new brick building. The total resources of the bank are \$94,597.67, and the individual deposits amount to \$73,887.19. The directors are Edmund P. Cohill, J. W. Breathed Bridges, William A. Bowles, Philip T. Little, William S. Cornelius, Dennis Morgret and J. Frank Fields. Edmund P. Cohill is president and John Stigers cashier.

The Western Union and Postal telegraph lines and the Chesapeake and Potomac long-distance telephone system pass through Hancock. Armstead A. Swingle, who is manager of the Western Union office, is also notary public.

The *Star*, the only newspaper, is a weekly which has been established 13 years. Miss Gertrude Summers is editor and proprietor and John T. Mason assistant manager. Mr. Mason is also an attorney at law and is associated with S. Rinehart Cohill in the real estate and insurance business.

The Light House, a large brick building, is the leading hotel. John M. Smith is proprietor. The Barton House is probably the oldest building in the town and was a noted stopping place in staging times. The European House, with café, is operated by Charles W. Spangler.

Active Business Men

Edmund P. Cohill conducts a large general store in Hancock, where he has been active in business for 23 years. Mr. Cohill has done much to promote the town's growth. He owns three fine farms, two west of Hancock and one near Clearspring. Mr. Cohill is an extensive shipper of produce and his highest figures for various commodities will give an idea of the extent and value of Hancock trade. He has shipped in one year 2,900 barrels of apples, 60,000 dozen of eggs, 12,000 pounds of butter and 250 tons of buckwheat, the latter the famous Fulton county variety, which finds its way to

California and Europe. He ships from 200 to 400 tons of sumac a year. In one month, Mr. Cohill shipped three tons of chickens. Besides he deals in potatoes, wheat and other cereals.

Raphael E. Taney has been established in business since 1867, succeeding his brother, Brooke Taney, who opened in 1848. Mr. Taney owns the Rockdale flour mills, near Hancock. He is a general merchant and has one of the finest warehouses along the Chesapeake and Ohio canal. His ancestors were closely related to Chief Justice Roger B. Taney.

James R. Smith is till an active business man at 80 years. He has been a merchant here for 43 years. Mr. Smith owns the fine Walnut Hill or Brent farm, near Hancock. It is historic ground. On it was built a blockhouse in which settlers sought refuge from Indians.

Capt. Leander H. Kuhn is one of Hancock's most prominent citizens. He owns the Light House and much other property. He is a Union veteran and conspicuous in Republican councils in Western Maryland.

J. Frank Fields, Baltimore and Ohio agent at Hancock, did much toward securing the bridge and bank for Hancock. His aim is ever to induce capital to locate here and develop the unlimited resources of this section. Mr. Fields owns a fine Potomac meadow farm and the Brooke, once the residence of Dr. James P. Broderick.

The Carl Block, owned by the heirs of Daniel A. Carl, is one of the leading business centers. It is occupied by Dr. James A. West, physician and druggist; Robert E. McKalvey, general merchant, and Charles E. Shives, confectioner. Carl's Hall, in the block, is the only amusement room in the town. The Carl estate also owns the European Hotel.

Other leading business men of Hancock are: Isaac Conn, clothier and furnisher; Nathan Conn, dry goods, clothing and furnishings; A. Joffe, general store; W. David Myers, merchant tailor; A. J. Brown, painter and painters' supplies; Benjamin Mitchell, Jr., organs and pianos; J. D. Bootman, contractor and lumber

dealer; J. D. Stotlemeyer, druggist and stationer; Frank R. Beard, harness store; Richey & Co., millinery and dry goods; George E. Hughes, fresh meats; J. W. Ried, jeweler, watchmaker and confectioner; James K. P. Grove, William E. Little, coal dealers; Philip T. Little, S. H. Davis, general merchants; G. M. Belt, photographer; Edgar B. Cornelius, B. Wolfkill, groceries; Dr. J. S. Diehl, dentist; John Coffman, H. B. Jones, tonsorial artists; Jerry Mason, marble yard; Dr. P. Elwood Stigers, physician and surgeon. Dr. Stigers was active in getting started the independent telephone system which connects the principal points in Fulton county with Hancock. The line also touches points in Franklin county, Pennsylvania. Its southern terminus is at Berkeley Springs, West Virginia.

Hancock is a town of progressive women. It is one of the few places that has a lady editor. Mrs. Mary J. Perkins is postmaster, assisted by her three daughters. From Hancock 43 star route officers in Pennsylvania are supplied. Mrs. Perkins has a most handsome residence. Miss Luin Brooke successfully manages the Brooke Hotel. Other ladies in business are Mrs. Christina Adams, confectionery and bakery; Mrs. Mollie McKinley, grocery; Miss V. C. Ryan, Mrs. Kate Wiener and Mrs. Alice Widmeyer, milliners.

Educational and Religious

Hancock has a finely appointed public school building that cost \$6,000. The enrollment is 200. The school has a library of nearly 200 volumes, costing \$110, which was raised by the school during the past two years. Some of the books were donated. Prof. Maxwell Richards has made a most efficient principal. The assistants are W. D. Rowland, Miss Hattie E. Brady, Miss Mary Boswell and Miss Mary Thomas.

Hancock has five churches – St. Thomas Episcopal, St. Peter's Roman Catholic, Presbyterian, Methodist and African Methodist Episcopal. Hancock Circuit, Methodist

Episcopal Church, is about 25 miles long, and two pastors supply some eight or ten churches.

The corporation officials are: Burgess, W. David Myers; assistant burgess, Peter E. Lawson; commissioners, James W. Ditto, Edmund P. Cohill and J. W. Breathed Bridges; town sergeant and tax collector, Samuel D. Rhoades. The town has a lock-up.

Hancock is a historic town and is probably 150 years old. It is the seat of many prominent families. The records show that in September, 1797, a series of horse races took place on the river meadow at Hancock. During the Civil War, Stonewall Jackson bombarded the town in an unsuccessful attempt to dislodge Union soldiers. Hancock is peculiarly laid out, about 90 percent of its population of nearly 1,000 living on one street over a mile long. This street is a part of the national pike.

The chief carpenter shop along the Chesapeake and Ohio canal, where scows, company boats and lock gates are built, is located here. John W. Burgess, who lives here, is supervising carpenter of the waterway.

ET, Mon. 1/28/01, p. 2. As shown by statistics just compiled, 111,342 tons of George's Creek coal have been shipped over the Chesapeake & Ohio Canal in the past year (1900).

ibid, p. 6. Of the product of 1900 the Cumberland and Pennsylvania Railroad carried 1,954,698 tons, the Eckhart branch of the Cumberland and Pennsylvania 400,833 tons, and the George's Creek and Cumberland Railroad 820,811 tons; a total of 3,176,342 tons.

Of this amount 2,058,094 tons were delivered to the Baltimore and Ohio Railroad, 830,452 tons to the Pennsylvania Railroad, 111,124 tons to the Chesapeake and Ohio Canal and 176,662 tons were used locally.

Sun, Thu. 1/31/01, p. 7. **BUILT UP BY A MARYLANDER** – There is a local interest felt in the Mobile and Ohio road because it was largely due to the efforts of its late president,

Mr. James C. Clarke, of Maryland, and it was brought to its present state of efficiency and profitableness.

Mr. Clarke took charge of the road about ten or twelve years ago. He undertook the task of rehabilitating and improving the property, and to the consummation of this work he brought a practical knowledge of transportation affairs, a careful study of railroad needs and an untiring energy and application to the work in hand. Mr. Clarke remained at the head of the road for many years. He left it a few years ago in a prosperous condition and generally regarded as one of the best local railroad properties in the South. His work was given up on account of advancing years. At the time of his resignation a feeling resolution was adopted by the directors regretting his departure and expressing their unwillingness to dispense with his services.

Mr. Clarke was one of the best-known figures in Maryland affairs about 30 years ago. He was a former State Senator from Frederick county and was president of the Chesapeake and Ohio canal for several years before he became identified with railroad operation. He still continues with the Mobile and Ohio in an advisory capacity.

The Mobile and Ohio extends from Mobile, Ala. to Cairo, Ill., a distance of 493 miles. The road was chartered February 3, 1848, and the main line opened from Mobile to Columbus, Ky., in 1861. The Cairo extension was opened November 1, 1881. The road was reorganized in 1879. The first land grant authorized by Congress was in its behalf in 1850.

Cit. Fri. 2/1/01, p. 6. An extra force of carpenters, masons and laborers has been engaged by the Chesapeake and Ohio Canal Company to expedite the work of repairs being made to the locks, aqueducts and other property along the line. The work must be completed by March, before the opening of the canal.

Sun, Thu. 2/7/01, p. 10. **WILLIAM E. O'BYRNES** – Martinsburg, W. Va., Feb. 6. – Mr. William E. O'Byrnes, a popular citizen and landowner, died at his home, near Darksville, in this county, today of paralysis, aged about 64 years. The deceased was a native of Frederick county, Maryland, and was boating on the Chesapeake and Ohio canal when the war broke out. He at once disposed of his boat and stock, crossed the Potomac and connected himself with White's Battalion, which afterward became famous in the cause of the Confederacy, and served until the close of the war. After the surrender he returned to Maryland and married a Miss Crampton, of near Frederick. For over 30 years he was in the employ of the Baltimore and Ohio Railroad and ran a passenger engine until about two years ago, when he retired and has since lived on his farm. His wife died about five years ago. He leaves one child – a son.

ET, Thu. 2/7/01, p. 2. The long contest over the McCaffery money is ended, Judge Tuley, of Chicago, having rendered his final decision. Under the decision the heirs represented by Charles F. T. Beale, of Georgetown, will get about \$125,000. When John McCaffery died, leaving an estate of over \$600,000, Mr. Beale discovered that the children of George Seaman, a widower and lock-tender on the Chesapeake and Ohio Canal in Georgetown, were heirs. These heirs retained him and the other claimants engaged counsel. . . .

John McCaffery, the canal boatman, mysteriously disappeared forty or fifty years ago from the scene of his work on the Chesapeake and Ohio Canal. He was never heard of until several years ago, when he died in Chicago, worth nearly three-quarters of a million dollars, made there in grain. He had married several times before leaving for Chicago.

The Chesapeake and Ohio Canal operations will be resumed on March 1. The repairs incident to the season's wear and tear are being made.

Sun, Mon. 2/11/01, p. 9. **CANAL REPAIRS** Cumberland, Md., Feb. 10 – A large force is at work repairing the banks, aqueducts and locks of the western division of the Chesapeake and Ohio canal in anticipation of enlarged traffic the coming season. The repair work in in charge of Supervisor Peter Kelley, of Cumberland. F. Mertens' Sons are building four new boats at their yards in Cumberland and besides have just finished one. Each boat will have a capacity of 110 tons. Meredith, Winship & Co., of Georgetown, D. C., are rebuilding eight boats for the canal coal trade.

The Consolidation Coal Company's wharf at Cumberland, where all coal boats are loaded, is being replaced by a structure of twice the capacity and strength of the old wharf. The heavy steel cars made the change necessary. The new wharf will be ready for use by March 1.

ET, Mon. 2/11/01, p. 4. Meredith, Winship & Co., of Georgetown, are rebuilding eight boats for the canal coal trade, and F. Mertens & Sons are building four new boats at Cumberland. They have just completed the construction of one. All these boats will go into service as soon as the season opens, which will be about March 1, if the weather is open. Each of these boats will have a capacity of 110 tons. The annual repairs of the Chesapeake and Ohio Canal are being made under the supervision of Peter Kelley, of Cumberland.

Sun, Thu. 2/14/01, p. 10. **CHARGES OF CRUELTY** – Cumberland, Md., Feb. 13 – William Brendlinger, who was an exhorter at the Union Mission here, was on trial the greater portion of two days before Judge Sloan on charges preferred by his daughters, Blanche, aged 16 years, and Clara, aged 12 years. Congressman George A. Pearre, who came up from Washington to appear in the case, made a strong argument for the defense, for which Mr. David J. Lewis also appeared. State's Attorney

John G. Wilson conducted the prosecution. Brendlinger, who is regarded as a religious enthusiast, admitted on the stand that he used the cowhide on his daughters when they disobeyed him in obedience to the Word of God, which said "spare the rod and spoil the child." He also admitted that in chastisement he lifted them up by the hair, but never dragged them over the floor by the hair. Brendlinger is a former boatman on the Chesapeake and Ohio canal. His wife died about two years ago. Judge Sloan is holding the case under advisement.

Sun, Fri. 2/15/01, p. 10. Hagerstown, Md., Feb. 14. – The Williamsport division of the Chesapeake and Ohio canal is being cleaned prior to the opening of the canal for traffic, which will be about March 15.

ES, Fri. 2/15/01, p. 10. General improvements are being made along the line of the Chesapeake and Ohio canal, and the levels are being cleaned out and the waterway put in good condition for the opening of navigation March 15. All the boats are being overhauled preparatory to the opening of the season, which gives promise of being a prosperous one. There will not be any increase in freight rates.

Sun, Sat. 2/16/01, p. 8. **WILLIAM L. LAMAR** – Cumberland, Md., Feb. 15. – Mr. William Lynch Lamar died February 14 at the Western Maryland Hospital, Cumberland, of pneumonia, in his seventy-third year. He was in the Confederate service during the Civil War under General Imboden. Upon the close of the war he obtained a position in the operation of the Chesapeake and Ohio canal, which he resigned about three years ago. He never married, and is the last of a noted family in Allegany county. He was the youngest son of Judge William L. Lamar and a grandson of Col. William Lamar, of the Maryland line of the Revolution. His maternal grandfather was Col.

Hanson Dyiscoe, second clerk of the Circuit Court for Allegany County.

ES, Mon. 2/18/01, p. 15. A large force of hands is busily employed in repairing the banks, levels and locks of the Chesapeake and Ohio canal from Georgetown to the Cumberland coal regions. The canal will be reopened for traffic, it is understood, about the middle of March, and before the 1st of April coal-laden boats should arrive here.

Thu. 2/21/01, p. 4. The Cumberland Daily *News* says: "Extensive preparations are being made for the opening of the Chesapeake and Ohio canal and for the increased business that is expected to be handled by the old waterway this season. The indications at present point to the biggest season's shipments that have been made since the canal has been in operation."¹

ET, Thu. 2/21/01, p. 2. The Consolidated Coal Company, the principal operators on the Chesapeake and Ohio Canal, have just issued a statement by which the stockholders are informed that the net profits for the year 1900 were \$488,765.91. The coal output for the year was 1,466,810 tons. This was a decrease of 369,678 over 1899. the report states that exclusive rights were purchased to over 22,210 acres of coal lands during the year. The shipments above noted, include the coal sent over railroads as well as over the canal.

ES, Sat. 2/23/01, p. 15. **Funeral of Charles A. Rodier** – The funeral of Mr. Charles Anthony Rodier, who died Tuesday evening at the residence of his daughter, Mrs. C. H. Fickling, was held yesterday from Trinity Church, with a high mass of requiem. The funeral was largely attended, and the floral tributes were numerous. The deceased was a member of the Washington Lodge of Elks, and also of the Jolly Fat Men's Association, both of which organizations were represented at the funeral. The pallbearers were

¹ *Catoctin Clarion*, Thurmont, Md.

selected from the ranks of the Elks, and were John A. Gorman, Thomas Wilkerson, Jr., J. D. Burns, F. Fred Ruppertus, Edwin B. Hay, John C. Maxwell, Gen. Joseph Darr and M. J. Gallagher.

The father of the deceased, L. P. Rodier, was a native of France, who came to this country in the early part of the century. As a civil engineer he superintended work on the Chesapeake and Ohio canal, and constructed the bridge across 32nd street, which bears a tablet of his name and date of the work.

ES, Mon. 2/25/01, p. 4. The water on the Georgetown level of the Chesapeake and Ohio canal was let out yesterday, and the chances are that it will be kept off the whole of the present week. The annual cleaning up of the waterway will be made, and a force of laborers will be kept steadily at work removing the debris that is thrown into the stream all along the lower level. A number of repairs will also be made to the coping and other work along the level, especially the portion in Georgetown.

ET, Wed. 2/27/01, p. 7. The Georgetown level of the Chesapeake and Ohio Canal, which is kept filed during the entire year usually, in order to furnish power to mills and manufacturing plants here, is temporarily dry, in order to enable the company to remove the accumulation of refuse in the bed. The owners of mills and general operating plants also now have the opportunity to repair the wear and tear of the year.

ES, Thu. 2/28/01, p. 2. **Death of Henry Sanders** – CUMBERLAND, Md., February 28. Henry Sanders, a wealthy retired merchant, died this morning, aged eighty-one. He came here from Germany when he was ten years old. He took coal on flatboats down the river to Washington before the days of the canal and railroad. He worked on the construction of the Chesapeake and Ohio canal. Later he made a

success of merchandizing. He leaves a widow and six children.

ES, Fri. 3/1/01, p. 12. If the weather proves favorable, water will be turned into the Chesapeake and Ohio canal on March 11. Navigation will be opened a few days later.

ES Sat. 3/9/01, p. 26. **LIFE ON THE CANAL** "Boating is hard work and poor pay, but times is better than they was." said a man who sat on the towpath near Georgetown yesterday.

He was one of a colony of boatmen who, with their families, have wintered in the Georgetown level of the Chesapeake and Ohio canal. Ten boats are strung along that level between the Aqueduct bridge and the junction of the Conduit and River roads at the foot of Foxhall Hill. Till a few days ago, the bottoms of these boats rested in the yellow mud, the water having been withdrawn, that the canal between the Georgetown lock and that above might be cleaned. Because of inequalities in the bed of the canal each of these boats was listed either to one side or the other, making a ragged, inharmonious picture. The water has since been let in and the scene improved.

Rough hawsers, chafed and knotted, run from the wooden cleats on these clumsy craft to thorny locust trees on the south bank, or to stakes driven in the towpath. Planks reach from decks to shore.

Though the tide of travel on the Conduit road moves up and down within a few feet of these boats, and the dust of the highway sweeps over them, they appear far removed from the activities of life. "Its pretty close," said the man on the towpath, "but it's pretty far; you have to go a long way up or a long way down to get across. Few people know about the culvert under the canal, where Foundry branch runs through."

Tranquil Scenes

There are tranquil scenes along the towpath. Groups of the boatmen's children play there. Shaggy mules stand about, avoiding what

wind and seeking what sun they can. Fowls fly between the mule-houses and the towpath, where they crow, scratch and cackle. Clothes' lines hung with the week's washing are strung over the boats from end to end. Red flannel lends a touch of color here and there. Smoke rises from the black tin stacks, and from the cabins in the morning and the evening comes the scene of frying bacon. At noon there is the odor of boiling food.

"Well," said the man on the towpath, "we live about the same as other poor people. Other peopled don't seem to know much about us. We kind of go along the edge of the world, instead of through it."

The man who made this observation was a type of the canal boatman whom *The Star* man met in a stroll. He had been toughened by long exposure to the weather. His face and his hands were a rough as his clothing, and his muscles as strong as the pipe he smoked. He had been plying between Cumberland and Washington so long that he could not recall the year when he made his first trip, though it was, he said, before the war. Like most of his fellows, he appeared part mariner and miner, part citizen and rustic, part farmer and stockman, each of these qualities being tintured with a gypsy flavor.

"Always a Boatman"

"So you want to know about boating?" he said. "Some of us are better off than others, some work harder than others, some drink harder than others, some spend more than others, some save more than others and some have more than others. There are a good many of the ways of the world in canal boating. Some of us are born in the business, grow old and die in it. Some come late into the business because they can't find anything better to do, and dome leave it because they do find something better to do, but the rule is, 'once a boatman, always a boatman.' Many of our fellows get fits of blues when things go wrong or freights get low, and complain that boating is not what it was, or what it ought to be, but dyspepsia isn't [illegible] to those men who travel on the roads. There are

lots of lawyers who think they would like to be doctors and some newspaper men who think they were born to be statesmen. I think we boatmen live as long, get as many meals and wear as good clothes as laborers who don't move about as we do.

"The aristocrats of the canal are those who own their own boats. They make a good living boating grain, hay and general merchandise, and those who are shrewd do a good deal of trading on their own account, buying and selling livestock, groceries, etc. The coal-carrying boats are all owned by one or the other of the coal companies, the boatmen as a rule owning the teams. The coal freighters are paid a fixed sum per ton. This varies from year to year. The freight rate last season was 65 cents a ton, and, I have heard it said that the rate for the coming season will be 75 cents. The average boat will carry 124 tons, and a man with good luck may make the round trip in fifteen or sixteen days – six days down, sic days up and three or four days for loading and discharging.

Small Profits.

"At last year's rates he would make \$5 a day. He would have to travel day and night to do this, feed four mules and pay at least one helper, though it would be very hard to make a trip like that with less than two helpers. These men would cost him \$15 a month and board. He has no rent to pay, but his grocery bill and feed bill must be looked out for. Then, not many men ever make the round trip in sixteen days. Twenty days would be nearer the average. So you see that would reduce his profits considerably. And when the season closes down, he is out of a job, with his family and four mules to care for till the season opens up again.

"What do we do during winter? Just the best we can. A few of us come to Georgetown and find work as laborers, living in our cabins and saving house rent in this way. I believe most of the boatmen who spend the winter here get jobs as stablemen or teamsters. One thrifty canal man who owns his boat has a wagon and

does hauling. In this way he makes his mules pay for their feed all year. Others have tried this, but there is sharp competition in hauling during the winter months, there being little in that line to do, and many to do it. By far the greater number of boatmen spend the winter with farmers along the canal. This is a cheap way of living. They do their share of such farm work as goes on in cold weather, shopping and hauling wood, clearing land, building fences, ditching, etc. Their mules get a little fodder and hay and are in pretty good shape for towing when boating begins. The children of the boatmen get all their schooling between seasons, and it is to give the children the best schooling possible that quite a number of men lay up in Georgetown. Some spend the closed season at Cumberland, Hancock, Seneca and other towns, so that their children may go to good schools, but, as I have said, by far the greater number go out among the farms.

Mules Better than Horses.

“Why do we drive mules instead of horses? Well, you see, a poor horse cannot stand up to the work as well as a common mule, and common mules are cheaper than good horses. It also costs less to feed a mule than a horse, where both animals do the same work. A horse needs more grain than a mule. These long-eared propellers of ours get along very well on rough, long feed, with a little grain now and then. It used to be that nearly all the day and night boats between here and Cumberland carried a team of six mules. There are only three or four six-mules boats on the canal now, most of the twenty-four-hour boats doing with four, and the day boats with two mules. I don't know whether this change has been brought about by the boats getting lighter or the mules getting heavier, but in most instances a team of four mules is drawing what six mules used to draw. The difference is that they don't draw the load as fast. When a loaded boat is traveling two miles an hour, she is doing all that can be expected of her, but, of course, when she's

going back light, she will make a little better time.

“Yes, sir, I used to boat on this canal when we towed across the Aqueduct and along down to Alexandria. Those were in the days before the war. I remember when the government let the water out of the canal where it crossed the bridge, and made a wagon road in the canal bed. That was long before they built those iron spans on the piers.”

A Boatmen's Meeting House.

One of the features of the Georgetown level of the canal is the boatmen's meeting house. Religious service is held there on Sunday, and a Sunday school for the boatmen's children is conducted by an elderly woman, whose name, as given to the reporter by persons living in the neighborhood, is Mrs. Saffold. The meeting house is of brick, plastered with limewash in imitation of red paint. It is fourteen feet front by ten feet deep. The shingles of the roof are green with moss. There is a rude pavement before the door, laid with brickbats and flat pieces of Potomac bluestone. The house stands on the river side of the towpath two hundred feet east of the Foundry branch culvert. Budding poplars stretch above it, and around it, where sheltered from north winds, some spring green, principally garlic and chickweed, is looking up. Nailed over the door is a cross painted white, and under it the following inscription:

“Come unto me, all ye that labor and are heavy laden, and I will give you rest. Matthew, 11th chapter, 28th verse.”

The bluestone foundation of the house is very old, and the superstructure is not new. It rests on part of the foundation walls of Mason's foundry, which gave to the little branch which passes under the canal nearby its name. This foundry was famous for the ordnance cast in it. The cannon, after being turned out, were drawn up the valley of the branch to the vicinity of the old picnic ground at Green Springs, and there tested. Philip R. Zier, who lives a few rods north of the Conduit road where it crosses

Foundry branch, while excavating for a foundation for a new building recently unearthed a broken cannon. The gun had a 4-inch bore, and weighed about six hundred pounds. It is set in the Zier garden as an ornament.

When Mason's foundry passed out of existence, the buildings were converted into a distillery, and the place was long known as Welsh's distillery. One building after another fell into decay. Some were permitted to go to destruction, while one of the larger was converted into Tenney's mill, and on a part of the foundry's foundation, a brick watch house was erected. It is this old watch house which is now the meeting house.

Preparations for the opening of the canal are making. Several of the levels have been cleaned and repairs made to locks. Coal men have made ready to receive, and the mines are ready to ship. Navigation will be resumed, it was said yesterday, about March 15.

ET, Thu. 3/14/01, p. 2. Supervisor Peter Kelley, of the Cumberland division of the Chesapeake and Ohio Canal, has been ordered to let the water in the Canal Saturday for the resumption of navigation.

ES, Fri. 3/15/01, p. 16. Owing to the unfavorable condition of the weather, the Chesapeake and Ohio canal has deferred the opening of the waterway a week longer, or on or about March 20, when the water will be turned in. Active preparations are being made for the opening by boatmen and shippers. The recent heavy freshet may interfere with this arrangement.

Water will, it is stated, be let in the Cumberland division of the Chesapeake and Ohio canal Saturday and shortly thereafter it will be let in at this end of the canal. It is expected the canal will be reopened for navigation nearly in next month and that boats will be arriving here about the middle of April.

ES, Mon.3/18/01, p. 15. **BOYD'S AND VICINITY** – Mr. J. W. Collier, residing at Dickerson's, this county, has given up farming for the time being and has gone into the boating business on the Chesapeake and Ohio canal. He was sheriff of Montgomery county a few years ago. He recently sold his horses at public auction, receiving \$125 for eight of the animals and \$145 for one.

ES, 3/20/01, p. 10. **TRAFFIC ON THE CANAL TO BE SOON RESUMED.** – The season of traffic on the Chesapeake and Ohio canal will be opened in a few weeks, and much better results than last year are anticipated. While there is a threatened strike among the miners, it is not expected that it will affect the workers in the bituminous regions, the indications being that only the anthracite miners will fight in the matter. Last season at the opening of the canal there was a strike on among the miners in the vicinity of Cumberland, which extended until quite late in the year. As a result, the tonnage of the waterway suffered considerably, and for some time not a single load of coal reached Georgetown.

The winter has been regarded as a favorable one for the canal company, and the repairs that were made were only for the ordinary wear and tear. There was no rise in the river of sufficient size to damage any of the canal property, and what improvements were made, were only such as were needed, such as repairing locks, strengthening embankments and cleaning out the bottom of the waterway where accumulations threatened to interfere with the travel of the boats. The Georgetown level, as stated in *The Star* several weeks ago, received a thorough cleaning, being closed down for nearly a week.

ET, Wed. 3/20/01, p. 7. Over fifty boat loads of cross-ties, pulp, etc., are awaiting shipment at Hancock, on the Chesapeake and Ohio Canal. The season just opening will be notable for the

value of miscellaneous cargoes shipped. While coal will be the principal shipment, as in the past, the new industries that have of late sprung up on the upper canal and the Potomac promise to greatly increase traffic, and, consequently, the profits of canal men. The cross-tie industry is developing large proportions.

ES, Fri. 3/22/01, p. 6. On Saturday last water was let in the Cumberland division of the Chesapeake and Ohio canal. Orders have been issued for the filling of the Williamsport level and the final opening of the waterway for boating on March 27. The indications are for a prosperous season. There are now about fifty boat loads of cross ties, lumber, mine props and pulp wood stored on the canal wharves at Hancock, ready for shipment.

At Lock 56 on the Chesapeake and Ohio canal, Mr. Lewis Mizelle, the purchaser of the old Caton estate, has a large force of men developing the old coal mine that was abandoned fifty years ago. He is starting a number of coke ovens and opened a store, where a post office has been established.

ET, Tue. 3/26/01, p. 2. The first coal shipment of the season was shipped over the Chesapeake and Ohio Canal from Cumberland, yesterday. The first boat out was the *Lida*, carrying 109 tons. She was followed by fourteen others.

ES, Wed. 3/27/01, p. 12. Information received here from Cumberland states that the *Lida*, the first boat loaded with coal from the mines there, started down the Chesapeake and Ohio canal for this port yesterday. The *Lida* has on board 109 tons. Fourteen or fifteen other boats are following her, and should be here early next week.

ES, Fri. 3/29/01, p. 15. The opening of the Chesapeake and Ohio canal has greatly added to the volume of business, which has been unusually heavy at Hancock, this county, during the winter. One day this week, seventy-five

farmers' teams were counted at one time inside of four squares on the main streets of the town. Similar activity is noticeable at all of the towns along the canal, indicating a busy and prosperous boating season.

ES, Wed. 4/3/01, p. 12. **General Matters**
Coal from the mines at Cumberland is now arriving in good quantities at Georgetown in boats over the Chesapeake and Ohio canal, and the steamboat companies here are replenishing their coal piles with fuel direct from the mines.

ES, Thu. 4/4/01, p. 8. **Canal Traffic Resumed**
The traffic on the Chesapeake and Ohio canal is now well under way and boats laden with coal are on their way to Georgetown, several arriving this morning. The first through boat of the season from Cumberland, carrying a cargo of coal, reached Georgetown Monday, having left Cumberland March 25. The consignment was to H. H. Keedy. A number of others have also arrived, coming from points between this place and Cumberland and carrying miscellaneous cargoes.

At the present time about every boat on the canal is in use, and before the end of this week a large procession is expected here. There is a prospect of a busy season, all indications of a strike among the miners in the Cumberland field having disappeared. Last season at the opening period, the strike seriously interfered with the traffic and tonnage. The past winter has been quite a favorable one to the canal company.

Ibid, p. 15. The first boat load of coal from Cumberland via the Chesapeake and Ohio canal for Alexandria, was received at the Alexandria and Washington ferry wharf yesterday.

ES, Sat. 4/6/01, p. 4. **Building Permits**
The following building permits were issued today by the inspector of buildings: Chesapeake and Ohio Canal Company, coal and wood yard,

lots 70 to 73, and 76 to 79, square 1171, 30th and Water streets, \$200.

ET, Mon. 4/8/01, p. 2. The Chesapeake and Ohio Canal Company has taken out a permit to make general repairs to 1171 Thirtieth Street.

AG, Tue. 4/9/01, p. 3. **The Old C. & O. Canal** – The period of ten years during which the trustees for the holders of the bonds of 1844 have operated the Chesapeake and Ohio Canal, under a decree of the Circuit Court for Washington county, will terminate on May 1. Two things may be done. The court may pass and order extending the time and continuing the present conditions, or it may, upon motion of the State of Maryland, enforce the decree and order the property to be sold to the highest bidder. This historic waterway was wrecked and washed out by the great flood of 1889. Its fortune had been declining for a number of years. The canal property is now enmeshed in litigation.

Cit. Fri. 4/12/01, p. 9. **CANAL MAY BE SOLD** – The future of the Chesapeake and Ohio Canal is dependent upon the proceedings to follow the expiration of the present trusteeship, which will cease on May 1 next.

At its regular session last year, the Maryland Legislature adopted a resolution directing the Board of Public Works to take such steps as may be deemed necessary to sell the canal under the decree of Judge Alvey in 1891. To give the trustees of the bondholders of 1844 opportunity to operate the waterway the sale was deferred for four years, and Judge Stake subsequently extended the time to May 1, 1891. The Legislature in its resolution protested against any further extension and directed the Board of Public Works to resist any move in that direction.

Under the act of 1892, the Board of Public Works is authorized to sell the canal to the highest bidder. In 1899, the property was advertised and bids of \$300,000, \$400,000 and

\$425,000 followed consecutively, but a sale was prevented through a refusal of State Comptroller Goldsborough and State Treasurer Shyrock to agree. Former Governor Lowndes was the only member of the Board of Public Works credited with being favorable to the sale.

A hearing before the board was held at Annapolis in 1899, when Mayor Hayes appeared in person and made a strong protest against accepting the formal \$300,000 bid made by Mr. C. K. Lord, President of the Consolidation Coal Company. The board declined to sell, and afterward General John Gill, supposedly representing the West Virginia Central Railroad, offered \$400,000 and M. Lord was reported as coming back with a bid of \$425,000.

Mayor Hayes' opposition was due to the impression that Mr. Lord's bid was in the interest of the Baltimore and Ohio Railroad, and the Mayor placed himself on record as an ardent champion of an independent and competing railroad line from the Western Maryland and West Virginia coal fields to Baltimore. His claim was that it would be the greatest blessing to Baltimore if the Western Maryland Railroad could be extended along the canal from Cherry Run to Cumberland, thereby having this road to tap the coal fields.

The Chesapeake and Ohio Canal is still being operated as a waterway, much of the business being the shipping of wheat, corn and coal to its terminus at Washington, D. C., while back loads are principally fertilizers and dressed lumber. The State of Maryland's financial investment in the canal comprises \$5,000,000 of stock and \$2,000,000 of bonds of 1837, which together with accrued interest, aggregates over \$20,000,000. In 1844, the Legislature passed an act waiving its mortgage priority on the revenues of the canal in favor of an issue of \$1,900,000 on bonds, the holders being known as the bond holders of 1844, and the trustees of whom operate the waterway.

In 1878, the company issued \$500,000 of bonds, which became a first mortgage taking precedence over the State mortgage of 1837.

“I am unequivocally opposed to the sale of the Chesapeake and Ohio Canal to the Baltimore and Ohio Railroad or other interests which would operate against an independent line from the coal fields to Baltimore.” said Mayor Hayes recently.

Hugh L. Bond, Jr. and J. Clarence Lane, attorney for John K. Cowen, Joseph Bryan and Hugh L. Bond, Jr., trustees of the Chesapeake and Ohio Canal, filed a petition in the Circuit Court at Hagerstown, asking that the time for the sale of the canal be extended five years, to May 1, 1906.

ES, Sat. 4/13/01, p. 11. **ACTIVITY ON THE CHESAPEAKE AND OHIO CANAL.** HAGERSTOWN, Md., April 12, 1901.

The Chesapeake and Ohio canal has opened up this season with the most encouraging prospects. There is a rapid movement of boats to and from Cumberland to supply the demand for coal. Most of the coal being shipped goes to Williamsport, while many cargoes are sent through to Georgetown. Since the opening of the canal, some two weeks ago, 125 manifests for boats clearing at Cumberland alone have been issued. This is independent of the large number of boats from intermediate points.

ES, Mon. 4/15/01, p. 13. **CHESAPEAKE AND OHIO CANAL,** From the Baltimore Sun.

The period of ten years during which the trustees for the holders of the bonds of 1844 have operated the Chesapeake and Ohio canal, under a decree of the circuit court for Washington county, will terminate on May 1. Two things may be done. The court may pass an order extending the time and continuing the present conditions or it may, upon motion of the State of Maryland, enforce the decree and order the property to be sold to the highest bidder.

This historic waterway was wrecked and washed out by the great flood of 1889. Its

fortunes had been declining for a number of years. A similar disaster had occurred about ten years before, and a mortgage debt of a half million dollars had been put upon it to provide for repairs. To this mortgage the state had waived its liens, and it became the first lien upon the property. But freight rates on coal had been reduced by competition between the Baltimore and Ohio and the Pennsylvania roads and the business of the canal was claimed to be no longer profitable. It was, therefore, for a time deemed impracticable to repair the waterway after the flood of 1889, and for a year there was a discussion as to what should be done with the wreck. The general idea was that it should be converted into a railroad. The West Virginia Central and Pittsburg company was anxious to have it, and the Western Maryland Railroad Company made a proposition to lease it.

This proposition is of present interest, in view of the complaints of business men in this city of discrimination against Baltimore in the matter of coal freights. Baltimore, in its commerce and manufactures, needs a vast amount of coal, and it has been deemed exceedingly unfortunate that its supply should depend upon railroads which are controlled by rival cities. The Western Maryland road is within about sixty miles of Cumberland, and if it could obtain the canal, rails could be laid on the tow path at a comparatively small cost. The grade through the mountains is better than that possessed by any railroad, and there is a tunnel under the mountains worth, it is estimated, a million dollars. At Cumberland the road could obtain coal shipments from various sources. The charges on the coal roads centering at Cumberland are limited by their charters to a low rate.

Long Litigation.

The canal property is now enmeshed in litigation. After the freshet of 1889, a bill was filed asking for the appointment of receivers, and the state, which had and has claims against the company for about thirty million dollars,

asked for a sale of the property. Judge Alvey, in the circuit court for Washington county, appointed receivers to examine the property and make a report and recommendations at the court. They concluded that the canal could no longer be operated profitably as a waterway, and recommended that it be sold. Then the trustees for the holders of the 1844 bonds intervened and asked that the property be given over to be repaired and operated by them, declaring that its sale would deprive them of their only security, their lien being upon the revenues and not upon the corpus of the work. Acting upon this petition, Judge Alvey, in his decree of October 2, 1890, gave the canal over to the trustees to be repaired at their expense and operated. They were also to pay the bonds of 1878. If at the end of four years from May 1, 1891, the decree said, there should not be revenues sufficient to pay off the bonds of 1878, the cost of repairs and the labor liens, such failure should be deemed conclusive proof that the canal could not be operated so as to produce revenue with which to pay the bonded debt, and the canal would then be sold. The work of restoring the canal was completed at a cost of nearly half a million dollars. The trustees were identified with the Baltimore and Ohio Railroad Company; the bonds of 1844 and those of 1878, as well as certain labor claims in the interest of which the state had waived its priority, all have passed into the hands, it has been stated, of persons in the same interest. Thus the canal came into possession of its historic rival, whose construction began the same day, namely, July 4, 1828.

On January 30, 1894, the canal trustees filed a petition in the circuit court for Washington county asking for an extension of time for operating the canal. A company known as the Chesapeake and Ohio Transportation Company had been formed for propelling boats by electric and other power, and authority was asked to enter into a contract with this company. Judge Stake passed an order granting the petition of the trustees, and extending their time

to May 1, 1901. The claims against the corpus of the canal, which had been conceded priority to those of the state amount, on a rough estimate, to nearly a million and a half dollars. Many persons believe the tunnel and the tow path, the latter furnishing an entrance into the heart of Washington and to the water front, should, for the purposes of a railroad, fetch enough to bring to the state treasury one or two million dollars. In disposing of this great waterway, two things should be had in view, namely, the interests of the people of the state, who constructed it for a transportation line, and the interests of taxpayers. A proper sale might bring enough to relieve the state of a great portion of its debt.

Ibid, p. 17. **MAY NOT BE SOLD**

The Chesapeake and Ohio canal will not soon pass from the control of those now managing its affairs, despite the fact that the state of Maryland, through Governor Smith, will Daturday next at Hagerstown ask Judge Stake to decree its sale. This is the conclusion reached by those who are conversant with the situation of affairs. While, as a matter of course, Judge Stake has not said what his decision will be, in advance of hearing the argument of counsel in the matter, he has, it is said, been a lifelong and devoted friend of the canal and those employed upon it, and entertains the belief that the keeping of soft coal at a reasonable figure depends upon the maintenance of the canal as a waterway.

It is declared to be beyond question that if the court rules against the state at the coming hearing the verdict will meet with the hearty approval of the people of the counties through which the canal passes. Persons who are familiar with the history of the canal and with the many legal entanglements which have environed the corporation almost without exception express the opinion that, even if the court should grant the petition of Governor Smith and fix a day for its sale to the highest bidder, there would be no bidder outside of the

bondholders of 1844 and 1878. These are Miss Mary Garrett and parties allied with Baltimore and Ohio interests or the Pennsylvania Railway Company, which, as is now well-known, owns a controlling interest in the Baltimore and Ohio Company. For any other parties to acquire the canal, it is conceded by persons who have taken an interest in the matter, would incur a series of suits, some of which could only be settled by the Supreme Court of the United States, and the litigation would in all probability last for many years.

There is an impression among many of the best-informed men in Hagerstown that when the case is called Saturday next, counsel for the bondholders of 1844 and 1878 will ask that the petition be so amended that if their request for continued control of the present management be granted, it may be for a period of ten years, and that Judge Stake will so direct.

AG, Tue. 4/16/01, p. 3. **May Buy Chesapeake & Ohio Canal** – The syndicate of New York, Philadelphia and Baltimore capitalists which has been negotiating for the purchase of the Western Maryland Railroad will also bid against the Baltimore & Ohio Railroad to secure control of all or a portion of the Chesapeake & Ohio Canal the oldest inland waterway in the country. The trusteeship of the canal terminates on May 1, and it is believed that the courts will order the sale of the property.

There is considerable mystery about the syndicate that is after the Western Maryland, and the negotiations with Mayor Hayes and the city financial officials have been conducted secretly. In railroad and financial circles it is said that Reading interests are back of the syndicate, and that in addition to securing a tidewater outlet at Baltimore, the Reading and the powers controlling it want a section of the Chesapeake & Ohio Canal to enable it to compete with the Baltimore & Ohio in the soft coal regions of western Maryland and West Virginia. The Baltimore & Ohio now

practically controls the canal and the traffic from the above regions.

The Western Maryland would become a strong rival of the Baltimore & Ohio in the bituminous coal trade could it secure the canal for a roadbed from Cherry Run to Cumberland. The Baltimore & Ohio has offered \$425,000 for the canal, and the West Virginia Central \$400,000.

John K. Cowen, president of the Baltimore & Ohio; Joseph Bryan and Hugh L. Bond, trustees of the canal, have filed a petition in court asking that the time for its sale be extended five years. This is supposed to be a move of the Baltimore & Ohio to retain practical control of the canal and prevent its sale to a rival railroad.

The Maryland board of public works, consisting of Gov. Smith, State Comptroller Herring and State Treasurer Vandiver, met in Baltimore yesterday and passed a formal order instructing Attorney-General Rayner to oppose to the utmost any application for the delay of the sale of the Chesapeake and Ohio Canal. On Saturday the case will come up in the Circuit Court for Washington county, at Hagerstown.

Sat. 4/20/01, p. 3. **The Chesapeake & Ohio Canal** – A hearing will be begun in the Circuit Court at Hagerstown today to extend the period for operating the canal by receivers. The canal is making little, if anything, above operating expenses, and is operated solely to prevent competition with the Baltimore & Ohio railroad in the carrying of coal. Attorney-General Rayner, for the State, will resist an extension of time, and it is hoped he will be successful.

In 1890, more than ten years ago, the State had a bona fide offer for the canal from a responsible bidder – the Washington and Cumberland Railroad. That corporation offered to pay the principal and interest of the repair bonds issued under the act of 1878, Chapter 58, then amounting, according to Gov. Jackson's message to the Legislature, to about \$600,000.

Seventy thousand dollars (\$70,000,) to be applied to the payment of claims for work, labor and materials which accrued between January 1, 1877 and January 1, 1890.

Thirty thousand dollars (\$30,000,) to be applied to the payment of a judgement against wharf property in Cumberland.

Twenty-five (25) percent of the principal of the construction bonds of 1844, said 25 percent amounting to \$424,875; and

Fifteen thousand (\$15,000,) annually to the State of Maryland, after the completion of a single track from Cumberland to Williamsport.

This made a total of \$1,424,875, and the \$15,000 annuity to the State, capitalized at 5 percent, meant \$300,000 more, or nearly \$1,500,000 for the canal.

The proposed lease of 1890 provided for the building of a railroad on the line of the canal, and the amended charter, chapter 66, Acts of 1890, forbid any parallel or nearly parallel railroad from acquiring possession or control of it or acquiring any of its stock, thus insuring the maintenance of a competing transportation line to the rich and populous counties of Western Maryland where the canal runs. The building of that road would have enhanced property values along the route, developed all contiguous property, increased trade, and the property of the railroad would have added a million dollars to the taxable basis for State purposes and a large amount to the taxable basis of every county where it was built. Further, by a connection of the Western Maryland railroad with the Washington and Cumberland railroad at Williamsport, the trade of Baltimore city would have been greatly benefited, and the Western Maryland railroad, largely owned by the city of Baltimore, would have become, not only a self-sustaining road, but a dividend payer.

Ten years have rolled by and none of the amounts noted above have been paid, but ten years' interest has been added and the State is out \$150,000.

It is time this farce of operating the canal by receivers under a dog in the manger policy is stopped and the property sold.²

ET, Mon. 4/22/01, p. 2. According to the measurements of the Chesapeake and Ohio Canal officials at Georgetown, the water is only a little over two and a half feet above normal. The water has passed over the canal dam at Williamsport and at last reports is still rising at the rate of six inches and hour. Families all along the canal as far up as Cabin John are moving to places of safety, although the water is not nearly as high as it was in 1889.

AG, Mon. 4/22/01, p. 4. Reports from above are to the effect that this is one of the most sudden rises of the Potomac river in recent years. Destruction to property along the banks and damage to the Chesapeake and Ohio canal was threatened yesterday. The river is higher than it has been in five years. The stage of water at 6 o'clock yesterday evening was 22 feet above low level and it was rising 10 inches to the hour. The low lands between the river and the canal at Williamsport, Md., are under five feet of water, and on the Virginia side the river has leaped the high banks flooding acres of wheat. At points at and below, the river is higher than the canal and is flowing into the levels, which are overflowing. It is feared this condition of affairs will cause serious trouble in Alexandria.

AG, Tue. 4/23/01, p. 3. Reports from along the Potomac river state that the stream reached its maximum height yesterday at noon, and during the afternoon slowly receded. At Williamsport the rise above normal was 27 feet. Examination as far as could be made along the line of the Chesapeake and Ohio canal, which parallels the Potomac below Cumberland, developed that the damage had been much less than earlier reports indicated. Reports of a number of washouts

² *Democratic Advocate*, Westminster, Md.

could not be confirmed. No fatalities along the river or canal had been reported at a late hour.

AG, Thu. 4/25/01, p. 4. A final statement concerning the effect of the flood on the Chesapeake and Ohio canal confirms the earlier unofficial statement that the waterway has escaped with only slight damage.

Cit. Fri. 4/26/01, p. 5. **SALE OF THE CANAL** Before Judge Edward Stake in the Circuit Court for Washington County in equity in Hagerstown on Saturday, the petitions of John K. Cowen, Joseph Bryan and Hugh L. Bond, Jr., surviving trustees, praying the court to extend for another period of five years the contract under which the Chesapeake and Ohio Canal is now operated, was argued for nearly three hours. Hugh L. Bond, Jr., of Baltimore, and J. Clarence Lane, of Hagerstown, represented the trustees. Attorney-General Rayner represented the State. After hearing the argument, Judge Stake took the matter under consideration. It is understood that he will file an opinion in the course of a week or ten days. It is said the case will go to the Court of Appeals, no matter what Judge Stake's decision may be.

ET, Fri. 4/26/01, p. 3. **C. & O. Canal Not Badly Damaged** – Cumberland, Md., April 26. – J. Graham Pearre, paymaster of the Chesapeake and Ohio Canal, says the damage to the canal is inconsequential in comparison to what was indicated by first reports when the water was still over the towpath. He thinks the waterway will be restored to its normal condition in a short time.

Sun, Sat. 4/27/01, p. 3. **Argument in the Canal Case** – The future disposition of the Chesapeake and Ohio Canal is a matter of much interest to the whole people of the State. To preserve the water-way as a competing transportation line, the State has waived its rights as to earnings in favor of the bondholders of 1844 and of the repair bonds of 1878 and of claims for labor,

etc. The bonds and claims have long ago been bought up at heavy discounts, and the holders of the bonds of 1844 have been operating the canal by a decree of the Circuit Court for Washington county for the past ten years. A majority of these bonds are held by persons in the interest of the Baltimore and Ohio Railroad, and it is virtually the Baltimore and Ohio Railroad which is operating the Canal. The surviving trustees of the Chesapeake and Ohio Canal bondholders are John K. Cowen, President of the Baltimore and Ohio Railroad Company, Hugh L. Bond, Jr., general counsel for the same corporation, and Joseph Bryan, and these trustees are opposing a sale of the Canal by the State and asking for continuation of their lease for another term of five year.

The *Advocate* last week stated that in 1890 the State had a bona fide offer for the Canal from the Washington and Cumberland Railroad Company, which offer included the payment of twenty-five percent of the principal of the bonds of 1844; \$70,000 to be applied to the payment of claims for work, labor and material between January 1, 1877, and January 1, 1890; \$80,000 to be applied to the payment of a judgement against wharf property at Cumberland; the principal and interest of the repair bonds of 1878, amounting to \$600,000, and an annuity to the State of \$15,000.

The sale at this offer was very vigorously opposed by the Baltimore and Ohio interests. Mr. John K. Cowen, then general counsel and now president of the company, rushed into print to prove the Canal property was worth about \$8,000,000. Not only was the sale vigorously opposed, but a majority of the bonds of 1844 were hastily bought and an application made to the circuit court for Washington county for an order to permit the bondholders to repair and operate the Canal. The order was granted, and a miserable farce at operating the Canal followed. At the end of five years the trustees applied for an extension of the time, pleading that they had not had ample time to demonstrate fully the earning capacity of the

Canal, and the time was extended for another five years. The last extension expires on May 1st, and now another five years of lease is asked.

The matter came up at Hagerstown before Judge Stake last Saturday. Hon. Isidoe Rayner, Attorney-General, represented the State, opposing a further extension of the time, and arguing for a sale of the corpus of the Canal. His argument was regarded as “unanswerable” by many lawyers present, and in the course of his remarks he forced the admission from Mr. Hugh L. Bond, one of the trustees and general counsel of the Baltimore and Ohio Railroad Company, that “we (the trustees) have been trying for ten years to wipe out the interest of the State.”

That is what everybody knew who had any knowledge of the matter, but it was unexpected that one of the trustees and general counsel of the Baltimore and Ohio Railroad Company would admit it.

According to Mr. Rayner, the trustees have been paid by the Chesapeake and Ohio Transportation Company, virtually the Baltimore and Ohio Railroad Company, \$100,000 a year, a sum insufficient to meet the interest upon the bonds. In fact, said Mr. Rayner, no money has been passed – the matter being only one of entering figures upon books. Mr. Rayner went on to show that if the earnings of the Canal were not sufficient to pay interest upon the bonds, there could be no hope of ever paying the interest; and that as the water-way was continually deteriorating and business falling off, the State’s interest would be forever lost should a sale be denied and the Canal continued in the hands of the trustees for another term of five years.

The proposed sale of 1890 was termed a steal. If that was true, it must be admitted that the Baltimore and Ohio is now and has been for ten years engaged in worse than a steal. The proposed sale of 1890 provided for the payment of a part of the principal of the bonds of 1844. The Baltimore and Ohio is now not only not paying even the interest, but its general counsel

confesses to an intention to destroy the State’s interest. The object of this, as stated last week, is to prevent competition with the B. & O. in the coal and other trade of Western Maryland. What that corporation is doing is being done under the forms of law, but it is stealing none the less.

Our readers will find on the fourth page of this issues a synopsis of Mr. Rayner’s argument.³

Ibid. p. 5. **THE C. & O. CANAL CASE** – Hagerstown, Md., April 21. – Judge Edward Stake yesterday heard argument on the petition filed by John K. Cowen, Jos. Bryan and Hugh L. Bond, Jr., surviving trustees for the Chesapeake and Ohio canal bondholders of 1844, who ask that the sale by the court of the canal be postponed five years longer. Judge Stake took the matter under advisement. The trustees have already had possession of the canal for 10 years.

Mr. Hugh L. Bond, Jr., general counsel of the Baltimore & Ohio Railroad Company, and Mr. J. Clarence Lane, the local counsel for the company, represented the canal trustees and Attorney-General Rayner represented the State by direction of the Legislature.

Mr. Rayner, in the course of his argument, said that the Chesapeake and Ohio Transportation Company, with whom the trustees had made the contract, was a misnomer – that it ought to be called the Baltimore and Ohio Transportation Company. When the counsel on the other side interrupted him and asked where he got his figures, he said: “I did not get them from Court, because you have failed, for good and sufficient reasons, to give them to the Court in your report. Your superintendent, who was not well disciplined, gave them to the Coal Trade Journal, and I got them from its columns.” When Mr. Bond was speaking, he said: “We have been trying for 10 years to wipe out the interest of the State.” “And I congratulate you,” said Mr. Rayner,

³ *Democratic Advocate*, Westminster, Md.

“upon the eminent success which has so far crowned the administration of your trust.”

INTEREST IN THE CASE

The whole bar of Hagerstown attended the hearing of the case. Mr. Rayner was warmly congratulated upon what was conceded to be an unanswerable argument in favor of the rights of the State.

Mr. Rayner spoke for an hour and a half. He called upon the counsel on the other side, time and again to deny his figures or his statements, but when Mr. Bond arose to reply he virtually admitted them and was forced by Mr. Rayner's line of argument to admit that it was the intention of the trustees to keep perpetual possession of the canal and to prevent the State from ever selling it.

MR. BOND'S ARGUMENT

Mr. Bond, in his argument, declared that the trustees have been faithful in operating the canal under the decretal orders of the Court, had fulfilled all of their contracts, maintained the canal in good condition, and insisted that the trustees were perfectly right in asking for a postponement of the sale of the property. He stated that the trustees had received in the past five years from the Chesapeake and Ohio Transportation Company of Washington County, with whom the trustees had entered into a contract, \$500,000 in revenues. Outside of the contract with the Chesapeake and Ohio Transportation Company, he maintained, the trustees have valuable interests in the canal. He cited the Court of Appeals' decisions in the canal as having decided in unmistakable language that, in view of the guaranteed revenues derived from the contract with the transportation company, the State of Maryland had no right to step in at this time and press for a sale of the canal.

MR. RAYNER'S ARGUMENT

Mr. Rayner opened his argument by saying that he had two propositions to advance to the Court:

First: That the trustees had shown no ground whatever authorizing a continuance of their

possession, and that the terms of the decree under which they hold the control of the canal have not been complied with, and that a sale should be ordered.

Second: That another postponement means that no sale will ever be ordered and that the State's interest is destroyed and the canal virtually handed over to the bondholders.

Upon the first proposition Mr. Rayner took up the accounts of the trustees and, analyzing them, showed to the Court that although the trustees had been in possession for 10 years they were not within \$120,000 of paying the costs which they had incurred for the repair of the canal; that not a dollar had been paid for the preferred liens for labor and supplies furnished to the canal, and that no interest nor principal whatever had been paid under the bonds of 1844 or under the bonds of 1878. He went on to show that the whole gross revenues of the canal did not amount to \$100,000 a year and that its business was constantly decreasing and vanishing. “It follows, therefore,” said Mr. Rayner, “that there has been an utter failure upon the part of the trustees to comply with the terms of the original decree under which the sale of the canal has been ordered, the decree providing that unless the cost of repairing the canal was paid by the trustees, and the liens for labor and supplies, this should be conclusive evidence of the right of the Court to proceed with the sale.”

SALE NOW OR NEVER

Upon the second proposition, Mr. Rayner said that he could show the Court conclusively and by mathematical demonstrations that if there was another postponement the time would never come when the State could sell the canal, and that it would virtually mean the transfer of the canal to the bondholders and the elimination of the State's interests. Upon this point, Mr. Rayner said that the interest upon the repair bonds of 1844 and of 1878 amounted to more than the \$100,000 a year which the canal company was receiving from the Chesapeake and Ohio Transportation

Company; that the interest amounted to nearly three times as much as the whole amount guaranteed by the transportation company; that, therefore, if the bondholders were allowed to remain in possession of the canal the time would never arrive when they would be able to pay the yearly interest upon the bonds, and that, therefore, the payment of any part of the principal was entirely out of the question.

A FABULOUS DEVICE

Upon this branch of the discussion, Mr. Rayner dwelt with great force and insisted upon the proposition that the transportation company was a fabulous device of the railroad interests that now had possession of the canal; that the Court was being imposed upon; that the veil ought to be lifted from the transaction and the situation exposed; that it was not necessary for the transportation company to pay a dollar; that it was merely a matter of bookkeeping and of balancing accounts, and that all that it was necessary for the trustees to do was to give a credit of \$100,000 a year upon the claims of the bondholders without the payment of a single cent from the transportation company; that by this system of juggling with figures the trustees, who ought to represent the interest of the State as well as the interest of the bondholders, could keep their clients in the possession of the canal forever and extinguish the slightest vestige of interest which the State has in the work, and they admitted this to be their intention; that all it was necessary for the trustees to do was thus to credit to the interest account of the bondholders \$100,000 a year, and that as by this system of figure not a dollar of the principal could ever be paid, the trustees would be substantially in perpetual possession of the canal.

THE INTENTION OF THE COURT

Mr. Rayner concluded by saying this was not the intention of the original decree, nor was it in the mind of any of the judges who passed or affirmed that decree. This was not within the intention of the General Assembly when it passed the statute that gave the bondholders of 1844 a preference upon the tolls

and revenues of the canal. This was not within the contemplation of the State authorities when they yielded priority to the bonds; the intention and purpose of everyone connected with this litigation was that the bondholders should have a reasonable time to experiment with the canal and ascertain whether it was possible to pay the bonds from the tolls and revenue thereon. Ten years have been given to make this experiment; it has utterly and signally failed. And still today, in violation of their trust, the trustees are in court not in the interest of those whom they should represent, but in the interest of the bondholders whose claims they have purchased at a trifling percentage, demanding a perpetual continuance of their control and an ouster of the State and an annihilation of every dollar of the thirty millions of dollars that the State has invested in this enterprise.

“In the name of the State and in the name of the people of the State,” said Mr. Rayner, “I protest against the Court sanctioning a continuance of the scheme and the farce which has now been enacted for 10 years, with every promise broken and with every legal obligation and requirement imposed by the decree in this case spurned and repudiated.”

ES, Wed. 5/1/01, p. 8. AFFAIRS IN GEORGETOWN- Navigation on the Chesapeake and Ohio canal will be resumed late this afternoon and continue for the remainder of the season. The flood of the Potomac last week was responsible for the closing down of the waterway for about a week, but the repairs and changes necessitated by the high water will be entirely completed by tomorrow. Some of the boats on the canal are now on their way here, traffic being interrupted for only a portion of the way.

Mr. G. L. Nicolson, the general manager, has returned from his tour of observation. The damage to the waterway, instead of amounting to \$200,000, as was at first reported, will hardly amount to \$2,000. The greatest injury was done between Dam No. 6

and Hancock, Md., due to surface wash partly, and partly to deposits by the high water. The washouts have been repaired and the bed of the canal dredged by hand and wheelbarrows. At other places slight damage was done, which could be easily repaired. These did not interfere with the passage of boats.

AG, Thu. 5/2/01, p. 3. **The Great Falls Water Power** – Judge Edward Stake, of the Washington county, Md., Circuit Court, who has just decided the Chesapeake and Ohio canal extension case in favor of the trustees of the bondholders of 1844, is in receipt of a joint telegram from State Treasurer Vandiver and State Comptroller Herring requesting him to withhold his decision regarding the ratification of the lease to the Great Falls Power Company until after next week's meeting of the board of public works. In the opinion of the State officials the land and franchises are worth more than \$75,000, the amount the Great Falls Power Company has agreed to pay the trustees of the canal.

ES, Fri. 5/3/01, p. 15. Judge Stake's decision in the Chesapeake and Ohio canal case authorizing the trustees of the bondholders of 1844 to operate the canal till January 1, 1906, has caused general rejoicing among the large number of people of this county who had been dependent directly or indirectly upon the canal for their livelihood. It is the general belief in legal and other circles here that Judge Stake's decision in this matter will be sustained by the court of appeals should it be brought before that tribunal.

Sat. 5/4/01, p. 3. Judge Stake has rendered a decision in the Chesapeake and Ohio Canal case granting the trustees of the 1844 bondholders to operate the Canal until January 1, 1906. Judge Stake may have reached a correct conclusion according to the law of the case, but the decision bears heavily upon Western Maryland, in that it is left without any competing transportation line

and the State is prevented from realizing from a sale of the Canal. Attorney-General Rayner will take the case to the Court of Appeals.⁴

STATE TO APPEAL CANAL CASE

The decision of Judge Stake in the Washington county circuit court at Hagerstown yesterday, postponing the sale of the Chesapeake and Ohio canal until January 1, 1906, occasioned no little surprise in legal circles in Baltimore today.

It was confidently expected by those members of the Baltimore Bar familiar with the merits of the litigation over the canal that the court would decline to extend further the time for its operation as a waterway and permit the Act of Assembly directing its sale to be carried out.

The petition was argued one week ago last Saturday by Mr. Hugh L. Bond, Jr., of the Baltimore and Ohio Railroad Company's legal department and Mr. J. Clarence Lane, of Hagerstown, representing the trustees of the canal, and by Attorney-General Isidore Rayner, representing the State. Mr. Rayner will at once carry the case to the Court of Appeals. Before the appellate court there will be a most anomalous situation. The Attorney-General ordered the appeal this morning, upon receipt of the Washington county court's decision in the case, and it will be among the first cases to be heard in the October term of the Court of Appeals.

When the canal case was last argued before the Court of Appeals, the court divided four to three against the State, and Chief Judge McSherry, who was one of the four to refuse the sale, dissented from his colleagues in holding that the bonds were a lien upon the corpus of the canal, but no one of the other Judges agreed with Judge McSherry upon this point in the case.

Mr. Rayner, when asked this morning upon what grounds he would take an appeal, said: "The State will take an appeal upon the self-evident proposition, conceded by opposing

⁴ *Democratic Advocate*, Westminster, Md.

counsel in open court, that the order that the learned Judge of the Washington county circuit court has signed, means the absolute transfer of the canal to the bondholders and the extinction of the State's claim.

"It was admitted in answer to my question during the argument of the case, and the state challenged a denial of it, that the revenues of \$100,000 a year ostensibly received from the transportation company would not pay 38 cents on the dollar of the accruing interest. Therefore, not a dollar of the principal can ever be paid. The Court of Appeals will now be respectfully called upon to decide finally this question. If the decree is reversed, the sale will be ordered, if it is affirmed the canal belongs to the bondholders of 1844.

"Of course, no one can predict what the decision of the appellate court will be. We have some basis, however, for surmise such as does not occur in other cases. Assuming that Judge Boyd will decline to sit, as he has heretofore done in the canal litigation, we will have Judges McSherry and Fowler, who have already decided against the state, and Judges Page and Briscoe, who have decided in its favor, and three Judges, Schmucker, Pearce and Jones, who have never heard the case. All that I can say is that we have the strongest hope and expectation, upon the merits of the case, that the decree of Judge Stake will be reversed and the sale of the canal ordered."⁵

ES, Sat. 5/4/01, p. 2. **APPEAL IN CANAL CASE – HAGERSTOWN, Md., May 4.** – Attorney-General Rayner, representing the state of Maryland, today filed in the circuit court here formal notice of appeal from the decree of Judge Stake in postponing the sale of the Chesapeake and Ohio canal until January 1, 1906. The record will be prepared at once and the case will be one of the first to be heard at the October term of the court of appeals.

Attorney-General Rayner has taken the position that an extension of the time for the

sale for another five years means the absolute transfer of the canal to the trustees of the bondholders of 1844, and the complete extinction of the state's claim of some \$300,000.

ES, Mon. 5/6/01, p. 8. **Directs an Examination** – The District Commissioners recently received a complaint through the police department from the officials of the Washington Gas Company stating that the Chesapeake and Ohio Canal Company was dredging in Rock creek, between H and I streets northwest, and dumping the mud and sand near the dam where the creek empties into the river. The matter thus dumped, it is stated, washes over the dam and is filling up in front of the gas company's wharf. The Commissioners forwarded the papers in the case to Col. Charles J. Allen of the engineer's office, inviting his attention to the facts. Colonel Allen has replied, stating that he has directed an examination to be made.

ET, Wed. 5/8/01, p. 4. Attorney-General Rayner has filed an appeal in the Washington County Circuit Court from Judge Stake's decision extending the time of operation of the Chesapeake and Ohio Canal by the trustees.

AG Thu. 5/9/01, p. 3. **C. & O. Canal Property** The Maryland State Board of Public Works held a meeting yesterday afternoon and framed the following communication, which was sent to Judge Edward Stake, Hagerstown: "The Board of Public Works, at a meeting today, resolved to ask Your Honor not to permit any sale to be made of the property reported to have been made to the Great Falls Power Company. We have come to the conclusion [illegible] much as the main case has gone to the Court of Appeals, nothing should be done in the way of a sale [illegible] the property until the court shall determine whether or not the whole should be sold." Judge Stake recently decided against a sale of the Chesapeake and Ohio Canal, and granted an extension of five years for the

⁵ *Democratic Advocate*, Westminster, Md.

trusteeship. The Great Falls Power Company, it is reported, has offered \$75,000 for certain property, and it is this transaction which is objected to by the board.

ES, Sat. 5/11/01, p. 2. **TRAGEDY OVER A HAT** – CUMBERLAND, Md., May 11. – State's Attorney John G. Wilson and Coroner Theodore Ogle went to Little Orleans yesterday evening to investigate the killing of Thomas Golbranson. The coroner's jury decided that he was murdered by Robert Gracey, who is still at large. Both lived on the towpath side of the Chesapeake and Ohio canal near Little Orleans. Golbranson made fun of Gracey's old straw hat. The latter, advancing, asked him what he was going to do about it, and before Golbranson could make a move, crushed his skull with a bottle of whiskey, killing him. The men had been friends, and were former canal boatmen. Officers are pursuing Gracey.

AG, Sat. 5/11/01, p. 4. The recent break in the Chesapeake and Ohio Canal has been repaired and boats are arriving and departing as usual.

ET, Tue. 5/14/01, p. 4. William Dellinger and Rudolph Moore were arrested for fishing with a seine in the Chesapeake and Ohio canal at Dam No. 4 and catching bass out of season – before June 1.

ES, Fri. 5/17/01, p. 18. There has been a heavy increase in business on the Chesapeake and Ohio canal since the resumption of navigation, following the completion of repairing the damage done by the flood. It is estimated that the cost of repairs is between \$8,000 and \$10,000. During the month of April 7,872 tons of coal were shipped from Cumberland to Williamsport. The receipts for the month at the Williamsport office were \$2,068.

ET, Mon. 5/20/01, p. 4. Six gunners shooting German carp at the "Big Pool" of the Chesapeake and Ohio Canal captured over fifty

carp, aggregating 450 pounds. The largest weighed twenty-two pounds.

ES, Thu. 5/23/01, p. 1. The Potomac river today reached the Cumberland Valley railroad tracks at Falling Waters and the Potomac Club house at that point was swept away. The break which occurred yesterday evening in the Chesapeake and Ohio canal at Fort Frederick is about forty-five feet. It is on the towpath side of the canal, and at places the towpath is washed away below the bottom of the canal. Several canal boats narrowly escaped being carried by the strong current through the break out into the river.

AG, Thu. 5/23/01, p. 3. Alarm was felt at Williamsport, Md., last night over a sudden rise in the Potomac river, caused by heavy and continuous rains since Tuesday night. The rains were the heaviest that have fallen into that section since the Johnstown flood, in 1889, when the great rise occurred in the Potomac river. The stream at that time was 45 feet high, and the Chesapeake and Ohio Canal was almost ruined.

ET, Fri. 5/24/01, p. 3. The sixty-foot break in the Chesapeake and Ohio Canal at Old Fort, Frederick is being repaired.

ET, Thu. 5/30/01, p. 7. Traffic on the upper Chesapeake and Ohio Canal, which was suspended on account of high water and breaks in the banks, has been resumed.

ES, Fri. 5/31/01, p. 18. The break in the fourteen-mile level of the Chesapeake and Ohio canal, above Four Locks, which occurred during the recent high water, has been repaired and navigation has been resumed. Boats are moving all along the line.

ES, Wed. 6/5/01, p. 11. The barge *Wm. A. Smoot*, with a cargo of fertilizer for points along the Chesapeake and Ohio canal, left Alexandria

yesterday in tow of the tug *Winship* for Georgetown.

ES, Sat. 6/8/01, p. 10. An army of tramps have swooped down upon the Baltimore and Ohio railroad and are causing trouble to trainmen and officers of the road. Detectives of the company have, within the past two weeks, arrested over eighty of these tramps between Sir John's Run and Cherry Run in this county for trespassing. A number of them were fined and released, but about fifty are confined to the jail at Berkeley Springs, crowding that prison to its utmost capacity. Chesapeake and Ohio canal boatmen have been greatly annoyed by them along the route of the canal.

ET, Wed. 6/12/01, p. 4. The barge *Fredericksburg* is being loaded with 200 cords of popular wood. The wood is being shipped by Charles G. Smith, Jr., to Wilmington, Del. It was cut near Great Falls. The wood industry along the Chesapeake and Ohio Canal course has become one of importance. Railroad ties cut near Great Falls command fancy prices and are considered to be among the finest in the United States in point of durability. The demand exceeds the supply. Increased facilities for cutting the ties are now being provided by the company interested in the Great Falls tie industry.

ES, Fri. 6/14/01, p. 15. During the month of May, 7,609 tons of coal were shipped from Cumberland to Williamsport over the Chesapeake and Ohio canal. The miscellaneous tonnage for the same month was 665 tons, and the cash receipts of the Williamsport office were \$2,072. Seventy-one boats arrived there and seventy-five cleared from that port during May.

ET, Fri. 7/5/01, p. 6. The Georgetown branch of the Order of Red Men observed Independence Day by having a picnic at Great Falls. The trip was made by way of the Chesapeake and Ohio Canal, on what the Red Men were please to call

a "mule yacht." A baseball game had been arranged with a local team, but it was not played owing to the failure of the latter nine to put in its appearance.

ES, Fri. 7/19/01, p. 14. During June the shipments of coal on the Chesapeake and Ohio canal at Williamsport amounted to 10,221 tons, an increase of over one thousand tons over the preceding month. Miscellaneous tonnage was 644 tons, and the receipts for the month \$2,799.27. There were ninety-eight boats arrived at, and ninety-three cleared, the wharf at Williamsport during the same time.

ET, Mon. 7/22/01, p. 6. William Dick, a veteran Chesapeake and Ohio Canal boatman, was found dead on the porch of James Barnhart's house, where he resided, six miles west of Hancock.

ET, Wed. 7/24/01, p. 5. **THE B. & O. IMPROVEMENTS** – Frederick, Md., July 24. – Work is now progressing very rapidly in extending the Baltimore and Ohio roadbed from Brunswick to Washington Junction. All of the culverts are being widened to accommodate four tracks.

The stone bridge over Catoctin Creek will be a big undertaking. It is to be a solid masonry structure and will be entirely rebuilt. Preparations are being made to use four gangs of masons on this structure, and it will take over three months to complete the work.

At Point of Rocks, two tracks will go through the tunnel and two new tracks will be laid around the mountain nest to the Chesapeake and Ohio Canal, where the first roadbed was locates. From the preparations that are being made both east and west of Brunswick, it looks as if the time is not far distant when Brunswick will be made the grand junction station for the Valley division, the Washington county branch and the Metropolitan branch.

ES, Thu. 7/25/01, p. 9. The three-masted schooner *Eliza A. Scrivener*, which is lying at the Alexandria shipyard, completed the taking on of her cargo of about 8,000 railway ties, and will sail today for Boston. The vessel was loaded by Mr. J. W. Gregg of Georgetown, the ties which make up her cargo coming by rail from points in Virginia and from along the Chesapeake and Ohio canal. This is the third vessel laden with railway ties that have left here for northern ports this summer, and several others will be loaded and dispatched. The shipping of railway ties from the Potomac to Philadelphia and Boston has become quite an extensive business.

AG, Fri. 7/26/01, p. 4. **Shipment of Ties** – The three-masted schooner *Eliza A. Scrivener* completed the taking on of her cargo of about 8,000 railway ties at the shipyard yesterday and about seven o'clock left for Boston. The vessel was loaded by Mr. J. W. Gregg of Georgetown, the ties which make up her cargo coming by rail from points in Virginia and from along the Chesapeake and Ohio canal. This is the third vessel laden with railway ties that has left here for northern ports this summer, and several others will be loaded and dispatched. The shipping of railway ties from this to northern ports has become quite an extensive business.

ES, Tue. 9/3/01, p. 5. Mrs. Frederick C. Crawford and Mrs. Joseph L. Motter gave a delightful barge party up the Chesapeake and Ohio canal from Williamsport to Four Locks last week in honor of guests at "Rose Hill." Among those in the party were Dr. and Mrs. Saxenhurst, Miss. Stevenson, Mr. and Mrs. Weston, Miss. Agnes Hawken, Mr. Frederick C. Crawford and Mr. Frederick Berry, all of Washington.

ET, Tue. 9/3/01, p. 6. Heavy rains caused a cave-in in the towpath bank of the Chesapeake and Ohio Canal at the aqueduct at Williamsport.

ET, Wed. 9/4/01, p. 6. **Death of a Lawyer Who Won a Celebrated Local Case** – News of the death of Charles F. T. Beale, the attorney for the Chesapeake and Ohio Canal Company, at his home in Port Kent, N. Y., Sunday, has been received here. He had been under the care of physicians at Port Kent since February last. Death was the result of Bright's disease.

Mr. Beale became connected with the Chesapeake and Ohio Canal Company as attorney in 1892, though he did not relinquish his private practice. He instituted and carried to successful issue the proceedings relative to the establishment of the claim of a Georgetown lock tender's children to a large part of the fortune of John McCaffrey, at one time a canal boatman, who, it is said, deserted his family and died in Chicago worth nearly half a million dollars. McCaffrey made his money in grain speculation.

Mr. Beale's clients lived in one of the shanties of the company on the canal, near Twenty-ninth street. [Lock No. 2?]

Mr. Beale was a member of the Metropolitan Club of this city and occupied high offices in the Masonic fraternity. A widow and one son survive.

ES, Thu. 9/5/01, p. 9. The large barge *Confidence* of Philadelphia has arrived at Georgetown, and is lying at the wharf adjoining the Aqueduct bridge, loading poplar logs. When her cargo is completed, she will be taken to Philadelphia, where the wood will be made into paper. The barge is one of the largest that has come into port here in several months. The poplar wood comes from points the entire length of the Chesapeake and Ohio canal, between Georgetown and Cumberland, and is loaded on the barge as fast as it reaches here. It will be about a week before the barge completes her cargo and is ready to sail.

ET, Fri. 9/6/01, p. 6. The largest barge that has come into a Georgetown port for several months is now lying at the Borden wharf, near the

Aqueduct bridge. The vessel is taking on a cargo of popular logs, which will be taken to Philadelphia to be converted into paper. The popular wood is the product of the territory bordering the Chesapeake and Ohio Canal.

ET, Tue. 9/10/01, p. 6. The barge *William A. Smoot* has arrived here with a cargo of fertilizer from the Alexandria Chemical Company. The cargo will be distributed at points along the Chesapeake and Ohio Canal, between Georgetown and Cumberland.

ET, Mon. 9/16/01, p. 6. During August the coal shipments over the Chesapeake and Ohio Canal to Williamsport, Md., amounted to 11,879 tons and miscellaneous merchandise to 481 tons. The arrivals were 113 boats and clearances 106. The receipts were \$3,179.

AG, Mon. 9/16/01, p. 4. **The Death of the President** – The gloom caused by the death of President McKinley at an early hour Saturday morning and which soon enveloped this city, hung heavily yesterday, and the sad circumstances in connection with his assassination, the hopes of his recovery all were encouraged to entertain, the sad turn of the scale and his death were the uppermost thoughts of all, especially among the many who attended the different places of worship. Prayers for the widow of the late President were offered at every shrine and feeling references to the tragic end of the chief executive were made by several of the pastors in their sermons.

River Notes – Several barges were loading fertilizer this morning at W. A. Smoot & Co.'s wharf for points on the Chesapeake and Ohio Canal.

ET, Fri. 9/20/01, p. 6. The large barge *Confidence* has sailed for Philadelphia with a cargo of popular logs, loaded at the Borden wharf, near the Aqueduct Bridge. The cargo will be used for paper manufacturing purposes.

The wood was cut along the Chesapeake and Ohio Canal between this place and Cumberland.

ES, Sat. 9/21/01, p. 5. Business on the Chesapeake and Ohio canal continues highly satisfactory. During the month of August the coal shipments to Williamsport amounted to 11,879 tons and the miscellaneous tonnage to 481 tons, the receipts for the month amounting to \$3,179.

ES, Tue. 9/24/01, p. 7. A large canal barge, laden with fertilizer for points on the Chesapeake and Ohio canal, sailed from the wharf of Wm. A. Smoot & Co. at Alexandria yesterday.

AG, Thu. 9/26/01, p. 4. **River News** – The schooner *James Boyce*, now at W. A. Smoot's wharf is loading railroad ties for Boston.

The barges *Charles U. Nott* and *Potomac* are being loaded with fertilizer by the Bryant Fertilizer Company for points on the Chesapeake and Ohio Canal.

ES, Mon. 9/30/01, p. 14. The barge *Wm. A. Smoot*, with a full load of fertilizer from the Alexandria Fertilizer Company, has sailed for points on the Chesapeake and Ohio canal.

ES, Tue. 10/1/01, p. 17. Quantities of fertilizer is being shipped from this city and Alexandria, in canal coal barges, to points along the Chesapeake and Ohio canal from Georgetown to Cumberland.

ES, Mon. 10/7/01, p. 16. The canal barge *Hugh Nott*, loaded with fertilizer at the Bryant fertilizer works in Alexandria, sailed yesterday for points along the Chesapeake and Ohio canal.

Of General Interest

The steam launch *Bartholdi* has taken the place of the tug *Mohler* in towing canal boats to and from the canal at Georgetown to the docks here and at Alexandria. The *Mohler*

is laid up for an overhauling of her boiler and other machinery.

ES, Tue. 10/8/01, p. 15. The barge *Seneca*, loaded with fertilizer at Herbert Bryant's wharf, Alexandria, has sailed for points along the Chesapeake and Ohio canal.

ES, Wed. 10/9/01, p. 10. The Chesapeake and Ohio Canal Company has secured permission to erect one two-story frame building on the line of the canal. located about 1,000 yards the other side of the Chain bridge and near the District line.

AG, Wed. 10/9/01, p. 4. **River Notes** – The Consolidation Coal Co.'s barge *No. 20* is loading fertilizer at W. A. Smoot & Co.'s wharf for points on the Chesapeake and Ohio canal.

ES, Thu. 10/10/01, p. 15. Boat *No. 20* of the Consolidation Coal Company sailed from Alexandria today with a load of the Alexandria Chemical Company's fertilizer for points on the Chesapeake and Ohio canal.

ES, Tue. 10/15/01, p. 7. The barge *Bradley T. Johnson*, with a cargo of building material, has sailed from Alexandria for points on the Chesapeake and Ohio canal.

ES, Fri. 10/18/01, p. 14. Traffic on the Chesapeake and Ohio canal is highly satisfactory. During September the shipments of coal on the canal to Williamsport amounted to 12,916 tons, and the miscellaneous tonnage to 461 tons, making a total of 13,408 tons. Receipts from tolls were \$3,465. One hundred and twenty boats arrived and 122 cleared the wharves. The report shows a gain of 2,766 tons, and in receipts of \$899 over the corresponding month of last year.

ET, Wed. 11/6/01, p. 7. The schooner *John J. Hanson* is being loaded here with a cargo of railroad ties for Boston dealers. The ties are the

product of the territory bordering the Chesapeake and Ohio Canal, between Georgetown and Cumberland. Almost weekly cargoes are sent North. The ties are dressed at Great Falls, and shipped to Georgetown by way of the canal.

Several weeks ago, the barge *Constance* took on a cargo of popular wood here, which was taken to Philadelphia, and used for paper manufacturing purposes. This is a product of the same territory.

ES, Mon. 11/18/01, p. 8. Inside of one month the traffic season on the Chesapeake and Ohio canal is expected to close for the winter, the exact date of closing the waterway depending considerably upon the condition of the water. During the present season, the total tonnage on the canal will compare favorably with that of other years, though until the figures are summed up the exact amount will not be known. The boats will be able to make perhaps three more trips to Cumberland and return before the water is let off in the upper levels.

ES, Fri. 11/22/01, p. 17. Business on the Chesapeake and Ohio canal, between Cumberland and Williamsport, during October was quite heavy. The total shipments of coal were 12,514 tons; miscellaneous, 523 tons. Receipts from tolls, \$3,206.97; boats arrived, 112; cleared, 120.

ET, Fri. 11/22/01, p. 7. A horse fell into the Chesapeake and Ohio Canal, at Thirty-second Street, yesterday afternoon, and despite the efforts of Policeman Hess, of the Seventh precinct, and two canal boatmen, was drowned. The owner of the animal could not be found. After considerable difficulty, the horse's body was dragged out of the water.

ES, Fri. 11/29/01, p. 14. **Big Traffic on Canal**
HAGERSTOWN, Md. Nov. 28, 1901
Boats are moving rapidly on the Chesapeake and Ohio canal as usual just previous to the

closing of the waterway for which preparations are now being made. Coal dealers at Williamsport and other points along the line are laying in their supply for the winter trade and are having orders filled at Cumberland with all possible speed. That the canal will close soon there is no doubt. Boats have already encountered ice on the upper levels and several of them were cut up in breaking their way through. The recent rise in the Potomac river caused by a two-days' rain may prolong the boating season for a few days, as the canal seldom freezes when the water is high and muddy.

Sun, Sat. 12/7/01, p. 9. **Canal Navigation Closed** – Williamsport, Md., Dec. 6. – The freeze-up of last night and today closes navigation on the Chesapeake and Ohio canal for the season. The thermometer ranged from 5° to 15° above zero in Washington county last night. The ice scow is keeping the channel open for boats to get in. Two boats loaded with coal for Victor Cushwa & Sons, Williamsport, are due. Excepting a few others, these are the only boats out. General Manager George L. Nicolson was at Williamsport today and gave instructions that no more boats leave this winter. The water will [be] turned off next week.

The Antietam and Conococheague creeks are frozen over with ice two inches thick.

ET, Sat. 12/7/01, p. 3. **CANAL NAVIGATION STOPPED** – Hagerstown, Md., Dec. 7. – The cold weather has stopped navigation on the Chesapeake and Ohio Canal for the winter. The upper levels are frozen over and some boats have been caught in the ice, but they will be moved. Coal shippers have stopped loading boats and the Cumberland coal business is at a standstill.

General Manager G. L. Nicholson ordered the boats that were ready to leave port not to start. The ice boat has been ordered out to break a channel to allow the boats along the line to reach ports.

ES, Mon. 12/9/01, p. 7. It is officially announced that navigation on the Chesapeake and Ohio canal will be closed for the winter on December 20 unless a freeze up occurs before that time. Supervisors are now going over the line making the necessary preparations for drawing off the water. As a consequence, there is a rush of business on the canal at this time.

ES, Tue. 12/10/01, p. 13. The season of traffic on the Chesapeake and Ohio canal is drawing to a close. The waterway will shut down in a week or so for the winter.

ET, Sat. 12/14/01, p. 11. The lower portion of the Chesapeake and Ohio Canal will be closed down next Wednesday.

AG, Sat. 12/14/01, p. 3. William R. Hutton, a well-known civil engineer, died at his home in Montgomery county, Md., Thursday last, after a long illness. He was born in this city in 1826 and was the chief engineer of the Washington aqueduct in 1852-3, in the earlier stages of that work being an assistant to Gen. Meigs. He was chief engineer of the Chesapeake and Ohio Canal from 1869 to 1871, and was consulting engineer until 1880. He was well-known in Alexandria during his connection with the canal.

ES, Mon. 12/16/01, p. 6. In the upper Potomac regions, the water is quite high. A telegram was received this morning by General Manager G. L. Nicolson of the Chesapeake and Ohio canal, dated 8:58, announcing an extremely high rise at Cumberland, due to the rain Saturday. The sender of the message stated that he was going to inspect the portions of the canal under his supervision to see if any damage resulted.

A telegram sent at 8:40 this morning from Harper's Ferry, W. V., was received by the general manager announcing that the river was seventeen feet high at that point, and during the previous hour had risen four inches. The water was still creeping up, but General Manager

Nicolson did not seem to fear anything serious so far as the canal property was concerned. In his opinion the river had nearly reached its greatest height.

From reports received, he was satisfied that only one portion of the canal was flooded, the part around what is officially termed Dam No. 4, located near Shepherdstown. This is the lowest portion of the canal, and the slightest rise is sufficient to flood it. He did not think any serious damage would be done.

AG, Tue. 12/17/01, p. 3. **The Flood** – The upper Potomac, Monocacy, Greenbrier, Susquehanna, Delaware, Ohio and other rivers, which have been sweeping over their banks, are now subsiding, leaving traces of great damage done by the floods. It is believed that the Chesapeake and Ohio canal has escaped serious loss.

ES, Wed. 12/18/01, p. 6. **AFFAIRS IN GEORGETOWN** – The cold spell has caused the closing of the C. & O. canal a few days earlier than was anticipated. The water in the upper portions of the canal was drawn off December 10, and only the levels from Monocacy to Georgetown were kept filled for the benefit of a number of grain boats on their way to this port. It was intended to close these levels today. It is feared the boats are ice bound in the upper portions of the waterway. The water will be kept in until the boats are through discharging their cargoes, and immediately thereafter the canal will be emptied, with the exception of the Georgetown level, in which the water is kept the entire year.

It is understood the traffic this year on the canal has been very good. The general manager states the total will exceed that of last season by over 50,000 tons.

ET, Thu. 12/19/01, p. 9. **Reported Killed in Pittsburg** – Martin Sensel, a well-known boatman of the Chesapeake and Ohio Canal, is

reported to have been killed a few days ago, while shifting cars in Pittsburg.

Sensel was the son of Henry Sensel and his home was in Hancock, Md.

ES, Fri. 12/20/01, p. 17. Twenty-two Chesapeake and Ohio canal boats, representing seventy-five persons and 100 mules have gone into winter quarters at Williamsport.

ES, Tue. 12/24/01, p. 13. Much of the soft coal used here since the closing of the Chesapeake and Ohio canal comes to this city by way of Shepherd's Landing, between this city and Alexandria. Yesterday several barges laden with coal were brought to this city from Shepherd's. The steamboat companies have ample supplies on their wharves.

ES, Sat. 12/28/01, p. 17. The Chesapeake and Ohio Canal Company has commenced making improvements along the line. At the guard lock at Big Slackwater, a force of men under John W. Burgess, superintendent of construction, is placing a cofferdam, and a miter sill will be put in there to check the flow of water at the upper gate. Other extensive improvements and repairs will be made at various other points along the line this winter during the suspension of navigation.