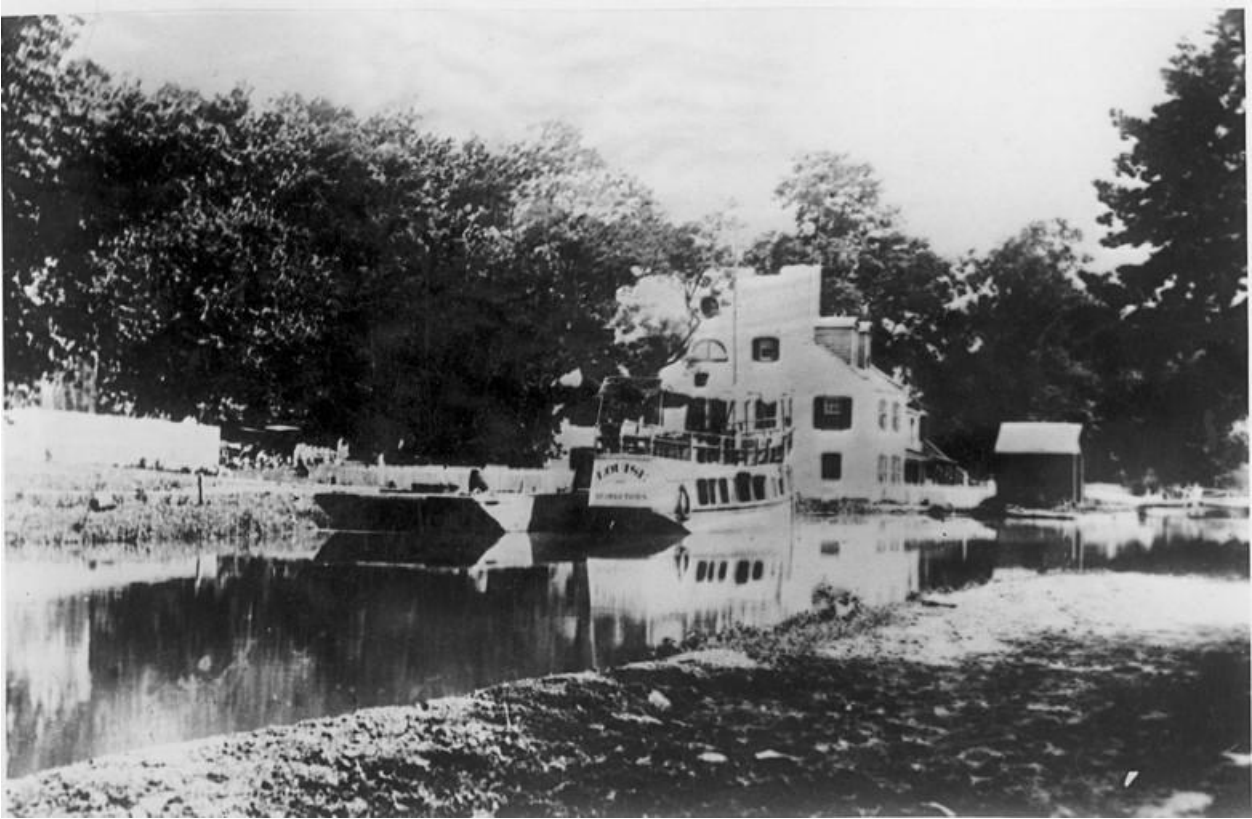


COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE EVENING TIMES***  
and  
***THE CUMBERLAND ALLEGANIAN***  
Two Cumberland, Md. newspapers  
and  
***THE NEWS***  
A Frederick, Md. newspaper  
and  
***THE WASHINGTON TIMES,***  
***THE WASHINGTON POST,***  
***EVENING STAR***  
and  
***THE WASHINGTON HERALD***  
Four Washington, D. C. newspapers  
1904

Compiled by  
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## Frontispiece.



The above Chesapeake and Ohio National Historical Park photograph, undated, shows the canal packet Louise at the Great Falls Tavern. The Louise carried both passengers and freight. The upper deck awning provided shade during good weather trips while the enclosed main deck was used during foul weather. This was an excursion packet boat on scheduled runs and available for charter. This packet boat is mentioned occasionally and was sold on Dec. 2, 1904 at auction. The new owners continued the service.

## A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from the *Evening Times* and *Cumberland Alleganian*, two Cumberland, Md. newspapers, *The News*, a Frederick, Md. newspaper, and *The Washington Times*, *The Washington Post*, *Evening Star* and *The Washington Herald*, four Washington, D. C. newspapers of the era. The articles were compiled, chronologically in a two-column format, much as they appeared in the newspaper. The articles from the *Evening Times* are preceded by ET, those from the *Cumberland Alleganian* are preceded by a CA, those from *The News* are preceded by *News*, those from *The Washington Times* are preceded by WT, those from *The Washington Post* are preceded by WP, those from the *Evening Star* are preceded by ES and those from *The Washington Herald* are preceded by WH. Other miscellaneous sources are footnoted.

The two Cumberland newspapers were found on microfilm at Frostburg State University, Frostburg, MD; while the other newspapers were found on-line. I did not include the newspaper editorials because those were opinion pieces. The research continues because the reader may yet find a missing date.

No data tabulations of the coal shipped from Cumberland were found. However, there were several articles about the coal shipments from Georgetown to Boston or other New England ports.

Those readers not interested in the sale of the Canal should just skip over those articles.

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

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## Canal Trade 1904

ES, Thu. 1/7/04, p. 16. **Wireless Telegraphy Along the Bay.** - An effort is to be made for the establishment of a system of wireless telegraphy along the shores of Chesapeake bay from the capes to Baltimore in the interest of shipping. The recent installation of a wireless plant aboard the tug Savage of the Consolidation Coal Company has aroused much interest, and it is probable that a company will be formed among the shipping interests for the Chesapeake plant. The new system would put vessels in touch with Baltimore as soon as they entered the capes.

ES, Fri. 1/8/04, p. 13. **SUICIDE BY SHOOTING.** - Francis S. Mead, harbormaster of the Chesapeake and Ohio canal, committed suicide early this morning by shooting himself in the head. He had previously attempted self-destruction by inhaling illuminating gas.

The fatal shot was fired shortly before 7 o'clock, and Mead died at the Georgetown University Hospital about two hours later. The deed was committed in a small room on the third floor of the Farmers and Mechanics' Bank building, at the corner of 31st and M streets northwest.

Mead was of a morose temperament. His actions of late, while somewhat unusual, did not excite the suspicions of his friends. He was a bachelor, and practically lived the life of a recluse. For the past few days he spent but little time at his boarding house, 1219 32nd street, and has not been regular in taking his meals at the place. He has also remained away from home several nights. He arose early yesterday morning and left his home without eating his breakfast or telling his landlady, Mrs. Henry, when he might be expected to return.

From what can be learned he attended to his duties as harbormaster

yesterday. Nothing is known of his movements after he had completed his duties for the day. He did not, however, spend the night at his home, but this fact did not cause any uneasiness to Mrs. Henry, as he had remained away all night at intervals previously.

It was stated by Mrs. Henry that Mead had been drinking heavily recently, but no notice was taken of it, as he was a man who attended strictly to his own business. It is understood that he returned to the office of the canal company late last night and slept there. He was seen walking about the third floor of the building at 6:30 o'clock this morning by Mr. William M. Smith, an employee of the Georgetown post office, as the latter was going to his place of employment.

### **The Discovery Made.**

Within a half hour thereafter George Patterson, the janitor of the canal company's offices, arrived at the building. The outside door was locked and everything was in proper order. The odor of gas was detected in the hallway, however, and Patterson began an investigation. In the bookkeeping room the gas was discovered to be turned on full force in an unlighted stove, and the fumes were very strong.

After turning off the gas and opening the doors to air the room Patterson went upstairs to the portion of the building over the bank. In an ante-room adjoining the office of several of the officials of the company, the unconscious form of Mead was found. His body was lying on a lounge and his feet rested on the floor.

Upon seeing the revolver on the floor and the blood flowing from the back of Mead's head Patterson ran into the street and summoned aid. Policeman J. G. Walsh and J. S. Custer of the seventh precinct station were nearby and quickly responded. The officers made an examination. They found a hole almost three-quarters of an inch in

diameter immediately back of Mead's right ear. The pistol lying on the floor was found to be of .44 caliber, and resembled the bulldog pattern.

#### **Conveyed to Hospital.**

The patrol of the seventh precinct station was summoned and Mead was conveyed to the Georgetown University Hospital with all possible speed. He was immediately placed on the operating table and the physicians did what they could, though the unfortunate man died shortly after 8 o'clock without regaining consciousness.

Nothing that would throw light on the tragedy was found on Mead's body or in the room in which he fired the fatal shot. No one could be found that would advance a cause for the rash act. Mrs. Henry, his landlady, was at an utter loss to explain the suicide. She stated that Mead had boarded with her for fourteen years. The loss of his mother several years ago, it is thought, preyed on his mind.

Mead was a lifelong employee of the canal company, His father, John W. Mead, who was also employed by the canal company, was killed May 30, 1877, at the outlet lock through an accident caused by a derangement of the machinery which was used in letting the boats from the canal into the Potomac river. Mead was fifty-four years of age, and is survived by a sister, Mrs. Perkins, and a brother, both of whom reside at 1600 New Jersey avenue northwest.

#### WT, Sat. 1/9/04, p. 4. **NEWS OF GEORGETOWN. - Shipment of Coal. -**

The Consolidation Coal Company, the largest operator in the George's Creek region, has commenced the shipment of coal since the closing down of the Chesapeake and Ohio Canal, via Piedmont to Keyser, and then around Cumberland, via the Pinto cut-off. This transfers the making up of all these trains from Cumberland to Keyser, and

will necessitate the removal of Cumberland and Pennsylvania Railroad men from Mount Savage to Carlos Junction, where coal trains are made up, and the removal of the Baltimore and Ohio man from Cumberland to Keyser.

A large portion of all the coal shipped to Georgetown during the past season from Cumberland was taken to New England ports by the Consolidation Coal Company, through the agency of W. A. Leetch & Co., distributing agents of the Canal Towing Company.

#### WT, Sun. 1/24/04, p. 2. **LOWER POTOMAC CLEARED OF ICE. -**

Harbormaster Sutton is congratulating himself on the success which yesterday attended his forethought in breaking up the ice in the river. His determination to undertake this big job was reached suddenly yesterday morning, because of the softened condition of the ice, owing to the warm rains and the fog. By 10 o'clock he had assembled the following fleet of boats, each armed with an ordinary ice plow: The Vigilant, the William Yerkes, jr., Camilla, J. O. Carter, Edith Winship, W. H. Mohler, Minerva and the Rosa Lee.

Going first down the river, each boat, manned with a member of the Harbormaster's force, the Vigilant in charge of Commodore Sutton, the passage kept open by the Norfolk boats was widened as far down as Alexandria, and the river from Long Bridge to Alexandria is practically clear of ice.

#### **Floods Have Been Frequent**

Floods in the Potomac have been frequent, and in some cases great damage has been the result of the river overflowing its banks. What is still known as the "Great Freshet" occurred in June, 1836, when the wharves and cellars along the line of water were overflowed and the Chesapeake & Ohio Canal badly damaged. Similar

conditions prevailed in April, and again in September, 1843, and in October, 1847. On the latter occasion the canal banks were so demolished that traffic had to be suspended for months.

In April, 1852, there was another destructive flood, navigation on the canal being suspended during the entire summer, the repairs to the canal costing several hundred thousand dollars. The water in the river was so high that it overflowed the causeway which joined Anolostan Island with the mainland, washed away the stone wall, thereby creating a new channel for the river.

There were freshets in 1856, 1860, 1863, 1866 and 1867, but none did great damage. October 1, 1870, there was a freshet which was very destructive. More than half the Chain Bridge was carried away, and the wagon way and draw of Long Bridge were badly damaged. Again the canal suffered seriously, and traffic had to be suspended for months. In 1877 and 1881 some property was destroyed by the Potomac overflowing its banks.

#### **Many Lives Lost.**

The great flood of June, 1889, is overshadowed in history by the great Johnstown, Pa., disaster, which just preceded it, and, like the Chicago holocaust, thrilled the entire nation with horror, when the bursting of a dam carried away the town and 5,000 lives. This was on May 31. [Transcriber's Note: This story has been excerpted for brevity.]

ES, Thu. 2/4/04, p. 6. **GRANTING RIGHT OF WAY.** - A bill was introduced in the Maryland legislature yesterday giving the Western Maryland Railroad Company the right to condemn certain strips of ground along the northern bank of the Chesapeake and Ohio canal, in order to build a line from Cherry Run to Cumberland, a distance of sixty-five miles. It is explained that owing

to engineering conditions the railroad company located a portion of its line on canal land lying between the canal and the mountains. This has been avoided, it is stated, wherever possible, but there were certain places where it was impossible to get through without using a portion of the canal land.

The property of the company is now under control of the circuit court for Washington county, and the trustees for the bondholders of 1844 are in possession of the canal and its property temporarily under the order of that court. The attorney for the Western Maryland Railroad Company believe that they have power under the law as it stands to condemn the small strips and parcels of the canal land not in use for the canal, but to remove all doubt upon the question they desire express sanction of the legislature to these condemnations.

The distance from Cumberland to Cherry Run is sixty-five miles, and the company has already, it is stated, purchased from private owners its right of way for over fifty miles. The strips desired from the canal company only cover some ten or fifteen miles. The lands of the canal wanted by the railroad company are simply, it is explained, certain unused portions and strips owned by the canal, lying on the north side thereof, which can be used by the railroad company without in any way interfering with the navigation of the canal; in short, the lands wanted are not in use now by the canal at all, but were originally bought as part of its right of way. The canal has been built for over fifty years and these strips are lying there wholly unused.

The railroad company has also obtained permission from the board of public works and the circuit court for Washington county to cross the canal and the Potomac river at seven places, but in order to do so it will be necessary to place piers on the canal land on either side of the

canal to support the bridges. The company desires power to condemn these small spots also. It also desires the authority of the legislature to condemn the right to transfer the earth and rock from the north side of the canal at certain places to lands on the south side, not interfering in any way with navigation on the canal, and also the right to use certain portions of the canal lands on the south side as a place upon which to deposit waste materials.

*Ibid*, p. 17. **ON THE RIVER**

**FRONT** - The tug Camilla, Capt. Davis, has laid up and will make no attempt to go down the river with a tow of light boats until the ice softens. Practically all the tugs that do local towing work are out of service in consequence of the ice.

Barge No. 17 of the Consolidation Coal Company's fleet was in collision with a British steamer near Fort McHenry, Baltimore harbor, yesterday, and had her stern so badly broken that she will have to go into a dry dock for repairs.

WT, Sat. 2/6/04, p. 3. **SALE OF C. & O. BONDS.** - The District Commissioners have requested an amendment to House bill 8687, which authorizes the sale of the Chesapeake and Ohio Canal bonds, so that the bonds will have to be disposed of at public auction, to the highest bidder. The bill now authorizes the sale, but fails to specify the manner of sale.

*News*, Tue. 2/16/04, p. 3. **WABASH AND THE CANAL.** - The Chesapeake and Ohio Canal recently closed the 54th season in its history as a means of transportation between Cumberland and Georgetown. It was in 1850 this internal improvement, which had been many years in course of construction, and which had, in a measure, been planned by the immortal George Washington, more than 60 years before, was completed as far as Cumberland.

The event, which had been looked forward to with so much hope by the inhabitants of that city, the gate to the land and mineral wealth of Maryland and the adjacent coal beds and forests of West Virginia and Pennsylvania, was celebrated with much enthusiasm at a public meeting of the inhabitants of the town who assembled to witness the going out of the first boats from the wharf. Although the completion of the Baltimore and Ohio railroad as far as Cumberland had preceded the opening of the canal some eight years, thereby supplying a connection between Cumberland and the seaboard, nevertheless the advent of the canal was regarded as a great commercial blessing, because it furnished additional facilities for transportation, and at a smaller cost than was possible on a railroad, especially in those days when the study of economy in railroading had been brief, and facilities and equipments were far less perfect than at present.

With bright prospects ahead therefore the Chesapeake and Ohio Canal company started in what seemed a flourishing business, although work upon it was interrupted by the Civil War and from time to time by freshets, with an annual suspension of at least three months in the winter, still the old waterway in its palmy days gave a means of livelihood to thousands of persons employed directly or indirectly in consequence of it and supplied the means of a rapid accumulation of small fortunes to not a few businessmen who operated on its line.

The chief persons who made great amounts of money in those days were builders of boats. Many stories are told of the ways and means by which money was made by boat selling.

It may be observed that of the hundreds of men, who are supposed to have participated in the making of fortunes in the building and selling of boats in the

prosperous days of the old canal, very few if any have any comfort from these fortunes now.

To the minds of those who now feel some interest in the old waterway the uppermost question is "what shall be done with it."

The canal is now being operated by trustees of the bondholders of 1844.

Some thirteen years ago an effort was made to have the canal property sold for the benefit of its creditors. At that time the financiers of the West Virginia Central Railroad desired to purchase the property in order to obtain a route for a railway eastward. The bondholders of 1844 succeeded in preventing the sale and began operating the old waterway for the benefit of its creditors. Efforts to have the canal sold and have a railroad take its place failed and the towing of the mule boats went on. It has been an accepted fact that the canal was being alive to prevent a competitive railroad from purchasing it.

But now all this has changed. The construction of the Western Maryland railroad from Cherry Run to Cumberland, on a route independent of the canal, has put the old waterway off the market, so far as steam railroads are concerned.

The question now arises: "What shall be done with the canal?" Many think its future value will be in supplying a foundation for an electric railway between Cumberland and Washington.

CA, Thu. 2/25/04, p. 8. **CUMBERLAND'S COAL TRADE.** - A statement has just been issued relative to the Cumberland coal trade. The statement shows that during 1903, 6,032,176 tons of bituminous coal were mined in the George's Creek and West Virginia Central coal fields, a decrease of 256,691 tons as compared with 1902. Of the coal mined in 1903 in the George's Creek and West Virginia Central regions,

3,778,318 tons were shipped by the Baltimore & Ohio Railroad; 1,137,234 tons by the Pennsylvania Railroad; 222,571 tons by the Chesapeake and Ohio canal and 894,023 tons were shipped to local points, converted into coke or included in the surplus. During the year the Cumberland & Pennsylvania Railroad, the main feeder of the George's Creek region, carried 3,249,320 tons, of which 2,638,261 tons were delivered to the Baltimore & Ohio Railroad, 182,587 tons to the Pennsylvania Railroad and 222,571 tons to the Chesapeake and Ohio canal. The George's Creek and Cumberland Railroad, which also penetrates the region, carried 727,810 tons, of which 583,954 tons were delivered to the Pennsylvania Railroad and 107,330 tons to the Baltimore & Ohio.

The heaviest shipper of the George's Creek region was the Consolidation Coal Company, with 1,754,931 tons, the Black, Sheridan, Wilson Company being second with 823,816 tons and the Maryland Coal Company third with 308,469 tons. [Transcriber's Note: The above article has been excerpted, for brevity.]

WT, Sun. 2/28/04, p. 14. **POTOMAC RIVER IS FROZEN OVER.** - The change in the condition of the ice on the Potomac, which was threatened by the warmth and rain of the early part of the week, and which was looked for with apprehension on the part of boatmen and those who own property along the river front, has been perverted by the return of cold weather, and yesterday the river presented the same appearance it did before the thaw came.

For several days Harbormaster Sutton was busy breaking up the ice with his fleet of tugs, headed by the police boat Vigilant, and when the day's work was finished on Friday he had succeeded in breaking it up for some distance above Aqueduct Bridge and starting it down the



river. Word had come from Harpers Ferry and other points above that the ice was breaking fast, and the Harbormaster was anxious to have a channel cleared to make way for it if it should come down. All his work went for naught, however, as the river has frozen over again.

CA, Thu. 3/3/04, p. 2. **The Canal to Open.**

- It is expected the Chesapeake and Ohio canal will be opened in about two weeks, giving employment to the boatmen, who have been idle since November.

Those who have charge of the waterway expect to put some water into the canal within the next week and by March 20th boats may be running.

News, Sat. 3/5/04, p. 1. **Maryland Passes Wabash Bills.** - Annapolis, Md., March 5. -

Both the Wabash bills passed the house without a dissenting vote. These bills have already passed the senate, and the signature of Governor Warfield only is needed to give them the sanction of law. One bill authorizes the Western Maryland Railroad company to build tracks along the side of the Chesapeake and Ohio canal between Big Pool and Cumberland, where a connection is to be made with the West Virginia Central, thereby uniting two of the links in the Trans-Continental railroad, which is to have a terminus in Baltimore city. The other bill allows the Western Maryland to cross the west branch of the Patapsco river in order to reach tide water in Baltimore.

News, Mon. 3/7/04, p. 3. **CAPT. JAMES D. HOOK.** - Capt. James D. Hook, the

oldest and one of the best known residents of Hancock, died at that place February 28, aged 87 years. He fell about four years ago and broke his hip, and since that time had been confined to the house. Death was caused by general debility. Captain Hook was born at Jefferson, in Frederick county,

in 1817, but he had lived at Hancock for many years. He was formerly engaged in boating on the Chesapeake and Ohio Canal and had the distinction of taking the first boat to Cumberland upon the completion of the waterway. Captain Hook once owned and operated the Rockdale flouring mills, in Hancock.

WT, Sat. 3/12/04, p. 4. **NEWS OF GEORGETOWN. - Traffic on Canal.** -

Traffic on the Chesapeake and Ohio Canal will open for the season about the later part of this month. During the winter months numerous repairs have been made to the canal on the upper levels. The Canal Towage Company, which controls traffic over the waterway, anticipates a busy season this year.

Last year's shipments over the canal were greater than those of any season in its history. There is some talk of modernizing the unloading facilities at the Georgetown wharf, though nothing definite has been decided upon by the company. Heretofore the boats have been unloaded by colored laborers, it requiring eight men to unload the cargoes in the specified time.

The shipments of Cumberland coal made by the Old Chesapeake and Ohio Canal Company, which was bought out by the Canal Towage Company, amounted to about 150,000 tons per season, while the new company last year shipped to Georgetown in the neighborhood of 300,000 tons.

This year the new company expects to do even a larger business. The company operates 150 boats, 400 horses and mules, and 600 boatmen.

ES, Mon. 3/21/04, p. 14. **AFFAIRS IN GEORGETOWN.** - The Georgetown section of the fire department was called out yesterday afternoon for a slight fire in the watch box at lock No. 2 of the Chesapeake

and Ohio canal, between 28th and 29th streets. The blaze originated in a pile of bedding from unknown causes. It was quickly extinguished.

ES, Wed. 3/23/04, p. 2. **WABASH IS COMING.** - Senator Gorman today introduced a joint resolution providing for an extension of time for the building of the highway bridge across the Potomac river to February 12, 1906. He also introduced a bill to amend the act incorporating the Washington and Western Maryland Railway Company.

The bill provides that the company may in the construction of its lines cross the Chesapeake and Ohio canal and the government road commonly known as River road, at a point about 2,400 feet east of the Chain bridge to a point immediately north of the River road, by means of a bridge, with a clearance of at least sixteen feet above the present grade of the River road, and so elevated above the canal as not to interfere with its travel and traffic, and to proceed from that point immediately north of the River road northwardly through the lands of the palisades of the Potomac Company over a right of way acquired from the palisades of the Potomac Company to the south line of the property of the United States government, and a part of the grounds of the receiving reservoir, in the District and Maryland; then proceeding northwestwardly through the lands of the government to the point of intersection with the lines of the Metropolitan Southern Railroad Company. The Washington and Maryland Railroad Company is authorized to construct its road across the property of the government forming a part of the grounds of the receiving reservoir.

CA, Thu. 3/24/04, p. 8. **FLOATING SALOONS.** - The Wabash contractors working along the line of the Potomac East

of here continue to have much trouble with the floating saloons, which have been established in canal boats near the Wabash camps. A few days ago Mr. Edward Litton, who sells beer and whiskey from a canal boat in the vicinity of Little Orleans, swore out a warrant charging James Hamilton, of New York, one of the Wabash subcontractors, with malicious destruction of property.

Contractor Hamilton, it seems, had some men dynamiting gorges of ice in the river, and Litton claims that the explosion caused heavy cakes of ice to be thrown against his boat, frightening his wife and child and damaging the boat.

Mr. Hamilton claims he had no intention of injuring any property in dynamiting the ice. He waived a hearing before the magistrate and gave bond for his appearance in the Circuit Court.

Later Litton went before Justice Humbird and had Mr. Hamilton bonded to keep the peace and in turn Mr. Hamilton was also put under a peace bond.

Several measures are now pending in the Legislature which are calculated to abolish the floating saloons but the new laws will not become operative until April.

Mr. Litton has been in the saloon business at Orleans for a long time and conducts it in an orderly manner. He is the ferry man at that point and is respected by all.

WT, Fri. 3/25/04, p. 5. **NEWS FROM GEORGETOWN. - Canal To Open Soon.**

- The Canal Towage Company, which controls traffic over the Chesapeake and Ohio Canal, will reopen the waterway for the season on or about April 1. During the winter many improvements have been made to the upper levels of the canal. One of the busiest seasons in the history of the canal is expected this year. Last year about 300,000 tons of Cumberland coal were shipped to

Georgetown by way of the canal, which was the greatest amount of shipping done in the history of the canal.

ES, Fri. 3/25/04, p. 5. **AFFAIRS IN GEORGETOWN. - Opening of Season April 1 on C. and O. Canal.** - The season of 1904 of the Chesapeake and Ohio canal will begin the first of next month. That day the boatmen of the canal and their families who have wintered in the towns along the waterway will gather up their household effects and install themselves in their respective vessels - the summer home of those who follow the towpath.

The canal company has expended a large amount of money in repairs and in improving the historic waterway. The banks of the canal sustained considerable damage the latter part of the winter season by the rains through Maryland and in many places considerable work was necessary to place the embankments in proper condition. All repairs and improvements have been completed and the canal company expects to surpass the business of last year, which was a banner one, more than 300,000 tons of coal having been brought down the stream.

WT, Sun, 3/27/04, p. 2. **Will Run Wabash Into District Before Fall.** - Announcement was made yesterday that the Goulds intend to build their Wabash into Washington just as soon as the Senate and House act upon the bill introduced several days ago by Senator Gorman. This bill gives the Washington and Western Maryland the right to cross the Chesapeake and Ohio Canal at Georgetown.

When asked point blank concerning the measure, Senator Gorman said that he had acted after consultation with all of the interests. He refused to say whether he had met George Gould.

The bill is now in the hands of the Senate Railroad Committee, from where, it

is thought, it will be favorably reported early in the week. It is then to be rushed through the House.

#### **Certain of Success.**

One of the local railroad men who has been following the Wabash matter closely for more than a year said last night:

"The Goulds have finally decided upon the route they are going to take into Washington. They are to have an independent station in Georgetown, transferring passengers across the city on trolley cars. The Western Maryland, which now reaches a point only thirty miles from Washington is to be built into the foot of Thirty-second Street. So certain are the Goulds that they are going to be granted the privileges asked of Congress that they are piling up material along the Western Maryland for the Georgetown connection.

#### **No Delay Expected.**

"According to my information the bill will pass within a week or ten days and then the railroad will immediately begin work. There is no reason, if the present plans are carried out, why the Wabash should not have cars running into Washington by the latter part of the summer. In fact, I believe that it is the Gould plan to have their trains in operation into the Capital before fall."

CA, Thu. 3/31/04, p. 1. **IN THE CANAL.** - A shovel being used on the railroad connection between here and Cherry Run, W. Va., grounded in the canal at North Branch.

An attempt was made to load it on a specially constructed barge yesterday afternoon for shipment to a point five miles south of the site of the present operations, but the craft careened and the steam shovel toppled over, crushing out one side of the barge.

The shovel is said to weigh 65 tons, and is valued at \$5,000.

*Ibid*, p. 2. **Six Boats Loaded**

**Today.** - Six boats were loaded with coal at the wharf of the C. & O. canal here today. Boat No. 13, Captain Charles Fox, was the first boat out.

*Ibid*, p. 8. **Mrs. Mary Mertens**

**Departed This Life.** - Mrs. Mary Mertens, widow of the late Frederick Mertens, died at her palatial home at the head of Baltimore street, at 12:05 o'clock Friday morning.

Mrs. Mertens had been in bad health for more than a year but only about three weeks ago her condition became serious and her family realized that the end was drawing near. Her condition was a little more hopeful yesterday afternoon and her eldest son left for his home in Washington, D. C., thinking his mother much better. Late in the evening, however, she grew worse and sank rapidly until five minutes after midnight, when she peacefully passed away.

All of her children, except Mr. Fred Mertens, were at the bedside when the end came.

Mrs. Mertens was born in Rodelmier, Germany, six miles from Berlin, February 18, 1835. She was a daughter of the late Michael Miller and Mrs. Mary Miller, two devout persons, who were for many years residents of this city. Mr. Miller died three years ago at an advanced age, his wife having departed several years before.

Mrs. Mertens came to this country with her parents from Germany when a small child. The family settled in the vicinity of Cumberland and remained here.

September 14, 1852, she was married to Mr. Frederick Mertens, who was then an active young man, who was just beginning the foundation of a business career in which he afterward achieved a degree of success with which all residents of this community are familiar. The marriage took place at Bedford, Pa., but Mr. and Mrs. Mertens immediately afterward took up their

residence in Cumberland and remained here all their natural lives.

Mr. Mertens died February 10, 1836.

Mrs. Mertens was the mother of 9 children, six sons and three daughters. Of these four sons and one daughter are living, namely, Mr. Fred Mertens, who is married and resides with his family in Washington, D. C., Mr. Wm. Mertens, Mr. Henry F. Mertens, Mr. John H. Mertens and Miss Emma J. Mertens, all residing in the family residence in this city.

Mrs. Mertens had been a devout member of SS. Peter and Paul's Catholic church since that congregation was organized in Cumberland more than fifty years ago. Her disposition and practices all through life were such as endeared her to those familiar with her and brought to her the esteem and kindly regard of those who were but casually acquainted with her. Her character shone chiefly in the conduct of her elegantly appointed home and in performing effective works of kindness and charity in the quiet and dignified way which is so typical of true goodness of heart.

WT, Fri. 4/1/04, p. 9. **CANAL OPENS MONDAY.** - The Chesapeake and Ohio Canal will open for the season on Monday. This season is expected to be one of the busiest in the history of the canal. Last year about 300,000 tons of Cumberland coal were shipped to Georgetown. The Canal Towage Company operates 150 boats, 400 horses and mules, and 600 men, each boat having a crew of four men.

Though no definite arrangements have been made, it is the intention of the company to modernize the unloading facilities at the Georgetown wharf at Thirty-fourth Street.

ES, Fri. 4/1/04, p. 5. **AFFAIRS IN GEORGETOWN.** - It is announced that the Chesapeake and Ohio canal will begin

operations for the season of 1904 next Monday morning. The improvements and repairs to the waterway which has been in progress the last month have been entirely completed, with everything in readiness for the inauguration of the busy season on the towpath. The number of boats traversing the canal has been largely increased by the building of new vessels, which will make their initial trip down the historic stream next week.

ES, Mon. 4/4/04, p. 6. **ON THE RIVER FRONT.** - Navigation has been resumed on the Chesapeake and Ohio canal from Cumberland to this city, and several boats laden with soft coal are on their way to Georgetown from the mines. The Consolidation Coal Company will, it is stated, ship coal from Georgetown north as usual this spring and summer.

ES, Wed. 4/6/04, p. 17. **ON THE RIVER FRONT.** - The large power launch Candoc, belonging to the Chesapeake and Ohio Canal Company, has been hauled out on the marine railway at Bennett's ship yard and is to be rebuilt. The launch will be out of service for several weeks and when she is put overboard she will be practically a new boat.

ES, Thu. 4/7/04, p. 6. **CUMBERLAND NOTES.** - The sixty-five ton steam dredge, belonging to Contractor Michael Elmore, a contractor on the Wabash extension, which overturned into the Chesapeake and Ohio canal at North Branch, four miles from Cumberland, and threatened to block traffic on the waterway, was fished out without being injured, and will be taken overland five miles to a point on the line where it will be used.

WT, Fri. 4/8/04, p. 12.  
**COMMISSIONERS FAVOR A**

**RAILROAD MEASURE.** - The District Commissioners have reported to Congress that they "see no objection to the passage of the bill" amending the act incorporating the Washington and Western Maryland Railroad Company.

The new bill establishes a route for the railroad along the north bank of the Chesapeake and Ohio Canal, just north of Canal Road, with a crossing of the canal and road at a point east of the Chain Bridge.

ES, Mon. 4/11/04, p. 12. **ON THE RIVER FRONT. - General News of Port.** - Barge No. 20 of the Consolidation Coal Company has, it is stated, arrived at Georgetown, and will there load a full cargo of soft coal from Cumberland for a New England port. This is the first of the big schooner barges to arrive here this season for coal cargoes.

WT, Wed. 4/13/04, p. 4. **NEWS FROM BOYDS.** - Boyds, Md., April 12. - The red sandstone quarries at Seneca, nine miles south of Boyds, known as the Seneca Sandstone Quarries, have again been opened temporarily by James Andrews, of Baltimore, who is sawing and cutting stone for some buildings to be erected in the "burned district" of Baltimore. The stone will be taken by boat up the Chesapeake and Ohio Canal to Washington Junction, and there put on Baltimore and Ohio cars.

ES, Tue. 4/19/04, p. 18. **ON THE RIVER FRONT.** - A large schooner barge of the Consolidation Coal Company completed the loading of a cargo of Cumberland coal at Georgetown yesterday and sailed in tow of the tug Wm. H. Yerkes, Jr., for the mouth of the Potomac, where she will be met by one of the large seagoing tugs of the Consolidation Company and will be taken up the coast to Boston. This is the first shipment of coal from this city this season, but other barges of the same company will

arrive here shortly and will go to Georgetown to load. Nearly the entire output of the Cumberland mines which reaches this city via the Chesapeake and Ohio canal is shipped to Boston and other New England ports. A few years ago many thousand tons of this fuel were used by the steamboat companies and the various manufacturing plants about the city. Each of these schooner barges takes away about 1,500 tons of the coal.

CA, Thu. 2/21/04, p. 7. **C. & O. CANAL BONDS.** - Washington, April 19. - The House Saturday passed a bill directing the District of Columbia to sell at public auction \$75,000 of bonds of Chesapeake and Ohio Canal, as well as two certificates of indebtedness issued by the company for amounts due on interest coupons of the bonds in arrears, amounting to \$9,000, with accrued interest.

The bonds in question were received by the former corporations of the City of Washington and Georgetown from the Chesapeake and Ohio Canal Company in exchange for a like amount of stock issued by those corporation under ordinances approved April 14, 1847, and April 10, 1847, respectively, to assist the canal company to construct the canal and its appurtenances. All of this stock was subsequently presented to and duly redeemed by those municipalities, so that the debentures practically represent a cash loan made by them to that company. The bonds are now in the custody of the Treasurer of the United States in his capacity as successor to the commissioners of the sinking fund of the District of Columbia.

The commissioners are authorized to reject any or all bids at the sale. It is stated by the Commissioners that they have received an offer for the bonds, but it is understood that the offer is almost nominal.

ES, Thu. 4/21/04, p. 16. **Tugboat Goes Aground.** - The shallowness of the water about the entrance to the harbor was shown yesterday afternoon when the tug Edith G. Winship, belonging to the Consolidation Coal Company, went ashore in attempting to make a short cut from the Washington channel to that leading to Georgetown by going between the lower end of the Potomac Park and the forks of the channel buoy. The tug had two light canal barges in tow, and she remained aground until high water this morning, when she succeeded in working into deeper water. The Winship grounded in a spot that less than three years ago had six or eight feet of water over it and was used by all the larger tugboats.

*Ibid*, p. 17. **ON THE RIVER FRONT.** - The steam launch Candoc, on Bennett's railway, has had her entire hull stripped of its planking and is to be rebuilt from her keel up. When the little vessel is put overboard again she will be practically new. The launch will be used by the Chesapeake and Ohio canal officials on business trips on that waterway from Georgetown to Cumberland.

ES, Mon. 4/25/04, p. 17. **ON THE RIVER FRONT. - To Load Coal for Boston.** - Barge No. 19 of the Consolidation Coal Company has been brought into port and taken up to Georgetown by the tug Wm. H. Yerkes, jr., to load a cargo of Cumberland coal for Boston. This is the second of the Consolidation barges to arrive here to load coal in the past three weeks.

ES, Tue. 4/26/04, p. 17. **ON THE RIVER FRONT. - General Port News.** - Barge No. 9 of the Consolidation Coal Company has arrived in port, and was yesterday taken to Georgetown to load a cargo of Cumberland coal for Boston.

*News*, Thu. 4/28/04, p. 3. **CHARGED WITH ASSAULT.** - Charles French, lock keeper on the canal about a mile west of Point of Rocks [Lock 28], was arrested this morning by Sheriff Young charged with assault with intent to kill his wife on Tuesday. French struck his wife in the head with a stone, making a very ugly but not a serious cut. He will be given a hearing before Justice Eckstein tomorrow afternoon at 2 o'clock, and in default \$500 bail he went to jail to await his hearing.

ES, Thu. 4/28/04, p. 17. **ON THE RIVER FRONT - General News of the Port.** - Barge No. 19 of the Consolidation Coal Company completed the loading of a cargo of about 1,500 tons of coal at Georgetown and has sailed in tow of the tug William H. Yerkes, jr., for the mouth of the Potomac, where she will be turned over to an ocean-going tug to be towed up the coast to Boston. Barge [No.] 9 is lying at the Georgetown coal piers, taking aboard a cargo of Cumberland coal.

ES, Fri. 4/29/04, p. 10. **AFFAIRS IN GEORGETOWN.** - Indications point to exceedingly heavy traffic over the Chesapeake and Ohio canal this summer. Since the opening of the waterway about a month ago large shipments of coal and grain from Cumberland have arrived in Georgetown daily. A good portion of the shipments is consigned to parties in New England and along the Atlantic coast.

WT, Sat. 4/30/04, p. 10. **WATER OUT OF CANAL.** - As the result of all the water having been drawn from the Georgetown level of the Chesapeake and Ohio Canal, all of the Georgetown mills have been shut down. Several days ago two canal boats, one laden with coal and the other with limestone, sunk just above the Aqueduct Bridge, and it was necessary to draw the

water from the canal in order to discharge the boats of their cargoes.

While the water is out several minor repairs will be made to the canal bed.

ES, Mon. 5/2/04, p. 17. **ON THE RIVER FRONT. - Of General Interest.** - The tug William H. Yerkes, jr., has arrived in port with Consolidation Coal Company barges Nos. 6 and 8, light, to load coal at Georgetown for Boston and has sailed with barge [No.] 9, loaded at Georgetown. At the mouth of the Potomac a big C. C. Co. tug will take No. 9 in tow up the coast for Boston.

ES, Tue. 5/3/04, p. 13. **ON THE RIVER FRONT. - General Port News.** - The work of planking the new hull of the steam launch Candoc at Bennett's boatyard has been started. The launch will be ready to put overboard about the last of this month.

*News*, Fri. 5/6/04, p. 4. **NEWS OF THE STATE.** The wooden bridge over the Chesapeake and Ohio canal at Wiley's ford, near Cumberland, was burned.

ES, Mon. 5/9/04, p. 13. **ON THE RIVER FRONT. - General News of the Port.** - The Consolidation Coal Company schooner barge No. 6, laden with soft coal from the Cumberland mines, was taken down the river Saturday last and will join a tow in the bay bound up the Atlantic coast for Boston. Barge No. 18, light, arrived at Georgetown Saturday. Two of the large C. C. Co. barges are lying at the Georgetown coal piers loading cargoes for the north.

ES, Fri. 5/13/04, p. 16. **ON THE RIVER FRONT.** - The tug Wm. H. Yerkes, jr., which has been undergoing repairs here, returned to service yesterday afternoon and sailed with a schooner in tow for Norfolk.

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### **General and Personal.**

Barge No. 20 of the Consolidation Coal Company completed the loading of a big cargo of soft coal at the Georgetown piers, and has sailed for the Capes of the Chesapeake, where an ocean-going tug will take her in tow up the coast.

ES, Mon. 5/29/04, p. 8. **ON THE RIVER FRONT.** - The large launch Candoc, which has been rebuilt at Bennett's boatyard during the past month, was launched Saturday evening last. The hull of the launch has been rebuilt from the keel up, and the little vessel is practically a new boat. Her steam boiler and engine, which formerly furnished the motive power for the boat, have been removed, and she will be supplied with a twelve horse power gasoline explosive engine. Tanks to contain the fuel used by the engine have been placed under the deck of the boat at her bow, while the engine will be placed aft. The Candoc will be ready for active service before the end of the month. She will be used by her owners on business trips on the Chesapeake and Ohio canal. It is expected that the new power in the yacht and a new wheel that is being placed on her will make the little craft considerably faster than she was with steam power aboard.

*News*, Mon. 5/30/04, p. 3. **Break in Canal.** - A big break occurred yesterday afternoon in the Four Mile Level of the Chesapeake and Ohio Canal, at Dellingers, eight miles below Williamsport. The boat of Capt. Charles Fox, bound from Cumberland, was passing that point. The bank caved in under the team. Captain Fox and the team were thrown into the opening, but he cut the harness, rescuing the rear mule. The other two mules were washed into the Potomac River and carried down the stream. The boat was rescued by ropes. The break is one of the largest that has occurred in recent years and traffic between Williamsport and

Georgetown will be delayed for several weeks.

WT. Tue. 5/31/04, p. 4. Mrs. H. Churchill Candee, of Rhode Island Avenue, has as guests the Misses Ripley, of New York. A delightful innovation to spring entertainment was made by Mrs. Candee when she took a party for a three days' canal boat trip up the picturesque Chesapeake and Ohio Canal, from which she has just returned.

*News*, Thu. 6/9/04, p. 4. **NEWS OF THE STATE.** - The Court of Appeals, at Annapolis, affirms the decision of the Washington County Circuit Court in giving the Western Maryland Railroad the right to condemn rights of way across the Chesapeake and Ohio Canal to make connections with the West Virginia Central Railroad through Cumberland.

CA, Thu. 6/16/04, p. 2. **Excursion on Canal.** - Ninety-one men composed an excursion party down the canal yesterday, leaving the locks here at nine o'clock in the morning and returning at 8 o'clock in the evening.

The party used the boat of the Queen City Fishing Club, which was towed as far as the big spring near Patterson's depot. About one hour and a half was spent in the grove adjacent to the spring and the rest of the time was consumed on the water.

There were many South Cumberlanders in the excursion party and all of them report having spent a very enjoyable day.

ES, Thu. 6/23/04, p. 17. **ON THE RIVER FRONT.** - One of the big schooner barges of the Consolidation Coal Company completed the loading of her cargo of Norfolk [*sic.* Cumberland] coal at Georgetown yesterday and started on her voyage to Boston. The barge left here in



tow of the tug Camilla for the mouth of the Potomac, and will then be turned over to one of the ocean-going towing tugs, to be taken up the coast.

CA, Thu. 6/30/04, p. 1. **EIGHT VESSELS TO CARRY COAL.** - Baltimore, June 30 - The Western Maryland Railroad Company has invited the Maryland Steel Company and several shipbuilding concerns to submit bids for the building of two large coasting schooners and six barges for use in the coal business of the Davis Coal and Coke Company, which is owned by the railroad company.

Mr. F. S. Landstreet, vice president of the Western Maryland, who came from New York Tuesday night, was seen in reference to the matter, confirmed the report and said:

"We want to give the contract to a local concern. The vessels will be bought in the name of the Davis Coal and Coke Company, which we own, and used at our tidewater terminals here and in handling our coal business to Boston and other New England ports. We had four barges and two schooners and about a year ago purchased several more of each. When we get the Western Maryland and West Virginia Central linked up we expect to do a heavy coal business and will need the additional equipment.

Mr. Landstreet and Mr. Winslow S. Pierce, chairman of the board of directors of the Western Maryland Railroad Company, expect to spend most of next week in Baltimore, and the contract for the schooners and barges may then be awarded.

*Ibid*, p. 4. **TUESDAY**

Mr. Wm Beach was drowned in the Chesapeake and Ohio canal, near the Consolidation Coal Company's wharf this morning.

Beach, who was about 25 years old had a few days ago taken employment as a

boatman with his brother on boat No. 85. Shortly after ten o'clock he went to the cabin of the boat to sleep. During the night, however, Beach left the cabin of the boat and went on the deck, where he fell asleep.

His brother in the meantime continued to occupy the cabin, and upon awaking and coming out this morning discovered that his brother was missing. A man occupying the cabin of a nearby boat had heard a splash in the water earlier in the morning and young Beach being missed it was concluded that he must have fallen into the canal. Grab hooks were procured and in a little while the body was brought up from the bottom of the canal. The man had fallen between the two boats and was unable to help himself, or to call for aid. Coroner O'Neill was notified and after viewing the body and inquiring into the circumstances decided that an inquest was not necessary.

The body was taken to Mr. G. S. Butler's morgue, where it was prepared for burial and then taken to the home of the mother of the deceased on Lafayette avenue.

ES, Tue. 7/5/04, p. 16. **ON THE RIVER FRONT.** - The tug Wm. H. Yerkes, jr., came into port yesterday afternoon with barge No. 19 of the Consolidated Coal Company in tow to load a cargo of about 1,500 tons of soft coal from the Cumberland mines, which is to be delivered at Georgetown. This is the first barge that has loaded at the Consolidation company piers at Georgetown for several weeks past.

CA, Thu. 7/7/04, p. 2. **Rebuilding Canal Bridge.** - The Canal Towing Company have a force of stone masons at work repairing the old abutments of the canal bridge near Wiley's ford. The erection of a new bridge to replace the one lately destroyed by fire it is understood will now be rushed to completion as speedily as possible.

ES, Sat. 7/9/04, p. 15. **ON THE RIVER FRONT. - General Shipping News.** - The tug Camilla left port yesterday afternoon with barge No. 19 of the Consolidation Coal Company, laden with coal for Boston.

ES, Fri. 7/15/04, p. 17. **ON THE RIVER FRONT. - Accident to a Tug.** - The tug Edith G. Winship, the harbor boat of the Consolidation Coal Company, was disabled for a short time yesterday by the blowing out of a valve stem while on her way from Alexandria to this city with a coal barge.

WP, Sun. 7/17/04, p. 7. **SUMMER NOTES FROM A PAINTER'S SKETCH BOOK.** - The canal presented a most unusual appearance last week, very much like a little river after a freshet and all because a boat loaded with coal had struck a rock and gone down in "the level" below "Seven Locks." It was a busy, picturesque crowd of boatmen who hurried about unloading the coal on the bank, searching for the leak which, after a long day's work, they found to be an eight-inch hole in the forward compartment. As with trolley and other cars that travel on tracks, a breakdown is a serious matter. Scores of boats were blocked in the long level above the locks. So large a community of boats laid up for two whole days gave a busy circus-day or fair-time look to this country neighborhood beyond Cabin John bridge. Lounging under awnings, exchanging visits, the boatmen and their families rather enjoyed it, while the mules tethered along the tow path in the sun, switched flies and rested, a picture of contentment. [Transcriber's Note: This story has been excerpted for brevity.]

ES, Tue. 7/19/04, p. 16. **ON THE RIVER FRONT. - General Port Matters.** - Barge No. 5 of the Consolidation Coal Company will load coal at Georgetown for a port in New England.

WT, Tue. 7/19/04, p. 2. **FORCED TO DRIVE MULES AT STING OF THE LASH.** - Little Guiseppe Julian, thirteen years old, thin and illy clad, is held at the House of Detention while Captain Boardman, Chief of Detectives, is making preparations to send him back to his home in Cumberland, Md.

This morning in the Police Court the lad, who is without a relative, except his brother Nicholas, is employed in a bakery in Cumberland, was the complainant against Edward Cline, a fellow canal boat mule driver, who he charges lashed him with a whip many times each day and night to compel him to do the larger boy's share of the work.

After hearing the evidence in the case Judge Kimball imposed a penalty of \$25 fine or ninety days in jail. He said the case was one of the worst that had come under his observation for some time.

#### **Showed His Scars.**

Guiseppe was in tears as he exhibited numerous welts and whip cuts about his hands and pulled up the legs of his homespun trousers to show similar marks on his legs.

He went to Policeman Johnson, of the Seventh precinct, stationed at the Aqueduct Bridge, last evening, and complained against Cline. The boy poured forth a long tale of alleged outrages. His narrative of wrongs was nothing, however, in comparison to things which Johnson says he learned had been done to the boy during his eleven days employment on the canal.

Guiseppe's mother and father died before he had learned to wear clothes, and he has been battling with the world and struggling for a living ever since he put on breeches. He has worked in bottle factories and glass works in Cumberland. The work grew hard, monotonous and unremunerative.

He decided to try his fortunes on the canal. Hearing of a vacancy in the ranks of the mule drivers, he applied to Capt. Lafayette Eichelberger, of coal boat No. 84, and got a job. He was to take turns with Cline in bringing the boat down the canal and taking it back to Cumberland.

#### **Tyranny Commences.**

He started on his first trip the day after he was employed. As soon as the boat was a few miles from Cumberland, Guiseppi relates, his hard knocks began to come. The superiority of several years of age, and of two or three feet in height, allowed Guiseppi's fellow-driver to impose upon and abuse him at every turn, according to his story.

Asked why his companion took advantage of him, he said: "Because I am an Italian. I can't help that. I wish I could if it would keep people from beating me."

The lad informed the police that Cline did his regular trick of duty the first two days. Then, he says, he began to use the long blacksnake whip upon Guiseppi, instead of the mules' backs. When he had followed the slow-pacing mules for miles and miles in the broiling sun, and was exhausted for want of sleep and food, Cline, he declares, stood over him with the whip, made him continue to drive, threatening to throw him "overboard" if he did not do as he was told.

#### **Prostrated by Work.**

Intimidated and remembering the vicious lashes from the whip, the boy says, he continued working until he fell in the towpath, too weak and feeble [no] longer to stand the strain. Then, and not till then, did Cline take the mules in hand, and do his share of the work.

The boat arrived at the Aqueduct Bridge several days ago. Guiseppi had figured in discussions with the woman cook, because she cleaned up the dishes after the other boat employees had eaten, and would

not give him his meals when he came from the towpath, badly in need of nourishment and rest.

Yesterday she began to deride him, he says, because he was a "dago." He resented the epithet and called her names. Cline took the cook's part.

He threw the little mule driver into the muddy waters of the canal. He was rescued by a man on another canal boat, who counseled Guiseppi to go to the police and enter complaint. This he did, and Cline's arrest and conviction promptly followed.

After the case was disposed of in the Police Court Guiseppi was afraid to go back on the canal boat for fear of being beaten worse than ever for testifying against his tormentor. He appealed to Captain Boardman to send him back to his home in Cumberland, and will probably be sent there this evening or tomorrow.

ES, Wed. 7/20/04. p. 15. **ON THE RIVER FRONT. - Personal and General.** - Barge No. 5 of the Consolidation Coal Company, which is to load a cargo of about 1,500 tons of Cumberland coal here for Boston, was brought into port yesterday and is lying at the Georgetown wharves.

Barge No. 18 completed the loading of her cargo at the Georgetown coal piers yesterday and sailed last night in tow of a tug for the mouth of the river, where she will join a tow of loaded barges going up the coast to Boston.

WP, Wed. 7/20/04, p. 12. **TOWPATH BOY MALTREATED** - Guiseppi Julian, a thirteen-year-old boy, who elected to make his start in life in the footsteps of President Garfield, appeared in Police Court yesterday as prosecuting witness against Edward Kline, another canal boat mule driver, and the tale he told showed that he had suffered more than his share of knocks in that rough

school. Kline was arraigned on a charge of assault, and the particular offense charged against him was that he struck little Julian and knocked him into the canal. Policeman Johnson, who made the arrest, corroborated this portion of the tale.

Encouraged by the questions of the prosecuting attorney, however, the little Italian, who said that his only offense seemed to be his nationality, which he could not help, testified that he accepted employment with Capt. Eichelberger, of canal boat No. 84, at Cumberland, Md., a short time ago, to make the trip to Washington and return. Kline was supposed to alternate with him as driver, but after the second day, Julian declared, the larger youth, with kicks and blows, forced him to do the major portion of the work, until he fell exhausted on the tow path.

The series of persecutions culminated on Tuesday night, when Julian called the cook names for not giving him his supper. Kline, he said, took the cook's side and threw him over board, and other boatmen had to come to his rescue to save him from drowning.

Judge Kimball sentenced Kline to pay a fine of \$20, with sixty days' imprisonment as the alternative. Julian was returned to the House of Detention, where he will be held until the police can arrange for his return to his brother's home in Cumberland.

WT, Sat. 7/23/04, p. 3. **CONGRESS MUST ACT ON WABASH PLANS.** - All doubt as to what route the Wabash will take to come into Washington, if an offer made by it is accepted by the State of Maryland, has been settled. The Goulds are willing to buy the Chesapeake and Ohio Canal and establish a tidewater terminal in Georgetown. There has been gossip going the rounds that the Wabash contemplated coming in this way, but the rumors were not

confirmed officially until yesterday when Vice President F. S. Landstreet of the Western Maryland wrote a letter to Governor Warfield making an offer for the property.

#### **Congress Must Act.**

Though the Wabash has made the offer for the Chesapeake and Ohio Canal to enter Washington, there is likely to be delay, as permission has to be obtained from Congress to lay tracks in the District. If, however, at the meeting of the Maryland board of public works August 4, it should be decided to accept the offer from the Wabash, Congress will immediately be asked for a franchise.

The Western Maryland has nearly completed its connections at Cherry Run, where hundreds of men have been at work more than a year. Lines and terminals are now being constructed at Cumberland, and it is from that town down through the bed of the canal the tracks of the railroad will come, if the State of Maryland accepts the proposition made.

#### **Sale of the Canal.**

The offer is made ostensibly to permit the Western Maryland to build in peace the number of bridges it has to construct over the waterway. Vice President Landstreet goes into details as to the law of the matter, and he attempts to show that the sale of the canal would really benefit the State.

Immediately after receiving the letter Governor Warfield called a meeting of the board of public works in control of the canal, which consists of himself, Comptroller Atkinson and Treasurer Vandiver. They were in session several hours, and then adjourned, deciding to settle the matter at a meeting which will be held at Annapolis on August 4.

It is said the governor and the comptroller favor the acceptance of any offer that seems commensurate with the

amount of money which has been sunk in the waterway. The indebtedness, it is said, including the original investments and accrued compound interest, amounts to \$30,000,000. Of this amount \$4,000,000 is bonded, and at least \$4,000,000 must be paid for the property. The Goulds could pay this without the least embarrassment, should they decide to do so.

#### **Efforts to Sell.**

On several prior occasions, the State has endeavored to dispose of the property. Bids were asked for it several years ago, and a railroad offered \$200,000. All sorts of political influence was brought to bear on the governor and comptroller to sell at this ruinous figure, but they proved brave enough to withstand all of the pressure. Later the railroad offered \$300,000, but this was not accepted.

The Baltimore and Ohio has made a number of attempts to get possession of the canal, but it never succeeded, because the offers were not considered sufficiently high. Now it is certain that there will be another war in Maryland over the matter of the Wabash offer. Gould, however, has proved decisively that he does not fear a fight, and it begins to look as if the Wabash will be building terminals in Georgetown before many moon have passed, if the offer for the property is large enough.

George Gould has nothing to worry him in the West now. He defeated the Pennsylvania at Pittsburg. His trains are now carrying freight and passengers out of the Smoky City and other points for which he strived so long. The Wabash is paying big dividends from Pittsburg west. This means that Gould is now ready to carry out his delayed plans in the East. When in Baltimore a few months ago, he said:

#### **Plans in the East.**

"The Wabash is now too much involved in the West to do much out of Baltimore as yet. But as soon as the

Pittsburg system is in operation we will come East. I cannot say now when this will be. We certainly expect to enter the National Capital."

The Pittsburg system is now being operated at a profit, and as always has been his method, Gould means to keep the promise he made in the interview some months ago. Whether there will be some sort of a line constructed from Washington to Baltimore is not yet known, but, it is said that negotiations have been in progress for the rights of way of the Washington, Baltimore and Annapolis line, under the charter of which either a system or trolley line can be constructed. This would make a loop from Cumberland into Washington, and thence into Baltimore.

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**STATE IN CONTROL OF CANAL  
PROPER.**

At the Interstate Commerce Commission today it was said that the Federal Government was not interested in the proposed sale of the Chesapeake and Ohio Canal, and that it had no control over the canal proper, though the steamboat inspection service has the same authority over vessels using the canal as those on navigable streams.

Commissioner Youmans, in discussing the Gould offer, said:

"The canal is a State affair and the United States is not interested. If the canal were to pass through several States, connecting with a railroad or steamship line, the case would be entirely different, as interstate commerce would be involved.

"Such a line would open to Washington a large territory of valuable land and practically an unlimited amount of water power."

Should there be any delay or opposition to the construction of the railroad by any branch of the United States Government it may come from Congress, as

permission to construct the tracks from the District line into Georgetown will have to be obtained from the Senate and House Committees on the District of Columbia. The District Commissioners will also have much to say in the matter. But as Georgetown is anxious for such a railroad, and all of the citizens and business associations have gone on record as favoring it, there seems hardly any probability that Congress will decline to grant permission to make the desired change.

Should there be opposition, however, it is just probable that the Wabash will cross the river at the District line and go down the Virginia shore, coming across Long Bridge into the Union station, the law allowing this. Permission has already been obtained by the Washington and Western Maryland Railroad for the construction of the bridge across the Potomac at the District line.

WT, Sun. 7/24/04, p. 5. **GOULD MAY BUY MARYLAND CANAL.** - Whether the Wabash Railroad can have the Chesapeake and Ohio Canal for use as a roadbed over which to enter Washington will be decided by the board of public works of Maryland one week from Thursday. If the Goulds' offer is accepted the railroad will then have to ask Congress for a franchise to lay tracks in that part of the canal which lies in the District of Columbia.

These conditions have been brought about by a letter written by Vice President Landstreet of the Western Maryland Railroad to Governor Warfield, and immediately acted upon by the governor.

Local railroad men said yesterday it was probable that the railroad would be able to buy the canal if it would pay a just price for the property, and there is little likelihood that Congress would refuse to grant permission for the proposed trackage.

#### **Government Interest Small.**

At the offices of the Interstate Commerce Commission it was said the United States Government had no interest in the canal beyond the District of Columbia and the navigation of it by steamboats.

Commissioners Youmans said the proposed deal was one between the State of Maryland and private parties. He did not presume to say what action Congress might take, but he expressed the opinion that no obstacles would be placed in the way of such an obvious improvement to the city and District.

As told in *The Times* yesterday, the Goulds mean to build from Cumberland into Georgetown, where they will construct their terminals. The Wabash has constructed its lines into Maryland and the connection at Cherry Run has been completed.

The fight over the entrance of the Wabash into Pittsburg has ended victoriously for the Goulds, and passengers and freight are now being carried out from the Smoky City to the West over the Wabash lines. Hence Gould is now free to carry out his plans in the East, as indicated by the letter to Governor Warfield.

#### **Would Cost \$4,000,000.**

It is said that to acquire absolute ownership of the canal the Goulds must pay out not less than \$4,000,000. This sum will include the bonded indebtedness. Several years ago an attempt was made to get the canal from the State for \$300. The offer was refused.

According to the reports Governor Warfield and another member of the board of public works are favorable to the sale, and it is practically certain that if a fair amount is offered, the Wabash will be running its trains into the National Capital over the canal rights of way in another year.

CA, Thu. 7/28/04, p. 7. **GOULD'S OFFER FOR CANAL.** - The proposition of the Western Maryland Railroad Company, made

to the Board of Public Works through Mr. F. S. Landstreet, to purchase the State's interest in the Chesapeake and Ohio Canal, has aroused considerable interest in financial circles." says a writer in the Baltimore Sun, and the general belief seems to be that the proposition will be accepted by the board.

In connection with the proposal to but the State's interest in the canal that section of the State Constitution bearing on the right of the Board of Public Works to make such sales is of unusual interest. Under the Constitution the State cannot sell the interest in the canal for cash, but can only take in exchange State securities. The reason for this provision is to secure the use of the money coming from such sales for the payment of the State debt.

WT, Sun. 7/31/04, p. 6. **MARYLAND SEEMS TO HAVE NO C. & O. SECURITIES.** - Baltimore, July 30. - Gov. Edwin Warfield has begun his semi-annual examination of the accounts of the State treasury department, which he is required to do under the constitution.

His excellency, accompanied by State Treasurer Vandiver and State Comptroller Atkinson, visited the Safe Deposit Company, on Calvert Street, where the "strong box" in which the State securities are kept, was opened, and its contents were counted. They were found to be intact.

The governor, who since his inauguration has been especially anxious to keep thoroughly in touch with everything pertaining to State affairs, was the medium through which it was discovered that, notwithstanding the fact that several parties are said to be desirous of purchasing the State's holdings of the Chesapeake and Ohio Canal securities, there was no evidence in the possession of the State's representatives that Maryland had any such interest in the waterway. In other words, there is no proof

in the possession of the treasurer indicating that the State owns any part of the canal.

#### **Matter of Curiosity.**

The governor, in speaking of the matter, said that he was curious to see the character of the evidence of debt, and that his curiosity brought about the discovery that the State holds no such securities.

He at once instructed the secretary of state, who, by virtue of his office, is also secretary of the State board of public works, to inaugurate a diligent inquiry and ascertain, if possible, where the evidence of the State's holdings can be found. The absence of these documents, however, is not regarded with any degree of alarm, as the proceedings of the State board of public works for many years back have been kept at Annapolis, and then, when searched, will undoubtedly, it is thought, reveal the whereabouts of the missing certificates.

#### **What Goldsborough Says.**

Phillips Lee Goldsborough, who was comptroller during Governor Lowndes' term of office, said last night:

"I have no recollection of having seen the Chesapeake and Ohio Canal stock. It might have been in the box or it may not have been. The examination of the State securities made by the legislative committee was found to be all right.

"The general impression is that if there was ever any evidence of debt against the Chesapeake and Ohio Canal held by the State it was probably destroyed under the joint resolution passed in 1892 by the Legislature, which authorized the State treasurer to strike from his books old and worthless accounts. In the list of unproductive assets is mentioned \$20,385,702.13 interest due from the Chesapeake and Ohio Canal Company.

"The loss of the stock will in no way complicate the proposed sale."

ES, Mon. 8/1/04, p. 16. **ON THE RIVER FRONT.** - The tug Edith Goddard Winship, owned by the Consolidation Coal Company, and used in towing coal-laden barges about the harbor, is lying at the wharf adjoining the District morgue, having her boiler overhauled.

*News*, Tue. 8/2/04, p. 3. **Not Worried Over C. & O. Canal.** - Governor Warfield does not seem to be worried over the fact that up to date there is not in the possession of the authorities any tangible evidence that the State has sunk in the Chesapeake and Ohio Canal about \$30,000,000 of the funds of the citizens of the State. He said yesterday that Secretary of State Tilghman was making every effort to establish the State's rights and that he expected that all the facts to establish the State's holdings in the canal would be at hand Thursday, when the Board of Public Works will meet at Annapolis to consider the offer of the Western Maryland Railroad for the purchase of the Chesapeake and Ohio Canal. It is said there will be no trouble accruing to the State, and if the authorities decide to sell the State's rights they can do so.

*Ibid*, p. 4. **TRAFFIC ON THE CANAL. - B. & O. Sees to It That the Waterway is Not idle.** - The Cumberland Times says: Freight shipments on the B. & O. continue dull. For several years the freight shipments eastward over the B. & O. have not been as light as they have been since May.

Notwithstanding the absence of demand for coal and other freight in the east, however, the old Chesapeake and Ohio canal seems to be carrying about the same tonnage it has borne in former years. Several railroad men who were temporarily out of employment while strolling along the tracks in sight of the canal this morning and seeing several boats moving out, inquired from one another how it was that the

railroad this season was so short of its usual quota of eastbound coal and at the same time the old canal seemed to be carrying as much freight this summer as it did in 1902 or 1903. The younger men could give no information but an older person who evidently knew something of the old waterway said he thought the circumstance was easily accounted for. "You see," he continued, "the Baltimore and Ohio railroad company controls the canal through the trustees who are authorized to operate it. In order to continue the canal in operation as a waterway and thus keep in existence an excuse for preventing its sale, in which event a rival railroad company might purchase it, the B. & O. must make the canal do a certain amount of business. It must earn a certain revenue. This revenue is paid to the canal trustees by the canal towage company, another B. & O. corporation, so that the receipts from the canal tonnage eventually find their way back to the railroad company holders of the canal bonds for whose relief trustees were appointed."

"Humph," remarked one of the younger railroaders, "they told us some years ago that canals were things of the past but the fact in this year seems to be that the driver of canal mules has more regular employment than the fellows who pulls the throttle or shovels coal to keep a complex locomotive hot."

ES, Thu. 8/4/04, p. 16. **ON THE RIVER FRONT. - Personal Items.** - Barge 21 of the Consolidation Coal Company was brought into port yesterday afternoon and taken to Georgetown to load a cargo of Cumberland coal for Boston.

*News*, Fri. 8/5/04, p. 3. **STATE TO SELL CANAL STOCK.** - The Board of Public Works met at Annapolis yesterday and decided to offer for sale the holdings in equity of the State of Maryland in the



Chesapeake and Ohio Canal Company. There was a full meeting of the body, consisting of Governor Warfield, Treasurer Vandiver and Comptroller Atkinson. The latter two officials were appointed a committee to gather data connected with the State's interest and to report at the next meeting of the board, which will take place September 1, and at that time an advertisement of the sale will be prepared.

It is generally known that there is no evidence of the State's holdings in the form of certificates of stock, and it will be a laborious task of the two officials to cull from various sources such evidence of the State's interest as exists.

The minutes of the board show that the State has always placed the amount of its holdings at something over \$5,000,000, and that its representative has voted that sum without question at all meetings of stockholders of the company.

Statements made at the meeting of the Board of Public Works, backed by the records in the matter, show that the total indebtedness of the canal company reaches the enormous sum of over \$30,000,000. This was begun in 1827, when the State made its first bond subscription for the canal, taking \$250,000 worth. Subscriptions to stock and loans on mortgages followed until, with accrued interest, the indebtedness was brought up to the figure mentioned.

The State's holding represents almost five sevenths of the whole, the remainder being owned by the federal government, the original subscriptions being held to the extent of \$2,000,000 by the District of Columbia, the State of Virginia and the City of Alexandria. All of these were acquired by the federal government.

The amount that the State can realize by the sale of its interest is, of course, entirely problematical. It is evident that its only value lies in the use to which it may be put as the bed of a railway, and that the

natural purchasers of the property would be the Wabash system or the Baltimore and Ohio Railroad Company, the former to facilitate its project to reach tidewater at Baltimore, the latter to impede the Wabash's progress if possible.

WT, Mon. 8/8/04, p. 1. **RESCUES  
LITTLE GIRL IN GREAT FALLS**

**CANAL.** - A. L. Hilton, captain and owner of the steamer Louise, which plies between Washington and Great Falls, was the hero of a daring rescue yesterday afternoon at the last named place.

While the vessel was preparing to make its return trip to Washington, a little girl tumbled over the side of the canal. Mr. Hilton, who was on the deck of his boat at the time of the accident, dived for the child.

After going down several times he rescued the child unconscious.

Captain Hilton then went aboard and brought his steamer into Washington.

The little girl recovered.

CA, Thu. 8/11/04, p. 5. **The Canal Bridge.**

- The burned bridge over the Chesapeake and Ohio canal leading to Wiley's ford has never been replaced. For several months now many persons have been put to a great deal of inconvenience by the absence of this bridge and many complaints are heard from taxpayers. As is well known this bridge is part of a public highway within the county and whilst the citizens would not murmur because of some unavoidable inconvenience caused by fire they feel that having been without a bridge since early spring the demands upon patience should cease. There has certainly been ample time for someone to have restored the structure, The bridge is not a large one and it should not require 6 months to replace it. A proposition to call upon the county commissioners and request that body to take some action providing for the relief of persons inconvenienced was

discussed by several taxpayers this morning. If work upon the new bridge is not commenced speedily this will be done.

*News*, Tue. 8/16/04, p. 3. **Break in the Canal.** - A break occurred in the Chesapeake and Ohio canal, near Chaney's Lock, Sunday. The leak was discovered by the locktender, Elias Mellott. The water was drained off of the Williamsport level. Repairs were made at once and traffic has been resumed. Boats were held at Williamsport until repairs were made.

WT, Thu. 8/18/04, p. 9. **NEWS FROM GEORGETOWN. - Busy on the Canal.** - The Canal Towage Company, which controls the traffic over the Chesapeake and Ohio Canal, reports that this season has been the busiest known in the history of the waterway. Since the opening of the canal last March hundreds of thousands of tons of Cumberland coal have been shipped to Georgetown, from which place the greater portion of the coal is shipped to New England ports in huge barges. There is some talk, though nothing definite has been decided, of building a modern unloading wharf here, to cost in the neighborhood of \$50,000. This expenditure would save the cost a dozen laborers who are now employed for unloading the boats, as two men could operate a modern unloading machine.

The Canal Towage Company employs 600 boatmen, 150 boats, and 400 horses and mules. Each boat has a crew of four, a captain, a steersman, and two drivers. Some weeks ago the company purchased a number of Kentucky mules, which are considered the best for the purpose intended.

ES, Sat. 8/20/04, p. 3. **GEORGETOWN AFFAIRS. - Activity on the Canal.** - Considerable activity is noticeable on the canal. This season is reported by the Canal

Towage Company to have been the most prosperous in many years. There are rumors that a mammoth unloading wharf will be constructed here. This will prove economical, it is claimed, as a number of laborers are employed in unloading these boats and a modern unloading machine would greatly expedite the work. The Towage Company employs sixty [sic, 600] boatmen, 150 boats and 400 horses and mules. Each boat has a crew of four.

*Ibid*, p. 14. **ON THE RIVER FRONT. - General News of the Port.** - One of the large schooner barges of the Consolidation Coal Company completed the taking aboard of 1,500 tons of soft coal at Georgetown yesterday, and sailed in tow of the tug Carter for Point Lookout, to join a tow going up the coast to New England ports.

ES, Thu. 8/25/04, p. 8. **ON THE RIVER FRONT.** - The tug James O. Carter left port yesterday afternoon having in tow schooner barge No. 9 of the Consolidation Coal Company of Baltimore, laden with Cumberland coal at Georgetown. The barge is bound for the mouth of the river, where she will join a tow bound up the coast to Boston or another port in New England. The tug Camilla came into port yesterday with barge No. 15 of the Consolidated Company, and took her up to Georgetown to load a big cargo of coal.

WP, Sun. 8/28/04, p. 5. **CANAL PAPERS MISSING.** - Baltimore, Md., Aug. 27. - Accompanied by Mr. Robert S. Hart, private secretary to Gov. Warfield, who represented the governor, and Mr. Charles R. Webber, confidential man to Mr. Hugh L. Bond, general counsel and second vice president of the Baltimore and Ohio Railroad, Mr. Frank A. Furst, president of the Chesapeake and Ohio Canal Company, made a trip today to the vaults of the Safe Deposit and Trust

Company to get certain papers and possibly certificates of stock of the Chesapeake and Ohio Canal. Mr. Hart was present because the State of Maryland is interested in the canal to the extent of some \$30,000,000, and Mr. Webber was on hand because the Baltimore and Ohio Railroad is the trustee or receiver of the canal.

When Mr. Furst and his companions entered the vault of the Safe Deposit and Trust Company they went to box 555, taken in the name of the president of the Chesapeake and Ohio Canal Company, and it was then discovered the papers were missing.

The records were examined, and it was discovered that the tin box that belongs in all trust company boxes was removed on October 29, 1888. It was not stated by whom.

Mr. Furst said later that the only person authorized to open the Chesapeake Canal's strong box was the president of the company, and he could not remember who was president in 1888; Gov. E. E. Jackson occupied the gubernatorial chair at that time and the late Stevenson Archer was State treasurer.

Officials of the Safe Deposit and Trust Company told Mr. Furst that they would examine the old books and endeavor to ascertain from them who removed the box.

The State of Maryland has decided to sell its interest in the canal. With this aim in view, the board of public works has been looking up material bearing on the State's holdings in the canal, and will take some definite action at a meeting to be held early in September.

WP, Mon. 8/29/04, p. 5. **BOX WAS NOT ROBBED.** - Baltimore, Md., Aug. 28. - According to Stephen A. Gambrill, who was formerly president of the Chesapeake and Ohio Canal Company, the strong box of the

company in the Safe Deposit and Trust Company's vault was officially and legally abandoned in 1888, and so President Frank A. Furst's startling discovery Saturday that it was empty was not so startling after all.

As will be remembered the search for tangible evidence of the State's interest in the canal led to the opening of the box. The key had been lost, and when Mr. Furst determined to explore the receptacle he employed a former burglar, who had reformed and resolved to lead a better life, to pick the lock.

#### **Burglar Opened Box.**

Accompanied by Charles R. Webber, private secretary to Hugh Bond, one of the receivers of the canal, and by Robert D. Hart, Gov. Warfield's secretary, Mr. Furst and the burglar went to the Safe Deposit Company's building, on South street, and the burglar opened the box, which was found empty.

All of this caused consternation, and fears that some enterprising second-story man or officeholder had robbed the strong box arose in the breasts of State officials. But today at his home, in Laurel, Md., Mr. Gambrill said there was no cause for alarm.

"The box was rented," he said, "to provide a place of safekeeping for \$400,000 worth of canal bonds. In 1888 the bonds were sold, and since then, as far as I know, the box has been empty."

*News*, Thu. 9/1/04, p. 3. **STATE'S CANAL STOCK.** - Col. Bradley S. Johnson, of Rock Castle, Va., who, with his wife, has been visiting Annapolis for the past two days, is of the opinion that the State's stock in the Chesapeake and Ohio canal, for which a search has been going on for some time, was never issued. Colonel Johnson was one of the trustees of the canal company who, under an order of the Circuit Court for Washington county, received from

the receivers of the canal all of the assets of the company then in their hands.

On this board of trustees in 1890 there were, besides Colonel Johnson, the late H. H. Keedy, the late John K. Cowen, Joseph Bryan and Hugh L. Bond. Colonel Johnson said that when the company's assets were turned over to himself and the gentlemen named as trustees by Receivers Johnson and Bridges, he was secretary to the board of trustees. Acting as such, he was intimately acquainted with all of the company's assets and he has never seen any mention of the State's stock in the canal company among the records.

Mr. E. J. Silkman, who now holds the same position filled by Colonel Johnson in 1890, is confident that there is no stock in the strong box of the canal company, which was located recently

ES, Fri. 9/2/04, p. 13. **DRY PROSPECTS FOR FISHERMEN.** - A dispatch from Hagerstown last night says: Consternation has been produced among the fishermen of Washington county by the provisions of a new law, which became known only upon receipt of copies of the published laws of Maryland enacted at the recent legislature, prohibiting one person from giving to another a drink of liquor on a boat upon the Potomac river or upon the property of the Chesapeake and Ohio canal. It is declared unlawful for any person or corporation, with or without license, to sell, give or barter any intoxicating beverages to any person on the Potomac or on canal property.

It is also unlawful to issue to any person or corporation a license for the sale of liquor in any quantity upon the Potomac or canal property. The penalty for violation is a fine of from \$100 to \$200 or three months' imprisonment, or both fine and imprisonment.

The law was enacted to reach the floating saloons that have bothered the

railroad contractors who are building extensions for the Wabash and Baltimore and Ohio along the Potomac river. It is alleged these floating saloons were responsible for much disorder and lawlessness among the railroad workmen, especially the foreign class. A couple of murders have been committed by drink-crazed workmen.

The law only applies to Washington and Allegany counties, and while it will abolish the floating saloon it will also affect the pleasures of fishermen, who love to take a drink between the bites of the fish.

ET, Thu. 9/8/04, p. 5. **Boats Loading Light.**

Numerous boats are running these days carrying coal eastbound. The boats are loading light, however, because of the low stage of water in the canal and river. Boatmen state that the water is lower not than it has been in several years. It is impossible to get along with full loads and the boatmen are compelled, therefore, to move with only such quantities of coal as can be drawn through shallow water.

ES, Fri. 9/9/04, p. 6. **ON THE RIVER FRONT.** - The tug Wm. H. Yerkes, jr., left port yesterday afternoon with barge No. 21 of the Consolidated Coal Company in tow bound for the mouth of the river, where the barge will join a tow bound up the coast for Boston or another New England port. No. 21 has aboard 1,500 tons of Cumberland coal loaded at the Georgetown piers. C. C. Co. barge No. 6 was brought into port light yesterday morning and is loading soft coal at Georgetown.

ES, Wed. 9/14/04, p. 16. **ON THE RIVER FRONT. - General News of the Port.** - Consolidation Coal Company barge No. 6, laden with about 1,500 tons of soft coal at the Georgetown wharves, left yesterday in tow of the tug Wm. H. Yerkes, jr., for the

mouth of the river, where she will join a tow going to Boston and other New England ports.

WP, Thu. 9/15/04, p. 1. **Newport News, Va., Sept.14.** - All electric light and other wires have been blown down by the storm, and the city is in total darkness. No damage of consequence has been reported from the water front.

During the storm the Chesapeake and Ohio steamer Louise broke from her mooring at the shipyard and was blown several miles out into the James River. Two tugs recovered the vessel.

WT, Fri. 9/16/04, p. 7. **NEWS OF GEORGETOWN. - Fell Down Hatchway.** - Ralph Jenkins, a fourteen-year-old white boy, is ill at the Georgetown University Hospital. Jenkins was injured by falling down the hatchway of a canal boat belonging to the Canal Towage Company, by whom he is employed. He was injured about the head and stomach, and it is feared by the physicians at the hospital that he is internally hurt. He was conveyed to the hospital in the patrol wagon of the Seventh precinct.

WP, Mon. 9/19/04, p. 12. **Burglary on Canal Boat.** - Capt. John E. Pool, of the canal-boat Annie Payne, reported to the police yesterday that thieves visited his boat, which was lying at the foot of Thirty-third street, sometime Saturday night, broke into the cabin, and stole a shotgun, two dozen loaded shells, and a razor.

ES, Sat. 9/24/04, p. 16. **ON THE RIVER FRONT.** - The large launch Candoc, owned by the Chesapeake and Ohio Canal Company, is hauled out on the marine railway at Bennett's boat yard for cleaning and repairing of her hull and for such other repair work as may be necessary. The

Candoc is used by the canal company in official trips on the canal between Georgetown and Cumberland. She was rebuilt at Bennett's boat yard about a year ago.

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The tug William H. Yerkes, jr., came into port yesterday afternoon with the schooner Clarence H. Venner and the Consolidation Coal Company barge No. 8 in tow. The schooner brings a cargo of ice from Maine, and will unload at the wharf foot of 13½ street southwest. The barge is light and has been taken to Georgetown to load a cargo of 1,500 tons of soft coal for Boston.

*News*, Mon. 9/26/04, p. 3. **Dynamiting Fishpots.** - State Game Warden John W. Avirett has started a crusade against fishpots in the Potomac river between Paw Paw and Hancock, where 8 or 10 of them are located. He left Cumberland on a canal boat Saturday, taking along 500 pounds of dynamite with which to blow out the fishpots, their maintenance being contrary to law. Charles W. Ferguson, and expert dynamiter, and Hanson Willison are accompanying Colonel Avirett. The party will be absent four or five days.

ES, Mon. 9/26/04, p. 13. **ON THE RIVER FRONT.** - The Chesapeake and Ohio canal launch Candoc, which was on the railway at Bennett's, was fitted with a new wheel and put overboard ready for active service.

CA, Thu. 9/29/04, p. 2. **TUESDAY.** - Boatmen on the Chesapeake and Ohio canal are experiencing much trouble these days by reason of low water. The pumping station at Patterson's Creek is worked constantly to keep the canal supplied with water but the low stage of the river here and east of here makes it impossible to keep the canal filled, consequently boats must go with light loads

to avoid grounding. About 100 tons is as much as any boat hauls now.

In seasons when there is plenty of water in the canal boats usually carry upwards of 120 tons from here to Georgetown.

It generally takes four days and four nights to make the trip from here to Georgetown. The boats returning light require less time coming up from Georgetown than they do going down.

Three boats were loaded this morning and several others were waiting at the wharf at noon, but there was not sufficient coal to load them until this afternoon.

*Ibid*, p. 7. **RAN INTO DYNAMITE WAGON.** - A fast Baltimore and Ohio freight train eastbound, collided with a wagon load of dynamite at the crossing at North Branch at 1:15 o'clock Friday afternoon causing an explosion that hurled Brakeman C. W. Whitehead, Terra Alts, W. Va., to his death and so badly injured Engineer Nelson Pike, Martinsburg, A. Va., that he died two hours later.

Fireman A. R. Sanders was badly scalded and one arm broken.

Charles Hamilton, the telegraph operator at North Branch, and his brother, Grant Hamilton, of Little Orleans, who happened to be in the office at the time of the accident, were both badly cut about the face and head by flying glass.

Several others were more or less injured by flying glass, but none of them seriously.

The freight train is known as No. 94 and was drawn by engine 2420. The latter was blown into atoms and rendered useless for anything other than scrap iron. The B. & O. tower house at North Branch was wrecked as was the telegraph office, while the tracks were badly torn up for a long distance.

A relief train was made up here as quickly as possible after the explosion and B. & O. physicians hurried to the scene.

The train returned to this city at 3:30 o'clock, bringing the body of the dead man, the injured engineer and fireman and Grant Hamilton. The latter three were taken to the hospital.

The driver of the wagon containing the dynamite, some 2,000 pounds, when he saw that the engine was about to collide with the wagon, jumped and in some way managed to escape uninjured. The wagon was badly wrecked but the horses, strange to say, were not killed.

The time the accident occurred was about the hour that B. & O. passenger train No. 6 was due at North Branch and there were a number of people at the station, near where the wreck occurred, but none of them were injured, if so, only slightly. It was at first reported that ten persons collected at the station had been killed outright.

The explosion was so terrific that the window lights in all the houses at North Branch were broken out and the force of the explosion plainly felt in this city.

#### **Engine Not Blown Up.**

Mr. Grant Hamilton, the only one of the injured taken to the hospital who was in a condition to talk, stated to a Times reporter that he saw the engine strike the wagon. It struck about two feet of the wagon and the horses were uninjured.

The engine was not blown up, as stated above, but ran down over an embankment and plunged into Charles Hamilton's house, badly wrecking the latter, but none of the family other than the husband was injured.

The freight cars followed the engine and piled up in a heap.

Mr. Hamilton states that the crossing is right at North Branch and that the accident, in his opinion, was the fault of the driver. The latter drove on the track and

seeing that the train was upon him, fled and left the team in such a position that the rear end of the wagon was struck. Just how the horses escaped, he seemed to be unable to account for.

All the ambulances in the city were called into service and the following physicians: Drs. Wiley, Claybrooke, Walles, Johnston, Carder, Twigg and Spear.

Baltimore and Ohio trains Nos. 5 and 55 were caught behind the wreck and detained some time.

The wrecking crew carrying a small army of men were hurried to the scene.

ES, Fri. 9/30/04, p. 18. **ON THE RIVER FRONT.** - It is stated that the water in the upper Potomac is very low and as a consequence the Chesapeake and Ohio canal, which is fed by the river, cannot be kept full of water and the canal boats coming down that waterway cannot be kept loaded to their capacity.

ES, Mon. 10/3/04, p. 17. **Water in Potomac Low.** - The water is very low in the Potomac and the Chesapeake and Ohio canal, which is fed by the river, cannot be kept full. As a result boats cannot be loaded to their full capacity. Boats that carry 120 tons of coal ordinarily are now given a load of about 100 tons.

ES, Tue. 10/4/04, p. 13. **ON THE RIVER FRONT.** - The large schooner barge No. 17 of the Consolidation Coal Company of Baltimore was brought into port a day or two ago, and is at Georgetown loading a cargo of soft coal for Boston.

ES, Wed. 10/5/04, p. 17. **ON THE RIVER FRONT.** - The tug Camilla of this city has gone to Nomini, Va., to bring a large raft of pine piling to this city. The piles will be used in some of the public works going on here.

CA, Thu. 10/6/04, p. 3. **The Sale of the Canal.** - Secretary of State Oswald advertises for proposals for the purchase of the State's interest in the Chesapeake and Ohio canal and all its properties and works of every description as either mortgagee creditor or stockholder. The sale is made under article 13 of the Constitution and Chapter 310 of 1892. Bids will be received until Dec. 1, 1904. The sale is of course subject to all claims and judgments duly proven and certified under the Act of 1896.

ES, Mon. 10/10/04, p. 17. **ON THE RIVER FRONT. - General News of the Port.** - Barge No. 18 of the Consolidation Coal Company, with a cargo of about 1,500 tons of coal aboard, has sailed from Georgetown in tow of the tug Yerkes for the mouth of the Potomac, where she will join a tow bound up the coast to Boston.

ES, Mon. 10/17/04, p. 14. **ON THE RIVER FRONT. - General Notes.** - The big sea-going tug Buccaneer of the Consolidated Coal Company's fleet delivered a tow of light barges here Saturday morning and sailed. This is the first visit the tug has made to this city in three years.

ES, Wed. 10/19/04, p. 17. **Coal Barge Damaged.** - A report coming from Boston states that barge No. 17 of the Consolidation Coal Company, in tow of the tug Savage, was in collision with the schooner Harvest Home and the schooner was badly damaged. No. 17 is also reported to have run into the barge Pohatcong off Shovelful shoals, and to have been damaged. Barge No. 17 loaded her cargo of coal at Georgetown about a week ago and has made several trips here during the spring and summer just past. The schooner Harvest Home hails from Ellsworth, Md., and is a vessel of seventy-eight tons register.

CA, Thu. 10/20/04. **THE RACE ON FIRE. - Benzene on the Water Caught Fire and Made a Novel Scene.**

The novelty of a mill race on fire was witnessed in Cumberland shortly after seven o'clock Wednesday. The washings from Footer's dye works had been run into the stream and probably contained a quantity of benzine. This fluid was set afire probably by someone throwing a cigar or hot ashes into the race. For a brief while a blaze shot up alongside the stream from Baltimore street to the works. Hose from the dye works was put into service and prevented the sheds along the race from catching fire. In a few minutes the benzine on the water was consumed and the unusual sight disappeared.

WT, Wed. 10/26/04, p. 5. **NEWS OF GEORGETOWN. - Canal Still Busy.** - Owing to the shallow water on the Chesapeake and Ohio Canal, on the upper levels, the shipments of coal to Georgetown recently have been but about two-thirds as large as usual. The Canal Towage Company, which controls traffic over the waterway, have a large quantity of coal to ship from Cumberland to Georgetown, and it is thought that the traffic will be kept up until the latter part of December, providing no freezing occurs. This season has been one of the best in the history of the waterway. The company has constantly employed 600 men, 400 horses and mules, and 150 boats.

WP, Wed. 10/26/04, p. 2. **Charged with Housebreaking.** - William Jackson and Philip Rideout, colored, are locked up in the Seventh precinct station, charged with house breaking. It is alleged they broke into the canal boat, Anna Taine, on September 18 and stole a shotgun and a razor.

ES, Thu. 10/27/04, p. 17. **ON THE RIVER FRONT.** - Barge No. 20 of the Consolidation Coal Company arrived at Georgetown today in tow of the tug Yerkes and will load soft coal there for Boston or other New England ports.

ES, Wed. 11/2/04, p. 14. **ON THE RIVER FRONT. - General and Personal News.** - The tug M. Mitchell Davis left port yesterday afternoon with barge No. 20 of the Consolidation Coal Company in tow, bound for the mouth of the river, where the barge will join a fleet of other C. C. Co. barges to be towed up the coast to Boston or another port in New England. No. 20 has aboard about 1,500 tons of soft coal from the mines at Cumberland, which she loaded at the Georgetown coal piers.

ES, Sat. 11/5/04, p. 12. **Receiver for Steamer Louise.** - On petition of Jesse B. Mason, Justice Anderson, in Equity Court No. 1, has appointed Samuel Talbot receiver for the steamer Louise, plying on the Chesapeake and Ohio canal. Mr. Mason, who claims to be part owner of the boat, filed suit in equity against Abraham L. Hilton asking the dissolution of the partnership between them. The sale of the vessel and an accounting are sought. It is explained that irreconcilable differences between the partners have arisen. Attorneys Wolf and Rosenberg represent the petitioner.

ES, Mon. 11/14/04, p. 17. **ON THE RIVER FRONT. - General River Notes.** - The tug Davis yesterday brought into port a light Consolidated Coal Company barge to load for Boston. A loaded C. C. barge has sailed for Boston, after loading at Georgetown.

WP, Tue. 11/15/04, p. 10. **MUD IN THE POTOMAC** - Complaints having been made that the Chesapeake and Ohio Canal



Company was dumping mud at the mouth of Rock Creek, which ultimately washed into the Potomac, Maj. Sylvester ordered an investigation to ascertain if conditions were as alleged, and if the company was violating the law. Lieut. Jordan, of the Seventh precinct, detailed Precinct Detective Burrows to investigate the charges. After ascertaining the facts in the case, Detective Burrows conferred with Ralph Given, prosecuting attorney for the United States in the Police Court, and was informed there could be no prosecution, as the canal company, by its charter, has the right of way on Rock Creek from the mouth of the canal to the river, and that as the company is taking the mud from one portion of the right of way and dumping it in another, there is no violation of the law. The report has been approved by the Commissioners.

**Was Department Complained.**

Fred C. Warman, civil engineer of the War Department in the office of the United States engineers in charge of river improvements, brought the matter to the attention of the police department. For the past four or five years the Chesapeake and Ohio Company has used a dredge in cleaning out the canal, and Mr. Warman alleged that a small scow was used to haul the mud to the mouth of Rock Creek from where it washed into the Potomac. He stated that the engineer department had written the company each year, and that the company had promised to secure a larger scow, and haul the mud to the regular dumping ground, but had failed to do so.

The officer who investigated the report stated that the company usually dumped the mud dredged from the channel onto the banks and had emptied a few scow loads near the mouth, and that the mud was often stirred up from the bottom of the creek by machinery, after which the locks were opened and the creek flooded, washing considerable mud into the Potomac.

ES, Tue. 11/15/04, p. 17. **ON THE RIVER FRONT. - General News of the Port.** - Barge No. 6 of the Consolidation Coal Company is lying at anchor off Alexandria, laden with soft coal for Boston, awaiting a tug to tow her away.

ES, Wed. 11/16/04, p. 10. **ON THE RIVER FRONT. - General River News.** - The tug Camilla left port yesterday afternoon with the four-masted schooner Davenport and barge 6 of the Consolidation Coal Company, going to Boston.

ES, Thu. 11/24/04, p. 14. **ON THE RIVER FRONT. - General River Notes.** - The tug Camilla left port yesterday afternoon with barge No. 5 of the Consolidation Coal Company in tow, bound for Boston. The barge has aboard about 1,500 tons of Cumberland coal loaded at Georgetown. At the mouth of the Potomac she will join a tow bound up the coast behind an ocean-going towing boat.

WT, Sat. 11/26/04, p. 12. **NEWS OF GEORGETOWN. - Canal Traffic to Close.** - General Manager G. L. Nicolson, of the Canal Towage Company, which controls traffic over the Chesapeake and Ohio Canal, has announced that the waterway will close down for the winter months about December 15. He stated that the present season has been one of the busiest in the history of the canal. Since the opening of the waterway last March hundreds of thousands of tons of Cumberland coal have been shipped to Georgetown. Most of the coal received at Georgetown has been shipped in huge barges to New England ports. This year the Canal Towage Company has employed 600 men, 400 horses and mules, and 150 boats.

The bed of the canal will undergo a number of improvements after the water has been drawn from the levels.

ES, Thu. 12/1/04, p. 3. **THE C. & O. CANAL.** - Baltimore, Md., Nov. 29 - It seems to be accepted as fact in financial circles of this city that the Baltimore and Ohio Railroad Company, as well as the Western Maryland Railroad Company, will bid for the State's interests in the Chesapeake and Ohio Canal, sealed bids for which will be opened at Annapolis on Thursday by the Board of Public Works. The decision of the board to dispose of the state's interest in the waterway was arrived at after the Western Maryland Railroad Company had signified its willingness to purchase rights in it.

The Board of Public Works has the authority under an act of the legislature of 1892, as well as by section 3, article 13, of the Constitution, to dispose of the property.

The state's interests in the property are in equity, and any purchaser of those interests will be subject to that equity. The canal is now operated by the surviving trustees of the bondholders of 1844. They are Messrs. Hugh L. Bond, jr., second vice president of the Baltimore and Ohio, and Joseph Bryan, of Richmond, Va. The bondholders of 1844 invested, at the request of the State of Maryland, the sum of \$1,699,500 to complete the canal. The failure of the company to pay interest on this investment, as well as on the repair bonds issued in 1878, put the trustees of the bondholders in possession of the property. These trustees have had possession of the canal for nearly 12 years. Under a decision of the Court of Appeals, announced on January 15, 1902, the trustees were given possession of the canal until January 1, 1906.

*Ibid*, p. 4. **FIRE IN BOAT YARD.** - Shortly after 12 a. m. Saturday fire broke out in the boat yard of the Consolidation Coal Company and completely destroyed the office building of the Canal Tonnage

[sic, Towage] Co., and the tool house with a quantity of boat building material.

Lumber that was stacked nearby was considerably damaged. The cause of the fire is a mystery. It was first discovered by Mr. Charles Hoops, who lives along the towpath just below the boatyard. Mr. Hoops saw a bright light in the tool house and when he and several others arrived upon the scene the door of the tool house was open and the building was afire. The fire alarm turned in from the corner of Baltimore and Mechanic streets brought several hose companies to the scene, but the firemen had much difficulty in reaching the flames by way of the great amount of hose required to carry water from the nearest plug. After reaching the fire, however, the fire laddies speedily extinguished it.

The office building occupied by Mr. Nelson Read and the tool house in which a large quantity of nails, oils and other material used in boat building had been stored were entirely consumed. The volunteer firemen succeeded in saving the books and other records from Mr. Reed's office and also the books and papers from the desk of Mr. Felix Baries, superintendent of the yard. The desk of Mr. Baries, however, with some valuable effects was destroyed. Several piles of pine lumber were charred and materially damaged, making the total loss between four hundred and five hundred dollars. A canal boat that was under construction was scorched a little at one end but the damage to it was not significant. There was no insurance upon the property.

*Ibid*, p. 20.

**JAMES W. RATCLIFFE, AUCTIONEER.**

**TRUSTEES' SALE OF STEAM PACKET "LOUISE,"  
PASSENGER AND FREIGHT BOAT, RUNNING  
ON THE CANAL TO GREAT FALLS.**

By virtue of a decree in equity cause No. 25206, Mason vs. Hilton, the undersigned trustees will offer for sale, at public auction, for cash, to the highest bidder, on FRIDAY, DECEMBER SECOND, 1904, AT HALF-PAST FOUR P. M., at Thirty-second and Canal streets, the steam packet "Louise," which has been running on the Chesapeake and Ohio canal to Great Falls, carrying passengers and freight. The sale will include the boat and all its contents.

**ALEXANDER WOLF,**  
Jenifer building;  
**HARRY A. HEGARTY,**  
Stewart building,  
Trustees.

**WOLF & ROSENBERG, Attorneys. no26-d&ds**

[Transcriber's Note: The above ad first ran on Nov. 26, 1904 and then daily until the sale. The sale was successful and the packet continued to carry passengers to Great Falls.]

WP, Fri. 12/2/04, p. 5. **OPENING CANAL BIDS.** - Annapolis, Md., Dec. 1. - The board of public works of the State of Maryland, composed of the governor, State Comptroller Atkinson, and State Treasurer Vandiver, met at the governor's office in the State House at noon today, and opened bids for the sale of the State's interests in the Chesapeake and Ohio Canal Company. There were only two bids received. The board did not dispose of the stock, but held the bids under consideration until Wednesday next, when another meeting will be held.

The highest bid was that of F. S. Landstreet, who bid as an individual, but who is said to be representing the Western Maryland Railroad Company, of which he is general manager and vice president. His bid was \$155,000 at par. The other bid was that of J. H. Wheelwright, who is connected with the Consolidation Coal Supply Company, and who is understood to be bidding for the Baltimore and Ohio Company. His bid was \$151,000.

Whoever takes the State's interest will find that it has an uncertain quantity. It will be subject to numerous claims which the State has guaranteed, and will be liable

to claims of having forfeited the property should it ever be used for anything but a canal, while the competition of the railways have made its use for this purpose entirely profitless. It is conceded that the only purpose of the Baltimore and Ohio Railroad Company in bidding was to keep it out of the hands of the Wabash as represented by the Western Maryland Railroad Company.

#### **Bids Not Adequate.**

It is not believed that either bid will be accepted, as a majority of the board of public works evidently believes both bids entirely inadequate. Comptroller Atkinson said:

"The bids are very low, nothing like what we expected to get."

Treasurer Vandiver declined to talk for publication, but he was evidently of the same opinion as Dr. Atkinson.

Gov. Warfield, when his attention was called to the fact that the bids were much lower than those of 1899, said:

"You must consider the accumulated interest in the meantime on the claims which are properly chargeable on the corpus of the canal. This is a matter which the board of public works must calculate, I don't know what the results will be, but you can readily see that if a man had an equity in a farm, worth, say, \$10,000 five years ago, and had paid no interest since, it would be worth much less now."

#### **Canal for Roadbed.**

Mr. B. A. Richmond, who said he appeared as one of the attorneys for the Western Maryland Railroad, addressed the board of public works and requested prompt action. He said that while Mr. Landstreet's bid was made personally, there should be no doubt that he represented the Western Maryland Railroad Company, which wants the rights of the canal in connection with its western connecting link between Cherry Run and Cumberland. It was made plain by Mr. Richmond and other representatives of

the Western Maryland system present that the aid given to that corporation by acquiring the State's interest in the canal will be very great, and that promptness is highly desirable. In addition to the numerous crossings of the canal necessary for the extension of the Western Maryland, it is desired to use about eight miles of the bank of the canal for the railroad bed. Authority to condemn this was granted by the last legislature, but it is thought the legal status of the Western Maryland, would be much helped by owning the corpus of the canal.

**Gives Valuable Rights.**

The ostensible purpose of the Western Maryland Railroad in buying the interests of the State of Maryland in the canal is that it will enable the company to secure rights of way across the canal property for its extension between Cumberland and Cherry Run. While the State's interests consist of a large majority of the capital stock, they do not give possession of the canal, as this is held by the trustees of the bondholders of 1844, who are representatives of the Baltimore and Ohio Railroad. The latter oppose the Western Maryland in securing its right of way, but possession of the State's interests is expected to enable the Western Maryland to win out in its litigation to this end, if it should settle with the bondholders of 1844 and the other claimants against the canal, the Western Maryland then could secure possession of the property and the advantages this would supply in reaching Washington and in securing an easy grade through Western Maryland. The State has about \$30,000,000 tied up in the property, for which the Western Maryland offers it \$155,000 and the Baltimore and Ohio \$151,000.

ES, Thu. 12/8/04, p. 21. **ON THE RIVER FRONT. - General and Personal.** - Barge No. 7 of the Consolidation Coal Company left port Tuesday afternoon in tow of the tug

Camilla enroute to Boston. The barge has aboard about 1,500 tons of Cumberland coal loaded at Georgetown. At the mouth of the river she will join a tow being taken up the coast by one of the large tugs of the Consolidation Company.

A barge laden with soft coal from Georgetown is unloading at the wharf at Fort Washington for use of the tugs Gibbon and Cygnus, the tenders to the post.

News, Mon. 12/19/04, p. 2. **NEWS OF THE STATE.** - That portion of the Wabash Railroad extension from Big Pool to Hancock has been completed.

News, Tue. 12/20/04, p. 3. **NEWS OF THE STATE.** - The Cumberland extension of the Western Maryland Railroad was opened for traffic from Big Pool to Hancock, a distance of 11 miles.

WT, Fri. 12/23/04, p. 7. **FAVOR SALE OF CANAL.** - The acceptance of the offer of the Wabash Railroad Company of \$155,000 for the State of Maryland's interest in the Chesapeake and Ohio Canal, meets with the hearty approval of the citizens of Georgetown. This step means that before many months have passed a branch of the railroad will be running to Georgetown, thus causing the many branches of business in the West End to increase at least 33-1/3 percent.

The citizens are also gratified to learn that the Georgetown coal trade will not be disturbed by the deal, as the Wabash company intends to preserve the waterway.

WT, Fri/ 12/23/04, p. 7. **NEWS OF GEORGETOWN. - Steamer Louise Sold.** - The steamer Louise, which for some time has been running between Georgetown and Great Falls, carrying excursion parties, and which has been the subject of much litigation her of late, has been sold by

Alexander Wolfe and others, trustees, to Jesse B. Mason, of Georgetown, the consideration being \$250.

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**Favor sale of Canal.**

The acceptance of the order of the Wabash Railroad Company of \$155,000 for the State of Maryland's interest in the Chesapeake and Ohio Canal, meets with the hearty approval of the citizens of Georgetown. This step means that before many months have passed a branch of the railroad will be running to Georgetown, thus causing the many branches of business in the West End to increase at least 33-1/3 percent.

The citizens are also gratified to learn that the Georgetown coal trade will not be disturbed by the deal, as the Wabash company intends to preserve the waterway.

ES, Fri. 12/23/04, p. 1. **CANAL INTEREST SOLD.** - According to a dispatch from Annapolis, the State of Maryland has disposed of its interests in the Chesapeake and Ohio canal to Mr. Fairfax S. Landstreet, vice president of the Western Maryland railroad. It is understood that this purchase is in the interests of the Wabash railroad, which has for some time past been trying to secure a route into the city of Washington. The dispatch continues:

"The action of the board was not unanimous. Gov. Warfield and Controller Atkinson from the start have been of the opinion that it was to be the best interests of the majority of the people of the state to dispose of the state's holdings. Treasurer Vandiver was on all occasions equally determined in his stand to prevent the sale at this time, if possible. After all arguments had been made, Gov. Warfield in an executive session of the board put the question, 'All in favor of accepting Mr. Fairfax S. Landstreet's bid - it being the highest - will say aye.' Gov. Warfield and

State Controller Atkinson voted aye and treasurer Vandiver cast a dissenting vote.

"Prior to this action, however, Mr. Vandiver offered a resolution setting forth that in the judgment of the board it is deemed best for the interests of the state that the offers now pending for the purchase of the state's interest in the Chesapeake and Ohio Canal Company be not accepted until the entire transaction shall be submitted at the meeting of the next general assembly for its consideration and action.

"This was voted down by the governor and Controller Atkinson.

**Will Continue as Waterway.**

"As a result of the transaction the state parts with the waterway in which she invested originally about \$5,000,000, which sum, with accumulated interest, has grown with the lapse of years. It now exceeds \$20,000,000. Governor Warfield and Dr. Atkinson, by whose votes the sale was made, believe that it is better for the state's interest to accept \$155,000 rather than to receive nothing, which would eventually be the case because of interest accumulations.

"Mr. Landstreet is reported to have announced positively that the Western Maryland Railroad will not interfere with the operation of the canal as a waterway, and that the railroad company not undertake to operate the canal. There is no prospect that its use as a waterway will be discontinued.

"Mr. Landstreet and Mr. B. A. Richmond, counsel for the Western Maryland railroad, both stated the object for which the canal property was desired by the interest they represented. Both of these gentlemen, without reservation, stated to the members of the board that they only desired such parts of the canal as was necessary for the erection of the road, which was now being constructed between Hancock and Cumberland, and assured the board that even if they had the corpus tendered them

they certainly never would build a railroad upon it."

The board was only in session fifteen minutes and quickly reached a conclusion to dispose of the property.

#### **Gov. Warfield's Views.**

Gov. Warfield, in an interview in the Baltimore Sun today, is quoted as saying:

"I believe the people of Maryland are not willing to invest any more money in this canal property. If I could have assurances that there would be responsible bidders for this property, should it be offered at public auction, who would pay more than has been heretofore tendered for it, I might be willing to postpone the sale. But having no such assurance, I am in favor of now selling the state's interest to the highest bidder.

"After wide advertisement and general publicity given through leading newspapers we have received but two proposals, both of which are practically by the same interests, which either directly or indirectly, were represented by bidders at the previous offerings.

"The highest bidder now represents a railroad system that is constructing a competing line from the west into Baltimore city, so that the acceptance of Mr. Landstreet's bid will promote just what the people of Baltimore and of Maryland have wanted and needed - a competing railroad from the coal fields and the great west to Baltimore city.

"The final disposition of the state's interest in the Chesapeake and Ohio canal should be hailed by the people as the solution of a problem that has cost the taxpayers of the state many millions of dollars.

"Strange as it may seem, there have been no substantial public protests at this time against the sale of the state's interest in the canal.

"Time alone will prove whether we have acted wisely in this matter. I have

exercised my best judgment and am content to abide the verdict of the future as to the wisdom of my action."

#### **Creates General Discussion.**

The acceptance by the board of public works on Maryland of the offer of the Wabash railroad to buy the state's interest in the Chesapeake and Ohio canal is of importance here, and was the subject today of a good deal of discussion in local business circles. This result has been anticipated to some extent for several months, but the announcement aroused afresh the talk about the matter. The action of the state authorities is regarded as a decisive step toward a change in the use of the canal, and the belief seems to be general that it means the transformation of the waterway into a railway in the near future. Exactly how that will be done is of course not known here, nor is the extent to which the canal will disappear at all certain in the minds of some of those who have given this subject considerable attention.

It is the belief of some that the purpose of the Wabash railroad will be served without disturbing that portion of the canal that lies within the District, as the section reaching perhaps as far north as Cabin John Bridge will continue to be used, not, however, as a canal, but as a means of bringing water for power purposes to the mills and other manufacturing concerns along the water front in Georgetown.

In the event that it is within the plans of the railroad company to have a line down into Georgetown it is claimed there is abundance of room along the tow path to lay a double track in the entire section lying within the District, so that the water course need not be disturbed and the railroad company can remain in the enjoyment of the revenue that comes from selling water power not only to the present consumers, but also to new plants that will in all likelihood

be attracted to that locality under new conditions.

WT, Tue. 12/27/04, p. 10. **WABASH TO DODGE THE UNIVERSITY.** - Though the Wabash has bought the Chesapeake and Ohio Canal, and will soon be in possession of the property, it was said today that when the track of the Western Maryland is laid from Cumberland into Washington the Wabash will not come all the way down the canal into the Capital, notwithstanding such a right of way is believed to be the cheapest.

Hints have been sent to the officers of the Wabash and to Gould at New York that Georgetown University will make the fight of its life against the railroad coming into Georgetown under the very walls of the university, which it must do if it were to follow the canal down to the proposed terminals at the canal end.

Consequently it was said today, that the railroad would probably come down the canal as far as Great Falls or Cabin John Bridge, cross the river into Virginia and come into the Union Station by the way of the Long Bridge.

There is much speculation in the city as to when the railroad may be expected to reach the Capital.

The general impression among the railroad men is that at least another year will be spent in litigation over the possession of the canal before even a spade of earth is turned in railroad construction.

Then another year will certainly pass before the road could by any means be hurried to completion.