

COMPILATION OF
CANAL TRADE ARTICLES FROM
CUMBERLAND EVENING TIMES
A Cumberland, Md. newspaper
and
THE NEWS
A Frederick, Md. newspaper
and
THE WASHINGTON HERALD,
THE WASHINGTON TIMES
and
THE WASHINGTON POST
Three Washington, D. C. newspapers
1908

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A. PREFACE

In this compilation, **Canal Trade** articles were transcribed from the *Cumberland Evening Times*, a Cumberland, Md. newspaper, *The News*, a Frederick, Md., newspaper, *The Washington Herald*, *The Washington Times* and *The Washington Post*, three Washington, D. C. newspapers. The articles were compiled, chronologically in a two-column format, much as they appeared in the newspaper. No records were found of boats arriving in Cumberland.

The Cumberland newspaper was found on microfilm at the library at Frostburg State University, Frostburg, MD, all the rest 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.

The articles from the *Cumberland Evening Times* are preceded by ET, those from *The News* are preceded by *News*, those from *The Washington Herald* are preceded by WH, those from *The Washington Times* are preceded by WT, and those from *The Washington Post* are preceded by WP. Other miscellaneous sources are footnoted.

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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Transcribed January 2016
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Canal Trade 1908

ET, Wed. 1/1/08, p. 4. **Canal Boat Catches Fire.** – An empty canal boat on the stocks for repairs in Merten's boat yards, on Oldtown road, caught fire from an unknown origin shortly after eight last night. An alarm sent in from box 61 was responded to by both Canal and South Cumberland Fire Companies, the blaze being extinguished by South Cumberland Company. The damage was slight.

ET, Thu. 1/2/08, p. 6. **THE OLD CANAL. - The Governor Recommends Investigation of its Recent Sale.** - In a message to the Legislature of 1906 I reported the sale of the Chesapeake and Ohio canal. At that session a resolution was introduced in the House of Delegates directing an investigation of the sale. This, however, was never made.

As a member of the Board of Public Works, I advocated the sale and voted for its ratification. Therefore, I now request and urge that you appoint a joint committee of your two houses to make a most thorough and searching investigation of all the proceedings in connection with that sale.

ET, Fri. 1/10/08, p. 3. **ROBERT BRIDGES DEAD.** - Robert Bridges died at Hancock, Washington county, Md., yesterday, aged 73 years. He was a man of considerable wealth. His wife is lying seriously ill of pneumonia.

Mr. Bridges, in addition to his large business interests, served as school commissioner for a number of years.

In 1890 Judge R. H. Alvey appointed Mr. Bridges receiver for the Chesapeake and Ohio Canal Co., with Jos. D. Baker, of Frederick, and Col. Richard D. Johnson, of Cumberland, as co-receivers. During the year or more of their special work the office was in Hagerstown. The receivers made a

personal trip on horseback from Cumberland to Georgetown, D. C., accompanied by Col. Thomas Leiper Patterson and others, examining the damage done to the canal by recent heavy freshets. They were afterwards appointed by a decree of the Circuit Court of Washington county as trustees to sell the canal, in case it came to a sale under the terms of the decree.

Mr. Bridges had always been a staunch Democrat. He was a warm political and personal friend of the late Governor William T. Hamilton. He was once a candidate for the House of Delegates.

News, Tue. 1/14/08, p. 5. **POTOMAC WAS HIGH.** - The Potomac river, after rising high above normal yesterday, has been falling since last night. At Brunswick, the river rose to about 12 feet above normal.

At the confluence of the rivers at Harper's Ferry at 4 o'clock yesterday afternoon the gauge gave nineteen feet above low-water mark, the river having risen at the rate of four inches per hour since noon.

A great floe - four-inch ice - had been running all day, supposed to come from Big Pool. The river at Lock No. 34, just above Harper's Ferry, was over the towpath, and Island Park was largely submerged. In the town the cellars of the residences in Shenandoah street were overflowed, and the water reached into the main street, in the lower part of the town, caused by the Shenandoah river being backed up by the Potomac river.

As the result of the heavy rains of the last few days and the melting of the snow on the mountains, the Potomac river at Williamsport was about eighteen feet above normal.

The lowlands between the river and the Chesapeake and Ohio Canal were overflowed. Owing to the high water, it was

necessary for the Byron Tannery at Williamsport to close down yesterday.

WH, Wed. 1/15/08, p. 3. **Flood Danger Passed.** - Reports from the Upper Potomac yesterday were to the effect that the water was slowly falling and that the danger of a flood had passed. At several points along the river the watch covered the banks of the Chesapeake and Ohio Canal, but there were no serious breaks.

ET, Mon. 2/8/1908, p. 4. **CONCRETE LOCKS FOR C. & O. CANAL.** -

The Canal Towage Co. is making some permanent improvements on the great waterway that indicate a firm belief in its indefinite continuation as a useful and competitive line of transportation.

As is well known about thirteen of the locks between South Branch and Hancock are of wooden construction and require much attention to keep them in repair. Those locks are to be replaced by locks built of concrete provided that material proves to be a success in the use so far made of it in lock building.

The company has just completed replacing Lock No. 67, at Town Creek station on the Western Maryland railroad, but better known to boatmen as Darkey's lock, with a lock made of concrete.

The reconstruction of Lock No. 58, at forty mile stake, and known to older boatmen as "Bill Bell's" lock, is also about finished in like manner. The work was done under the supervision of Mr. J. H. Higgins, superintendent, assisted by Mr. J. W. Dodd, of this city, foreman of carpenters between Cumberland and Dam No. 6. There is little doubt of the new concrete locks proving a success.

WH, Tue. 2/18/08, p. 1. **POTOMAC IS STILL RISING.** - Hagerstown, Feb. 17. - The flood in the Potomac River, which

attained a height of twenty feet above normal at Williamsport yesterday, is rising today almost as rapidly, but has done no serious damage, so far as is known at this time. It is thought the banks of the Chesapeake and Ohio Canal have been damaged by the action of the water, but to what extent is not known. Hundreds of acres of farming land were under water along the river and the Conococheague Creek, its chief tributary in this section. Two huge ice gorges in the latter at Williamsport are still intact, though the water has fallen five feet below the packs. Hundreds of tons of ice cover the fields and roads that were flooded. All the other streams in this section are falling and are below the danger point.

ET, Wed. 2/19/08, p. 1. **Canal Damaged by Ice.** - Hagerstown, Feb. 19. - It is reported that considerable damage was done on the upper levels of the Chesapeake and Ohio canal by the breaking up of the ice gorges in the Potomac River during the recent flood in that stream. Tons of ice was washed upon the canal banks, cutting the banks badly for some distance between Dam No. 6 and Hancock. The canal is said to be injured on other portions. The Potomac River has receded within banks. The ice gorges at Williamsport broke last night. No damage was done.

WT, Thu. 3/5/08, p. 14. The Chesapeake and Ohio canal, which has been closed for the winter months, will open for the season's traffic in a few days. During the past three months a number of improvements have been made to the canal bed. Traffic over the waterway is controlled by the Canal Towage Company, of which Col. G. L. Nicolson is the general manager. The principal shipments made over the canal are of soft coal from Cumberland, the most of which is taken from the Georgetown wharf by the

Consolidation Coal Company's barges to New England ports.

WT, Mon. 3/9/08, p. 12. The factories along the river front, which obtain water power from the Chesapeake and Ohio canal, have closed down temporarily, the water having been drawn from the Georgetown level for a week or ten days, to enable the cleaning out of the bed of the waterway. Traffic on the canal will be resumed for the season about March 20.

ET, Wed. 3/18/08, p. 5. **Canal Boat Afire.**

Canal boat No. 23, of the Canal Towage Company, known in private life as the "Pearl Gladys," caught afire the second time in the lower boat yard yesterday afternoon. Engine Company No. 2, from Browning street, poured nine pints of chemicals on the flames and extinguished them.. It is alleged the fire started from the ship's cook trying to boil an omelet without egg.

ET, Mon. 3/23/08, p. 5. **South Cumberland News.** - The repairs to the wharf having been completed, the water was turned into the Chesapeake and Ohio canal basin here Saturday and yesterday the levels below here were being filled. In a few days the waterway will be ready for boating. It is understood that the starting of boats will not take place until April 1st. Loading was to have commenced on Wednesday nest, but the scarcity of orders for coal at Georgetown seems to have caused a postponement.

WT, Tue. 3/31/08, p. 10. The Chesapeake and Ohio canal will open for the season on April 1. The traffic season generally opens about the middle of March, but owing to the lateness of cleaning the Georgetown level, several weeks delay was experienced.

WH, Thu. 4/2/08, p. 9. **HEADED FOR GEORGETOWN.** - Cumberland, Md.,

April 1. - The season opened on the Chesapeake and Ohio canal today, ten boats, carrying 1,200 tons, clearing the port here for Georgetown, the fleets being headed by boat No. 13.

ES, Thu. 4/9/08, p. 10. **General News Gathered on the River Front.** - The Chesapeake and Ohio canal was opened to navigation for the season last week and barges laden with coal from the Cumberland mining regions are arriving at Georgetown, and are being distributed at the wharves of the various wholesale dealers. It is stated that a number of vessels will load at the Georgetown piers during the summer for New England points.

ET, Mon. 4/13/08, p. 1. **SAD END OF MISS MALLOTT.** - A special to the Times from Lock 53, on the Chesapeake and Ohio canal, about seven miles above Williamsport, states that Miss Anne E. Mellott ended her life early this morning by taking a dose of carbolic acid at the home of her parents at the above named place. Miss Mallott was an attractive young woman, only nineteen years of age, and the cause of the tragedy is supposed to have been the stern parental objection to a young man who had been paying her particular attention recently. As soon as the family was informed of the rash act of the young lady, her brother hurried off for a physician, but death came before he reached her bedside.

She was the daughter of Mr. Elias Mallott, the keeper of Lock No. 53, who is well known in this city, having been a boatman on the canal for many years, and a highly respected citizen of Washington county.

ET, Tue. 4/14/08, p. 5. **Along the Wharf.**

The B. & O. railroad began this morning to fill up the upper canal basin by the Footer's dyeing plant, on Wineow street,

with dirt taken from the Oldtown road subway excavation, the tracks of the Cumberland Electric Railway being used to haul dump cars. Gradually this eye-sore is being removed, and nearly fifty feet of ground at the intersection of Wineow and Williams streets have been reclaimed. Probably centuries from now the high school class from Flintstone will write essays on the finding of the timbers of the "City of Hamburg" and "The Old Sky-Blue," and other canal craft, whose frames are being gradually entombed.

A Canal Towage Company dredge commenced deepening the basin near the wharf this morning, many tons of slime and coal dust being removed.

There has been a great demand for boats from the Canal Towage Company within the past two weeks. A number of ex-boatmen employed in the Williamsport tanneries, who have been laid off, have taken to boating, and many of them will continue this season. So far shipments have been fairly good.

ES, Mon. 4/27/08, p. 13. **General News Gathered on the River Front.** - Sailed: Chesapeake and Ohio canal barge No. 32, lumber, from this port for a point on the canal.

WH, Fri. 5/8/08, p. 9. **POTOMAC AT FLOOD LEVEL.** Hagerstown, Md., May 7. - As a result of the heavy rain that has been falling almost continuously for several days, the Potomac River at Williamsport was sixteen feet above normal at 9 o'clock tonight, and was rising at the rate of twelve inches an hour. At that rate the Chesapeake and Ohio Canal will be inundated at many places by morning.

Reports received tonight indicate that many of the smaller streams that feed the Potomac are now raging torrents, the rain

having been even heavier in the mountain sections.

Several washouts are reported on the Cumberland extension of the Western Maryland Railroad, and trains are running late.

ENGINE INGULFED IN SLIDE.

Cumberland, Md., May 7. - The continued rains of last night and this morning have cause the Potomac to rise to a dangerous height. The water has covered Paca street, this city. It is near to Mechanics street, in the heart of the city.

A landslide occurred on the Western Maryland Railroad at Baird this morning, 125 feet of hillside slipping down on the Chesapeake and Ohio canal, completely blocking off navigation on the canal and traffic on the railroad. Supt. Heck reports the canal blocked with immense slides of dirt and fallen trees. A series of landslides occurred on the seventeen-mile grade of the Baltimore and Ohio Railroad early this morning.

A shifting engine was completely ingulfed by the debris.

WP, Sat. 5/9/08, p. 5. **UPPER POTOMAC FLOOD.** - Hagerstown, Md., May 8. - The Potomac River at Williamsport reached a height of twenty feet above normal today at noon. For several hours afterward the river was stationary, but this evening it began to fall gradually. The lowlands all along the river at Williamsport are inundated and it is believed the banks of the Chesapeake and Ohio Canal have suffered considerable damage. The flood waters went so near the tannery of W. D. Byron & Son that the plant had to be shut down. Both the Antietam and Conococheague are out of the creek banks.

Cumberland, Md., May 8. - The Potomac River has about reached normal stage. It was very high last night, Paca street, this city, being inundated and several

houses could only be reached by boats. It began to fall about midnight, and the decline has been very rapid since, and all danger is over.

News, Fri. 5/15/08, p. 5. William T. Hassett, former division superintendent of the Chesapeake and Ohio Canal, died at Clear Spring, Washington county.

WH, Fri. 5/15/08, p. 9. **W. T. HASSETT DEAD.** - Hagerstown, Md., May 14. - William T. Hassett, former division superintendent of the Chesapeake and Ohio Canal and one of the best-known citizens of this section of the State, died today at his home, Clear Spring, from heart failure, aged sixty-eight years.

He was active in Republican politics, served as county commissioner, and was at one time internal-revenue collector for this district. Mr. Hassett was a member of the Episcopal Church, and is survived by five sons and daughters.

ES, Sat. 5/16/08, p. 8. **General News Gathered on the River Front.** - The steam barge George W. Knott, one of the few steam vessels employed on the Chesapeake and Ohio canal, completed repair work at the Consolidation Coal Company railway, Georgetown, early this week and was put overboard. The vessel is on the way to Williamsport, Md., to take aboard a cargo of limestone for Georgetown from the quarries on the upper end of the canal. The Knott is one of the few boats in service on the canal that has steam and not mules for its motive power. Although the Knott is a steam vessel, and would be subject to inspection were she plying the Potomac, the fact that she is used exclusively for canal work, it is stated, exempts her from the action of the steamboat inspection regulations, and she is the only steamer that comes to this city that is so exempt. Several years ago there were a

half dozen or more steamers in service on the canal, and the Knott is now about the only one.

ET, Mon. 6/1/08, p. 5. **Canal Boatman Dead.** - Arthur B. Kimble, for many years a boatman on the Chesapeake and Ohio canal, died at his home at Williamsport at 6:30 o'clock Sunday evening, from general debility, aged 64 years. For over a year he had been failing in health, which compelled him to give up boating. Mr. Kimble was a native of Williamsport, and served throughout the Civil War in the Union army. He was a member of Reno Post, G. A. R., and of the Odd Fellows and Knights of Pythias. He was also a member of the Methodist Church and was a staunch Republican. He is survived by his wife, who was Miss Sallie Shennebrook, of Williamsport. One brother, Charles E. Kimble, a well known rural mail carrier, also survives. Deceased was well known in this section as a C. & O. canal boatman.

WT, Fri. 6/5/08, p. 11. **DROWNS IN CANAL.** - A white man about thirty-five years old, known only as "Charlie" employed as a laborer on canal boat 54, fell into the Chesapeake and Ohio canal about a mile and a half above the Aqueduct bridge this afternoon and was drowned. The man was walking along the towpath when he attempted to get aboard the boat, and, losing his balance, fell into the water. The man was employed on the boat only a short time and his last name is not known to his fellow-workers.

WT, Sat. 6/6/08, p. 9. **MAN'S BODY FOUND IN C. & O. CANAL.** - Identified as J. F. Reed, thirty years of age, of Mt. Ranier, Md., the body of the man drowned in the Chesapeake and Ohio canal yesterday is at the District morgue. The police have

been unable to locate any of the dead man's relatives.

Reed was employed as a laborer on canal boat No. 54. He was walking along the towpath about a mile above the Aqueduct bridge when he attempted to board the boat and, losing his balance, fell into the water.

ET, Tue. 6/9/08, p. 1. **JNO. F. STERLING DEAD.** - Williamsport, Md., June 9. - John F. Sterling, a former resident of this place and at one time an official of the Chesapeake and Ohio canal, died at his home in Washington, of apoplexy, aged 70 years. Mr. Sterling was supervisor of the middle division of the canal for a number of years previous to the flood of 1889. He was twice married, and is survived by his second wife, a daughter (Mrs. Louis A. Weisberg, of Pittsburg) and two sons (B. A. Sterling, of Ottumwa, Is., and W. E. Sterling, of Pennsylvania) and one brother (Richard N. Sterling, of Mount Sterling, Ky.) His body was brought her yesterday and buried in Riverview cemetery.

ES, Wed. 6/10/08, p. 13. **Boats Undergoing Repairs.** - The power launch Candoc, owned by the Chesapeake and Ohio Canal Company and used in business trips on the canal, is on the railway at Bennett's for general overhauling and painting. The name of the vessel is taken from the first letters of the title of the company owning her. The Candoc will be on the railway for several days before she can be launched and returned to service.

WP, Sun. 6/14/08, p. 12. **Removing Ship Wrecked in 1889.** - The hull of an old steamer, which was sunk just off the outlet of the Chesapeake and Ohio canal, at Alexandria, during a freshet in 1889, and which, it is said, has been the cause of the docks at this point filling in more rapidly

than otherwise, is being removed under the direction of Lieut. Dent, the engineer officer temporarily in charge of improvements on the Potomac River. A survey made recently indicates that the wreck is from 150 to 200 feet long, about 35 feet beam, and that it is imbedded in the mud in about nine feet of water. The chief of engineers has allotted the sum of \$1,000 to complete the work.

ES, Sun. 6/14/08, p. 8. **General News Gathered Along the River Front.** - The tug Camilla of the Taylor fleet left port yesterday evening towing the big schooner barge No. 19 of the Consolidation Coal Company fleet, bound for Boston with 1,600 tons of Cumberland coal which she loaded at the Georgetown coal piers.

At Point Lookout No. 19 will meet a tow of two loaded Consolidation Coal Company barges coming down from Baltimore. She will join them to be taken up the coast to her destination.

Barge 18, which sailed from Boston for this city last week, passed in the capes Friday in tow of the tug Savage and is at Point Lookout waiting a tug to bring her to this city, where she will load for a New England port. The Camilla, after turning No. 19 over to a [sea]going tug, will take No. 18 in tow and place her under the coal chutes at Georgetown to load.

The coal these vessels are carrying away is brought down the Chesapeake and Ohio canal in barges from the Cumberland coal region and is transferred to the Consolidation Coal Company coal piers at Georgetown.

ES, Fri. 6/19/08, p. 15. **Launch Candoc to be Made Over.** - The launch Candoc, belonging to the Chesapeake and Ohio canal, and used for official trips on the canal, is having her hull rebuilt at Bennett's boatyard. The greater portion of the outside planking on the vessel has been removed

and such timbers as may be unsound will be replaced with new material. The launch will be on the railway for two or three weeks.

WP, Sat. 6/20/08, p. 7. The launch Candoc, used for official trips on the Chesapeake and Ohio Canal, is being rebuilt at Bennett's boat yard.

ET, Fri. 6/26/08, p. 5. **Bureau of the Evening Times**, 181 Virginia Avenue. South Cumberland, June 26. The firm of F. Mertens' Sons began this morning the work of pumping out the hulls of the abandoned canal boats belonging to that firm which lie in the upper basin, below the Footer plant. A small stationary engine with a powerful pump lifted many gallons of bilge water from the boats. The old hulls will be caulked, and will be taken to Georgetown, it is said, to be turned into stone barges for river work, on contracts which the Mertens company have secured.

The stirring up of the waters of the basin produced quite an unpleasant odor as the hulls were pumped out. It is the ultimate wish of the neighborhood adjacent to this putrid pool that the balance of the boats may be removed or blown up, and the basin filled in. Some of these hulls have been lying in this boat "graveyard" for over thirty years, and decks and cabin have nearly rotted away. When these boats are raised all that portion of the boat beneath the water will be found semi-petrified, and the timber from its long immersion in water, can be cut, sawed or broken only with the greatest difficulty.

ES, Thu. 7/9/08, p. 15. **River Craft in Shipyards**. - The steam launch Candoc, belonging to the Chesapeake and Ohio canal officials, which has been out on the marine railway at Bennett's boatyard for the past two weeks having her hull under water replanked, will be put overboard in the latter part of this week and will at once return to

service on the canal. The launch when put overboard will have practically a new hull under her.

ES, Sun. 7/12/08, p. 3. **"Uncle Sammy" has Figuratively Circumnavigated the Globe Ten Times**. - Walking sixteen miles a day every day for forty-two years has been the work of Samuel Deeble. Hail, rain or sunshine has made no difference to "Uncle Sammy," as he is affectionately called by his friends and acquaintances. He goes through the same dull routine every day - not from any sentimental reason, but simply because it means business to him - the fulfillment of a contract in which he has agreed to perform such a duty for the Chesapeake and Ohio Canal Company from Rock creek to Glen Echo over the canal towpath in search of leaks, washouts, mole holes, etc., in the canal retaining walls. And Mr. Deeble is of a race that believes in doing its duty.

In performing his tiresome avocation, he has walked a distance that equals ten and one-fifth times the circumference of the earth. His total mileage, as accurately as it can be figured, is 242,360 miles.

"Uncle Sammy," who lives at 1513 Wisconsin avenue northwest, was born in Georgetown seventy-two years ago and has given forty-two years of his life to the service of the Chesapeake and Ohio Canal Company. Throughout that long period he has filled the position of level walker between Rock creek and Glen Echo, a distance of eight miles each way. "Uncle Sammy's" record of 242,360 miles is a good one, and he is justly proud of it.

Throughout this long and faithful period of service "Uncle Sammy" has saved the Chesapeake and Ohio Canal Company an inestimable amount of money through his close attention to duty. Upon the hottest summer's day, where the sun's rays parch up everything, and upon the most frigid and

stormy days of winter, through rain, hail, snow, sleet and cold wintery blasts, this venerable little man can be seen from daybreak plodding along the tow-path of the canal with an observant eye for anything which might threaten a break in the retaining walls and embankment. He returns upon the opposite side, after partaking of his lunch at Glen Rcho, and finishes his tour of inspection at Rock creek about 4 o'clock in the afternoon. And, strange to say, no one is known who has ever heard him complain of being tired.

Notwithstanding the fact that Mr. Deeble has been subjected to all the extremes and hardships of weather for the past forty-two years of his life, he is hale and hearty and the picture of health. His pleasant and agreeable manner has endeared him to all with whom he has become acquainted. The fact is yet to be established, or the first declaration made, to the effect that he was ever without a pleasant smile and a good word for everybody, and the sight of "Uncle Sammy" coming down the towpath with his big umbrella is like unto the rising sun, bringing light and joy to the hearts of all who bear witness.

The old gentleman is so well known along the old canal that some of the wags contend that even most of the mules which are employed on the tow-path recognize and greet him with all the sagacity of which they are capable, while the canal men always have a cheery hallo and a friendly handclasp for him.

ET, Mon. 7/13/08, p. 5. **News Notes.**

A few years ago and there were but few night boats on the C. & O. canal, but since the opening of this season it appears that all the canal boat captains have got the fever for keeping agoing from the time they leave Cumberland with a load until they arrive at their destination. Although many of the boats are shorthanded, still there is

great rivalry among them and many of them average, when they do tie up late at night as high as 45 miles a day. The trip up from Georgetown light, is being made now by many of them in a fraction over three days.

ES, Tue. 7/14/08, p. 8. **Launch Candoc Repaired.** - The power launch Candoc, belonging to the officials of the Chesapeake and Ohio canal, which has been on the marine railway at Bennett's boatyard for the past month having her hull rebuilt, will be ready for launching tomorrow and will be put overboard. The launch is now in order for several years to come and she will be used for inspection trips and other official work on the canal.

ES, Thu. 7/16/08, p. 22. **River Craft at the Shipyards.** - The steam launch Candoc, owned by the Chesapeake and Ohio Canal Company, was yesterday launched from the marine railway at Bennett's boatyard and she has returned to Georgetown ready for service. While on the railway the hull of the Candoc was rebuilt and other work done to put her in good order for official trips up and down the canal.

ES, Sun. 8/2/08, p. 2. **WILL AID GEORGETOWN.** - It is believed by citizens interested in improved shipping facilities for Georgetown that the contemplated Baltimore and Ohio spur from Linden, Md., past Chevy Chase Lake to the Aqueduct Bridge is now assured.

This confidence is based on the report yesterday that the Washington and Maryland Railroad Company, through its attorney, George E. Hamilton, has asked the District Supreme Court to appoint a commission to condemn about six acres of land in part of the Fox tract and lowlands along the Potomac river. These lands are located about 500 yards below the Chain

Bridge and will afford the railroad company a right of way along the river front.

The Washington and Western Maryland railroad is a subsidiary company through which the Baltimore and Ohio obtained from Congress the right of way through the District to Georgetown. It has no connection with the Western Maryland line, which is part of the Wabash, or Gould system, and which has been endeavoring to gain an entrance to this city to compete with the Baltimore and Ohio and Pennsylvania lines.

Right of Way Secured.

The Washington and Western Maryland company a number of years ago secured property along the river front above the Aqueduct bridge for a considerable distance and also the right of way along K street, in Georgetown.

A long wooden trestle was erected parallel with the C. & O. canal, above the Aqueduct bridge. The road, however, was never completed and in the course of time the trestle work fell in decay and was torn down during the past year.

It has now developed that the company proposed to run a line connecting with the Baltimore and Ohio Railroad spur already built from Linden to Chevy Chase Lake. It will cross the country in a south-westerly direction to a point near the Chain bridge. It is stated that the road is to cross the Chesapeake and Ohio canal about 500 yards below the bridge and thence follow the canal to K street with a termination at 30th and K streets northwest.

New Freight Station.

Another report is to the effect that the railroad company has purchased two squares of ground between 29th and Jefferson streets on K street, where it is proposed to erect a large freight depot.

It is the supposition of persons who profess to know that the railroad company proposed to continue its road at a future date

from this freight terminal across the K street bridge over Rock creek and thence along the riverfront to South Washington, which will enable freight to be taken to steamers which cannot get up to Georgetown.

WP, Fri. 8/7/08, p. 2. **Cave-in Delays Navigation.** - Hagerstown, Md., Aug. 6. - The tow-path of the Chesapeake and Ohio Canal near the cement mill at Hancock, caved in to the length of about 90 feet, delaying navigation for several days.

WT, Fri. 8/28/08, p. 4. **GEORGETOWN. - No Damage Done by High Water.** - The continued heavy rains the past few days caused a sharp rise in the Potomac river. At Great Falls twelve inches of water is passing over the dam, which is a rise of six inches. This means a foot of water in the gorge below for every four-tenths of an inch passing over the dam, or a total rise of fifteen feet below the falls. All the low lands in that section have become inundated. Many of the inhabitants along the Virginia side claim that the present is the highest water mark reached by the Potomac for several years. As yet no damage has been reported at any point along the river.

Rock creek is also swollen from the heavy rains. For two days the Chesapeake and Ohio Canal Company has encountered great difficulties in operating its boats at the point where the canal and the creek form a junction, at Twenty-fifth street. At one time navigation was entirely suspended.

According to Government official reports, the water in the various streams surrounding Georgetown has reached its greatest height and is now receding.

ES, Sun. 8/30/08, p. 2. **Low Water in River.** - The water in the Potomac river at Cumberland has not been so long in many years. The bed is almost dry at points opposite South Cumberland and persons

walk across dry-shod. The boats in the Chesapeake and Ohio canal are running light and Supervisor Higgins has the pumping station at Patterson's creek at work to keep the levels supplied.

Boats have been grounding in the canal near the Consolidation wharf.

This is the first time in years that the boatmen have had trouble from very low stages of water.

Work has been started on the construction of the bridge over the Potomac at Wiley's ford, opposite South Cumberland. The bridge will cost \$14,000, of which amount \$4,000 was appropriated by Mineral county, W. Va.

The contract for the abutments was awarded to Otto Moscow, Wheeling, W. Va., and for the iron works to William Forrest Bros., Pittsburg. Many lives have been lost in attempting to ford the river at this point and the bridge has been demanded for years.

ET, Wed. 9/2/08, p. 4. **A WRONG CONCLUSION** - The revival of the coal trade in this section is a subject of general congratulation. The return to prosperous conditions is always hailed with pleasure and the fact that our mines are now working full time brings sunshine and gladness to many homes in Allegany county. But we hope that this isolated instance of returning prosperity is based upon something more substantial than the abolition of the differential of fifteen cents a ton on coal freights from the George's Creek region to tidewater.

The freight rate on the small vein coal from this region to the Atlantic seaboard is now the same as it is from Fairmont, W. Va., or Somerset, Pa. It ought to be less, but the differential being removed it is the same where a shipment is sent through to the seaboard and dumped into a vessel on the coastwise trade.

[illegible] fifteen cents a ton is still exacted. It will, therefore, be seen at a glance that the small vein profits very little from the removal of the differential. These industries are seeking the local market, and they are still taxed fifteen cents a ton in their efforts to supply it. Such relief as that is simply a delusion and a fraud.

As for the Consolidation Coal Company, the great coal industry of the county, it has never sought relief and still pays the differential. The Consolidation was not a party to the suit; it evidentially did not desire the removal of the differential, and the revival of business with that company is therefore not to be attributed to its abolition in the slightest degree.

The Consolidation Coal Company is now under the control of the interests that procured the establishment of the differential rate, and that perhaps explains why it was not a party to the petition asking for its removal.

It is to be hoped that the revival in the coal trade will be permanent, but do not let us waste any energy in hurrying over it as a result of the abolition of the differential.

ES, Fri. 9/4/08, p. 8. **General News Gathered Along the River Front.** - The power boat J. C. Ewell, which came here about two weeks ago with a cargo of watermelons from the Rappahannock and which, on finding the market here rather dull, went up the Chesapeake and Ohio canal with her cargo, returned here yesterday and is lying at the oyster wharf. The vessel traversed the canal as far as Cumberland and her master states that he found a good market for his cargo. It is stated that he will next year repeat the trip up the canal with a larger cargo.

WP, Sun. 9/6/08, p. 4. During the ensuing week those who desire to indulge in bass fishing will find it above Harpers Ferry, and

during the latter part of the week from Washington up. All along the Chesapeake and Ohio Canal in the upper river may be found places where fishermen can find board and lodging and boats.

ET, Wed. 9/9/08, p. 5. **Canal Trade Lively.**

The shipment of coal by canal to Williamsport and Georgetown is lively and will probably so continue until ice forms.

WT, Fri. 9/11/08, p. 1. **POTOMAC REACHES LOW-WATER MARK.** - Cumberland, Md., Sept. 11. - Western Maryland today is suffering the inconvenience of a water famine consequent on a long drought, and the mountain streams are being dammed to procure a supply of drinking water for the towns. The Potomac river here is the lowest ever known and navigation has been crippled on the Chesapeake and Ohio canal.

Rigid rules as to the waste of water are being enforced throughout the whole region.

ES, Fri. 9/11/08, p. 13. **General News Gathered Along the River Front.** - The Consolidation Coal Company canal boat No. 25 after loading a cargo of lumber and building material at the wharf foot of 12th street southwest has gone up the Chesapeake and Ohio canal to a point on the waterway near Cabin John bridge, where the material will be used in the construction of a new schoolhouse for children living in Montgomery county, Md., just outside the District line. No. 25 had aboard about 25,000 feet of lumber and several thousand bricks. The canal barges that bring soft coal from Cumberland to this city take back miscellaneous cargoes, and it is said that the business houses of this city are shipping quantities of supplies of all kinds to canal points almost daily.

WP, Sun. 9/13/08, p. 11. The Potomac River and the Chesapeake and Ohio canal are extremely low. On the canal boatmen are having much difficulty, as even light boats returning to this city have gone aground. It is stated that unless there is rain to raise the water the loading of boats at the Cumberland port may have to be discontinued in the next few days.

WP, Sat. 9/26/08, p. 9. **Drowns in C. & O. Canal.** - Hagerstown, Md., Sept. 25. - George Moore, aged 26, son of Calvin Moore, of Williamsport, fell from Thomas Moore's boat in the Chesapeake and Ohio Canal above Georgetown last night, and was drowned. He had been in ill health for some time.

ES, Fri. 10/2/08, p. 19. **BOYDS AND NEARBY.** At Seneca the Chesapeake and Ohio Canal Company is erecting a dam of concrete 100 feet long and five feet deep by about three feet wide, near the lock. It is understood that an additional 100 feet will be provided in order to make the protection necessary for the lock.

ES, Sat. 10/10/08, p. 12. **Damages for Right of Way.** - The award of the commissioners - W. B. Turpin, George W. Ray and J. H. Bradley - appointed to assess the value of certain rights of way near Georgetown for the Washington and Western Maryland Railroad Company has been filed. Damages amounting to \$4,390 were allowed to the Independent Ice Company, V. J. Brown, the Chesapeake and Ohio Canal Company and several other property holders in Georgetown.

ES, Wed. 10/14/08, p. 1. **DIVER FINDS DEFECT. - Reports Aqueduct Bridge Piers Are Deteriorating.** - Recent examinations by divers show that there is in process a gradual deterioration of the piers

of the Aqueduct bridge crossing the Potomac river at Georgetown. A statement to that effect is contained in a report just received by Gen. Marshall, chief of engineers, from Maj. Cosby, the officer in charge of river improvements. According to the report, the defects in the piers show usually in the form of cavities caused by the dropping out of stones in or near the face during freshets. These cavities have been repaired by filling them with concrete in bags and in some instances the repaired portions have been protected by placing riprap in front of them. In the case of three of the piers, Nos. 1, 4 and 5, the defects were so serious that that method of repairs was impracticable, and it became necessary to build entirely new piers.

Maj. Cosby says that considerable erosion has occurred in some of the piers since repairs were last made in the spring of 1907, and that all the old piers, except No. 2, required additional repairs. The cavities, while fewer in number, he says, were somewhat larger than are usually found. They were filled in the usual manner with concrete mixed on a scow, placed in burlap bags of suitable sizes and lowered to the diver, who built them into the masonry. During the past month about 29.5 cubic yards of concrete were placed in that way at a total cost for material, labor and supplies of \$979.13, or about \$33.20 per cubic yard.

Results of the Examination.

Going into details of the results of the examination just completed Maj. Cosby says that a large cavity was found in pier No. 3, which is the third from the Virginia shore. It was at the down-stream end, and extended from about the center of the end around to the south side for a distance of about eight feet. The top of the cavity was about twenty feet below the water line and the bottom about eight feet deeper, running down to the rock bed of the river. The bottom three feet and the back of the cavity

were filled with mud and clay. The cavity apparently runs back about feet from the face, but it was not considered safe to remove the mud for more than three feet in. The rock was cleaned off and a wall of concrete in bags built up against the mud. Maj. Cosby says that evidence of a slight settlement at this end of the pier can be traced in the joints between the water line and the coping.

In pier No. 7 a cavity was found at the down-stream end near the bottom about twenty-six feet below the water line. It extended from about the center of the end for a distance of about twelve feet around the end and along the north side. It is about three feet high at the face and extends into the pier about five feet. The cavity was filled with soft mud, which was cleaned out and the hole then filled with bags of concrete. In pier No. 8 were found a greater number of defective places than in any of the other piers, but the individual cavities were not so large as those found in piers No. 3 and 7. They ranged from a few cubic feet to about one and a half cubic yards.

Built About 1835-1840.

The piers of the Aqueduct bridge were built about 1835-1840, and were designed to carry the Chesapeake and Ohio canal across the Potomac river at Georgetown. They are composed of Potomac river gneiss, excepting the ice breakers, which are of granite. Between the main river abutments there are eight piers, numbered from the Virginia shore, about 110 feet apart between faces at the top. Every third pier is about sixteen feet wide at the top; the remaining piers have top widths of about seven feet six inches. The top of each pier is about thirty feet above the plane of mean low tide. These piers were built within coffer dams, and were supposed to have been constructed of substantial masonry founded directly upon the rock bed of the river.

There appears to have been many difficulties attending the construction. According to the original plan the superstructure was to have consisted of nine stone arches, the two broader piers to serve as sectional abutments. For economical reasons, however, a wooden truss bridge and trough of kyanised timber were substituted. This structure was the "Potomac aqueduct."

In 1866 the Alexandria Canal Company leased its canal and the Aqueduct bridge to Messrs. Quigley, Wells and Dugan for a period of ninety-nine years. The lessees replaced the old truss, which had become decayed and unsafe, by a Howe truss, and the latter was subsequently strengthened by wooden arches. By act of Congress approved July 27, 1868, the lessees were authorized to erect and maintain, in connection with the aqueduct, a highway bridge and to charge certain specified rates of toll. A floor system was placed on the top chord of the Howe truss, trestles and spans of the approaches were built and the bridge used as a highway until 1886. For several years prior to the date named, however, the condition of the bridge was not deemed satisfactory, and examinations made by army engineers resulted in reports that the superstructure was unsafe for public travel.

Government Acquires Ownership.

An act of Congress approved June 21, 1886, provided for the establishment of a free bridge, either by the purchase of the Aqueduct bridge piers and the erection of an iron bridge thereon or by the construction of a new bridge at or near the Three Sisters, about one-half mile above the Aqueduct. Under the provision of that act, the bridge was purchased by the United States government. The existing iron superstructure was constructed by the army Engineer Corps, being completed in 1888. Attention appears to have been first called to the defective construction of the piers

immediately after the freshet of 1889, and extensive repairs were made to six of them by means of cement concrete in bags placed by a diver. Pier No. 4 was so badly eroded that it became necessary to replace it with an entirely new pier. Subsequently piers Nos. 1 and 5 were also entirely reconstructed.

In a report regarding the bridge made by Col. C. E. L. B. Davis, Corps of Engineers, in 1805 it was stated that the timber cross braces of the old original cofferdam built in 1839, sixteen inches square and twenty-one in number, had been left in pier No. 4 and the masonry built around them. It was also found that the masonry had not been started from solid rock, but from riprap stone apparently thrown in to level off, without removing the debris upon the rock, which, he said, was assured and seamed and covered with projecting nodules. Layers of mud and sand were found under the lowest of the old shores, while lying on the rock diagonally under the masonry of the pier was found an old tree which must have been there before the pier was built. For about twelve feet above this insecure foundation, said Col. Davis, the masonry was of the poorest quality possible and hardly worthy of the name of masonry. He said the stones were apparently put in as they came from the quarry without the slightest reference to beds, being set on end, edge and in every conceivable manner, while few, if any, traces of mortar or cementing material were found.

Masonry of Poor Quality.

In taking down this old pier, which was done by Col. Charles J. Allen, Corps of Engineers, it was found that the masonry was of even poorer quality than had been believed. He said the upper portion of the pier as well as the lower was of such poor quality that it was readily removed with picks and shovels, and the lower stones were

removed without the slightest difficulty by chain hooks only.

In recent years additional pressure has been put upon the piers by the extension of the Great Falls and Old Dominion railroad across the bridge into Georgetown, but so far as known that use has not materially affected the structure in any way.

Summarizing the report of Maj. Cosby in regard to the present condition of the bridge, it appears that the two abutments and the three recently reconstructed piers, Nos. 1, 4 and 5 are in good condition, but that the other five piers are more or less defective. The repairs which have just been completed have made the bridge perfectly safe for travel, but as they are admittedly more or less temporary in character it may be regarded as only a matter of time when it will become necessary to reconstruct entirely the five defective piers or abandon the bridge for an entirely new one on the same site or in that vicinity. Estimates for a suitable new bridge range from \$800,000 to \$1,000,000.

WT. Tue. 10/20/08, p. 12. George W. Killeen, the contractor, is about to begin the work of tearing down the old ice house along the Chesapeake and Ohio canal, just above the Aqueduct bridge, which has for a number of years been used by the Georgetown Ice Company for storing ice. This is to clear the way for the Western Maryland and Washington railroad, which is to be built into Georgetown.

ES, Wed. 10/21/08, p. 5. **General News Gathered Along the River Front. - Doings of Pleasure Craft.** - The handsome power launch Chippewa of St. Michaels, Md., has returned to this city from a ten-day trip on the Chesapeake and Ohio canal, from Georgetown to Cumberland, Md., and will remain at anchor here while her owner, Capt. Dryden of St. Michaels, and those

aboard the yacht spend time visiting points of interest in this city.

The Chippewa arrived here about two weeks ago, just before she started up the canal, but only remained a short time before resuming her trip.

Mrs. Dryden is with Capt. Dryden on the yacht and they have as guests the Misses Reeman and Mr. Reeman of St. Michaels.

WP, Sun. 10/25/08, p. 4. The acting commissioner of fish and fisheries has been in consultation with several members of the Game and Fish Protective Association, and taken up with Col. Nicholson, superintendent of the Chesapeake and Ohio Canal, the question of seining that body of water when it shall be "drawn off," at the edge of cold weather, with a view to reclaiming the thousands of small fishes, of all species, and having them placed in the Potomac. Some years ago this course was followed, with very good success. If it is done this year, profiting by past experience, it will be doubly well done. The canal will likely be divided into sections, with parties assigned to the different locations, to see that, after the fish are taken out, they are placed in the river.

Many practical persons residing along the route of the canal fell much interest in the work, and have volunteered to lend their services to its success. Col. Nicholson, of the canal company, himself a devotee of the gun and rod, will gladly lend any aid he possibly can to the movement. A careful pursuit of this undertaking by Dr. Smith, acting fish commissioner, and his trained talent will no doubt bring about an extensive saving of the growing fishes that otherwise would go to waste. The carp will, of course, be eliminated. Richard Sylvester and Dr. W. S. Harban have been urging this reclamation process for some time, and no doubt will enlist the services of many of the fishermen to aid in the supervision of the

work. Mr. Sylvester will go over the subject with Col. Nicholson, of the canal company, next week, with a view to procuring such suggestions as may perfect the securing of the wagon loads of fishes that may be taken from the canal holes.

News, Tue. 10/27/08, p. 5. **Immense Catch of Bass.** - The most remarkable catch of bass made in Western Maryland waters this season is reported by a party of fishermen consisting of Messrs. Theodore Engler, of Westminster, and Hill Ardinger and Robert Ardinger, of Williamsport, who have returned from Big Pool, along the Chesapeake and Ohio Canal, where they caught in two days 215 bass of almost every known variety of this species of fish. Some of the bass weighed two and three pounds. The first day's catch of the party numbered 64, and on the following day they landed 151 bass, more than doubling their previous catch.

WT, Thu. 10/29/08, p. 6. **No. CXLI - "FOXALL TOWN HOUSE."** - "On Thirty-fourth street, ladies and gentlemen, between the Chesapeake and Ohio canal and Water street, you see a battered old brick house, the house which Henry Foxall, sole proprietor of the historic Foxall Cannon Foundry of Georgetown, built in 1801.

"Aside from its great age, this house is of interest, as the home of the man who manufactured the first forged gun in America, and to whom the success of the war of 1812 was largely due. Foxall, an expert iron worker, came here from Philadelphia at the time the Capital was moved from that city to Washington, and, according to all records, was given special inducements to manufacture guns for the Government.

"During the fifteen years in which he conducted the foundry he lived in what is now known as the Foxall town house, the

home that stands on the banks of the canal, overlooking the Potomac river. In the house, Thomas Jefferson was a frequent guest; here Jefferson came to play on the "fiddle" or accompanied his host to the foundry, where he had a little workshop fitted up for his own use, and where he and Foxall spent many afternoons together.

"There is considerable confusion, it seems, as to the titles to this property, but it is reasonably certain that it really belongs to Benjamin H. Warder's estate. About fifty years ago, Benjamin H. Warder lived in the house, and rented it to the Chesapeake and Ohio Canal Company, as their offices, at the time of the canal's completion, as the location became undesirable for a residence.

"This old residence is a three story structure, built of English brick and was originally square. Two quaint little gables with battered shingles and broken window panes, look forlornly across the beautiful Potomac in the one direction, and into the sluggish water of the canal on the other. Only a small portion of the stone wall, which once surrounded the garden remains. Although in a fair state of preservation, it is a sad relic of ancient grandeur.

"This house, when occupied by its founder, presented an elegant appearance - a large and beautiful portico in front, balconies on the sides and rear, and with noticeable ornamentation. It was on a green hillside, sloping down to a place on the river known as West Landing at that time, the stream at that point being quite picturesque and unmarred by any evidence of commercialism. The house was surrounded by beautiful gardens, and its environment was inviting and aristocratic."

ES, Sat. 10/31/08, p. 8. **Rod and Stream.** - A movement is on foot to save the thousands of small fish, especially bass, found in the pools in the Chesapeake and Ohio canal after the water is drawn off for the winter.

Col. George L. Nicolson of Georgetown, D. C., superintendent of the canal, is in charge.

After the water is drawn off pools always remain and these usually contain large numbers of fish. These will be seined and placed in the Potomac. No carp will be saved. Many persons living along the canal have volunteered to assist.

WP, Sun. 11/1/08, p. 4. L. G. Herron, of the fish commission, who knows more about fish than most persons who profess to be skilled, will supervise the proposed undertaking to reclaim the small fishes that may have accumulated in the Chesapeake and Ohio Canal during the season. Under the guidance of Mr. Herron, no doubt thousand of specimens will be returned to the Potomac.

WT, Sat. 11/7/08, p. 9. **OLD COAL DOCK FIRE TUNS RABBITS OUT.** - Fire of unknown origin shortly after noon today destroyed a large brick building formerly uses as a coal dock by C. P. Agnew & Co., of Alexandria, Ca., at Thirty-fourth and Water streets northwest.

The building, which has not been in use for many years, adjoining the plant of the Crystal Plate Ice Company, and, fearing that the flames would spread to the latter building, two alarms were sent in, nine companies responding. The blaze was extinguished in about a half an hour.

The coal dock was one of the oldest buildings along the water front in Georgetown, and was the largest coal distributing station for the Chesapeake and Ohio canal. The prompt work of the firemen prevented the flames from spreading to adjoining buildings and the ice plant, which has a capacity of 100 tons a day, was not damaged.

About fifty wild rabbits, driven from the burning building by the smoke and

flames, resulted in a rabbit chase, in which several hundred children participated.

It is thought the fire was started by some boys, who were playing around the building this morning, and who had built a bonfire. The interior of the old structure was of wood, and by the time the firemen arrived flames were shooting into the air to the height of fifty feet.

The fireboat "Fire-fighter" made a rapid run, reaching the scene of the conflagration in about twenty minutes.

The damage is estimated at about \$5,000. The building was owned by the Agnew Company.

ES, Sat. 11/7/08, p. 10. **OLD WAREHOUSE IS BURNED.** - An old, unoccupied building at 34th and Water streets was destroyed by fire shortly after noon today. The building was owned by C. P. Agnew & Co., and was formerly used as a warehouse and office building by the firm. It is stated that the building was visited by fire on two other occasions, once in 1862, when it was a soap factory, and again since the firm abandoned it as an office building.

This afternoon when the blaze was discovered an alarm called out several companies of the fire department, and when it was feared the flames would reach the plant of the Crystal Plate Ice Company a second alarm was sounded, calling out additional companies, including the fireboat. The fireboat did not render any service. A large crowd of spectators viewed the fire from both sides of the Chesapeake and Ohio canal and small boys had fun chasing rabbits that were frightened from the underbrush along the canal.

Shortly after the firemen started to work protecting the plant of the ice company, which is owned by Weaver Bros., it became necessary for the police to drive back the crowd because of the danger of the walls falling.

The rotten floors in the building gave way from time to time, causing bricks and mortar to fall from the walls, but the outer walls were left standing after the firemen had finished their work.

Firemen and policemen were unable to ascertain the amount of damage or the origin of the fire. It is stated that the building was in bad repair and that the loss, it is thought, will not be great, although the structure is practically wrecked.

ES, Tue. 11/17/08, p. 9. **HUMAN BONES FOUND.** - A bag containing human bones was found yesterday in the old building between the Chesapeake and Ohio canal and the river that was occupied by the Independent Ice Company for a number of years. Workmen engaged in tearing down the building to make room for the tracks of the Western Maryland Railroad Company discovered the bones, which were taken to the police station to be held until an investigation can be made. They present the appearance of having been used by medical students, there being in the bag the bones of two skeletons without heads. They will be turned over to the health department for burial after the coroner has seen them.

ET, Thu. 11/19/08, p. 6. **Ice Forms on Canal.** - The zero weather the past two mornings has caused thick ice to form on the Chesapeake and Ohio canal in Washington county, and it was necessary to press the ice-breaker into service. It has been years since ice has formed on the waterway so early in the year.

News, Fri. 11/20/08, p. 5. **Canal is Still Open.** - Notwithstanding the severe wintry weather of the past few days the Chesapeake and Ohio canal is still open and several boatmen expect to load out again as usual. Thin ice formed in places on the waterway, but the boatmen say unless the weather

becomes still colder they will go to Georgetown without difficulty. The boatmen expect to make several trips yet before tying up for the winter, unless a general freeze interferes with their plans.

WT, Fri. 11/20/08, p. 14. **GEORGETOWN Ice Congestion in Canal is Over.** - The congested condition of the Chesapeake and Ohio canal, brought on by heavy ice, is reported by canal boat men, arriving in Georgetown to be much relieved, and traffic between this place and Cumberland, Md., is very little, if at all impaired. For a few days during the cold spell the ice became so thick on the canal that it was impossible to run boats, without the use of the specially constructed icebreaker.

ES, Sat. 11/21/08, p. 1. **Boy Drowned in C. and O. Canal.** - Williamsport, Md., November 21. - The eight-year-old son of Randolph Eaton of Cumberland was accidentally drowned last night by falling from his father's boat into the Chesapeake and Ohio canal three miles below this place. The boy was walking on the race plank to the middle cabin to get a pot of coffee for supper when he stumbled and fell overboard. Mr. Eaton ran to his son's rescue, but the boy sank and drowned immediately. The body was recovered and brought to this place last night and after being prepared by an undertaker will be taken to Cumberland for burial.

WP, Sun. 11/22/08, p. 4. Col. George Nicholson, manager of the Chesapeake and Ohio Canal, proposes to turn as many bass and other varieties of small fish in the Potomac as possible when the water in the canal is drawn off for the winter, while the pools will be cleared of all they contain.

Ibid, p. 7. **Drowned by Fall From Boat** - Hagerstown, Md., Nov. 21 - William, the 7-year-old son of Charles Neus, of

Cumberland, was accidentally drowned last night by falling from his father's boat into the Chesapeake and Ohio Canal, below Williamsport, while walking on the race plank to the cabin to get his supper.

ET, Mon, 11/30/08, p. 2. **Arrested on Wedding Day.** - "Arrested on His Wedding Morn. or Torn From His Sweetheart's Arm by the Police," can be the title of a thrilling drama in real life which was enacted on the "Island," in the shady depths of the old Basin Wharf. Saturday morning, when B. & O. Policeman T. A. Cale arrested Walter Peacock, accused of the theft of castings from the B. & O.

Officer Cale had a warrant for Peacock and early Saturday morning, when Peacock applied at the courthouse for a license to wed Miss Edna Eaton, Cale was notified that he had bought the license and followed him to Ridgeley, and then across the W. M. bridge to the "Island," coming upon Peacock just as he waited on the shore for his bride-to-be to paddle over to meet him from her home on the canal boat "City of Hamburg," which lies in the Canal Basin.

Stern duty compelled Officer Cale to watch the lovers embrace, and then, thinking they had hugged and kissed each other enough for an engaged couple, went over and placed his hand on Peacock's shoulder, the shoulder on which Edna's golden head was billowed, as novelists say, and Cale, in a meek voice informed Walter that he had a warrant for his arrest.

Walter, so near a Benedict, took his arrest philosophically, murmuring to his weeping Edna "that such was life," and accompanied the officer to jail.

Tearfully the bride besought her husband's release until they could be married, and it was as much as Officer Cale, who is single, could do to refuse the weeping girl.

Cupid was not to be outwitted by the stern mandates of the law, for yesterday, in the presence of twenty-three prisoners, and Sheriff Hodel, who gave his blessing, Miss Eaton became Mrs. Walter Peacock.

It is said that the wedding is what the Hagerstown Mail's society column reporter would call "a love match."

ET, Wed. 12/2/08, p. 2. **Canal Closes.**

Yesterday marked the closing day for the Chesapeake and Ohio canal, and boating was shut down for the winter months. The levels will be kept full for a few days to enable boats now enroute to reach their destination, and then the water will be drawn off and the channel kept empty until spring.

The season which closed a little earlier than usual, has been quite a successful one, and taking the general depression upon business in the spring and early summer months into consideration, the boatmen have had a comparatively busy period. The canal opened this year on the first day of April.

Under the rules of the Canal Towage Company, who operate the waterway, a complete report of the business done on the canal during the year was compiled yesterday by Mr. J. Wm. Heck, the canal collector. Mr. Heck's report shows that 1,695 boats were loaded at the wharves here. These boats carried 189,756.42 tons of coal. Of this coal 159,871.51 tons were carried to Georgetown, D. C., 27,578 tons went to Williamsport, Md., and 2,306.91 tons to intermediate points. A few of the boatmen who make their winter quarters here are on their homeward trip now. Others have gone to their home at Sharpsburg, Williamsport, Georgetown and other points along the canal.

WP, Thu. 12/3/08, p. 2. **C. & O. CANAL CLOSED.** - The Chesapeake and Ohio

canal has closed for the season. The levels will be kept full for a few days to enable boats now enroute to reach their destination. The boatmen have been busy despite the depression of the spring and early summer.

During the season, which opened April 1, 1,695 boats cleared the Cumberland wharves, carrying 189,756 tons of coal. Of this amount, 159,871 tons were consigned to Georgetown; 27,578 tons to Williamsport; and 2,307 tons to intermediate points.

WP, Fri. 12/11/08, p. 9. **Williamsport's Oldest Mason Dead.** - Williamsport, Md., Dec. 10. - Jacob B. Masters, aged 81, died last night at his home here. He was connected with the Chesapeake and Ohio Canal as superintendent for forty years. He was elected to the legislature on the Republican ticket in 1863, and served two terms as burgess of Williamsport, and also as a justice of the peace. He was the oldest member of the Masonic and Knights of Pythias lodges in the town.

News, Sat. 12/12/08, p. 5. **Will Seine the Canal.** - With the drawing of the water from the Chesapeake and Ohio Canal, the low places in the waterway will be seined under the auspices of the State Game and Fish Protective Association. All bass and other game fish, and fish upon which these feed, will be placed in the Potomac river. Carp and other fish that prey on game fish will be destroyed. The seining will be done under the auspices of the game wardens in the respective counties along the canal. A notice has been issued by the Canal Company that the removal of fish from the canal by the public in general will not be permitted, and it is the purpose of the game wardens to see that the law in this connection is enforced. They announce that all violators will be prosecuted.

ES, Sun. 12/13/08, p. 8. **Game Association Annual Meeting.** - Dr. Walter S. Harban, president of the Game and Fish Protective Association of the District of Columbia, has announced that the annual meeting of the organization will be held next Monday evening at 1339 K street. In his call Dr. Harban says:

"Matters of especial interest will be considered, as to seining the Chesapeake and Ohio canal, which has been arranged, and of conferences with the United States fish commissioner, who has bills before Congress for stocking inland waterways for the benefit of anglers. Dr. Cecil French will present a statement of his visit abroad and Dr. Theodore S. Palmer, a report on game and game laws. The meeting will be unusually interesting and all sportsmen should attend."

ET, Wed. 12/16/08, p. 1. **DRAINING THE CANAL.** - Hagerstown, Md., Dec. 16. - The water is being drawn from the levels of the Chesapeake and Ohio canal at Williamsport and other points along the waterway. The canal will be emptied in a few days and remain closed until about March 1 of next year.

This week the deputy game wardens will be seining the wide waters and low places in the canal for the purpose of saving all of the bass possible by placing them in the Potomac river. The work will be done systematically, and thousands of bass, it is expected, will be saved and placed in the river for propagating purposes.

WT, Tue. 12/22/08, p 12 **GEORGETOWN** - The Chesapeake and Ohio Canal has been closed for the winter months. Traffic will be resumed the early part of March. During the winter the water will be drawn from the waterway, in order that improvements may be made to the canal bed.

The Canal Towage Company, which controls the waterway, reports the past season to have been a busy one, many hundreds of boat loads of soft coal having been brought here from Cumberland, and shipped to Northern points, through the distributing agent, W. A. Leetch.

ES, Sat. 12/26/08, p. 14. **COMPROMISE OVER LAND.** - The Chesapeake and Ohio Canal Company, owners of about 90,000 feet of the ground contained in the two squares 63 and 89, lying between 21st and 23rd streets and south of B street northwest, which is being condemned by the government for an extension to Potomac Park, has effected a compromise with the United States. The commission will be asked to value the property at the figures agreed on. The total valuation, according to the compromise, is about \$18,000.

The company owned 30,633.20 square feet in square 63, and has agreed to accept 18½ cents per square foot. In square 89 its holdings include 54,399.08 square feet, valued at 20 cents a foot, and a strip of 4,656.48 square feet fronting on B and 22nd streets, for which it is agreed to accept 30 cents a foot.

With the Chesapeake and Ohio company's holdings eliminated there remains about 100,000 square feet yet to be valued by the commission. The commission Isaac E. Shoemaker, Thomas M. Harvey and James O'Donnell, will meet again next Monday at 3 o'clock to continue the taking of testimony concerning the remaining area to be condemned.