

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
1909

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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.

Those readers not interested in the Washington City Canal or the subsequent Washington city sewerage system should just skip over those articles. Those not interested in Edward's Ferry, Jarboe Store and other landmarks along 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 1909

WT, Sun. 1/10/09, p. 11. A steel girder bridge is being erected over the Chesapeake and Ohio Canal, near the District line, by the Baltimore and Ohio Railroad Company, which is making an extension of its line into Georgetown. The company is also making a culvert under the Conduit road, near the Maryland line.

WH, Thu. 1/14/09, p. 9. **May Solve Long Mystery.** - Hagerstown, Md., Jan. 13. -

Persons here are inclined to think the skull and other bones of a human body found in the Chesapeake and Ohio Canal, near Glen Echo, Montgomery County, may be those of Martin Kinsell, the aged boatman, who mysteriously disappeared from his home at Big Pool, this county, over two years ago. No trace of Kinsell has ever been found. Friends and relatives are convinced he was murdered and robbed.

WH, Fri. 1/15/09, p. 9. **Coat Found in Canal.** - Hagerstown, Md., Jan. 14. - An old corduroy coat, which has been identified as the one worn by Martin Kinsell, the Chesapeake and Ohio Canal boatman when he disappeared over two years ago, was found floating in Big Pool by boys while hunting. The officers feel that the finding of the coat further supports the theory that Kinsell was murdered and robbed.

CA. Tue. 1/21/1909, p. 4.. **Big Pool Going Dry.** - That lovely piece of water known as Big Pool is said to be going dry. It is a part of the C. & O. Canal, but the drawing of the water from the latter only lowers the water in the pool about six feet, leaving from ten to thirty feet still in the pool. But since the drawing off of the water of the canal proper the water in the pool has been falling at the rate of about eight inches daily, and at present the pool is only about half its usual

size. No leaks can be found in the banks and many people believe that the body of Martin Kinsell will be found if the pool goes dry, as now seems probable.

WP, Thu. 1/21/09, p. 2. **Inauguration Plans - Plans for Decorations.** -

A point of unusual historical interest that recently has been reported to Chairman Van Wickle, of the subcommittee in charge of marking such points, is the mouth of Rock Creek. This point is somewhat out of the way of usual travel. It was the site of a ferry 200 years ago, to Bell Haven, now Alexandria, and was incorporated by Lord Fairfax and other land proprietors in 1784.

The most interesting feature in connection with the site, however, is that a portion of Gen. Braddock's command camped there prior to proceeding to Frederick and Fort Duquesne. Southward, and situated at a point on the mainland, is Braddock Rock, on which, tradition states, Gen. Braddock landed. At that time, and for a long time afterward, there was deep water at this point and at the mouth of Rock Creek.

Shown on Old Map.

On a set of road maps of 1785 this ferry is shown. Gen. Rochambeau and the French troops camped on the site preparatory to crossing the ferry enroute to lower Virginia during the American Revolution. In 1814 a detachment of militia camped on Observatory Hill, overlooking Braddock Rock. It is situated where the boats of the Chesapeake and Ohio Canal are locked into tidal water.

This became of great military importance during 1861 and 1863, as the pontoon boats and material used by the United States forces in the Gettysburg campaign were taken into the canal, and thence to the mouth of the Monocacy. The Pennsylvania and the Baltimore and Ohio railroads are reaching toward this point, the latter company building a branch line from

its main road. Although at many times in the past 200 years traffic has been diverted from it, it always has returned to that place of crossing.

WP, Fri. 1/22/09, p. 3. **FISHING PLACE RUNNING DRY. - Water in Famous Western Maryland Pool Gradually Disappearing.** - Hagerstown, Md., Jan. 21.

Big Pool, on the Chesapeake and Ohio Canal, a famous fishing ground and one of the finest bodies of waters in the western part of the State, is gradually disappearing. It is supposed that a leak of considerable size has appeared in the bottom of the pool. The pool is two miles in length and nearly half a mile in width at its widest point. The water ranges in depth from 2 to 30 feet.

The Western Maryland Railroad, which has been getting water from the Big Pool for engines, has been forced to extend its pipeline 600 feet farther into the pool to obtain a sufficient supply. It is feared that in the course of time the pool will go dry.

WS, Sat. 1/23/09, p. 11.

UNITED STATES MARSHAL'S SALE.—BY VIRTUE of a writ of fieri facias, issued out of the clerk's office of the Supreme Court of the District of Columbia, and to me directed, I will sell at public sale, for cash, in the Chesapeake and Ohio canal, just east of Chain bridge, in the District of Columbia, at ELEVEN O'CLOCK A.M. THURSDAY, JANUARY TWENTY-EIGHTH, 1909, the canal boat "The Wabash" and two scows attached in the suit of Lawrence E. Brown, libellant, vs. the canal boat "The Wabash" and two scows, etc., etc., libellee, District Court, No. 800.
AULICK PALMER, U. S. Marshal.
ADAM A. WESCHLER, Auctioneer. ja20.28.27

[Transcriber's Note: Notice in the above sale, the canal boat had a name, "The Wabash," vice a number.]

WT. Tue. 1/26/09, p. 4. **Extension of B. & O. to Georgetown is Progressing Rapidly.**

The Baltimore and Ohio Railroad Company, which is building a branch into Georgetown, has just completed a large stone culvert, over Foundry branch, west of Georgetown, over which the road will run.

Work is rapidly progressing on the new steel girder bridge which is being built by the railroad over the Chesapeake and Ohio canal, near the District line.

The branch into Georgetown will enter on the west, hugging the shore of the Potomac for several miles. All of the grading has been completed, and the next step will be the laying of the rails.

Repairs are being made to the bed of the Chesapeake and Ohio canal, on the upper levels. Improvements to the Georgetown level will be made in the early spring, when all the water will be drawn from the canal bed.

ET, Mon. 2/8/09, P. 5. **CONCRETE LOCKS FOR C. & O. CANAL. - Which Indicate Old Water Way is to be Permanent.**

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. L. 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.

CA, Thu. 2/11/09, p. 5. **Town Creek Items.** - There is a concrete lock being built at Okonoko on the C. & O. canal.

WP, Thu. 2/11/09, p. 5. **Concrete Locks for C. & O. Canal.** - Hagerstown, Md., Feb. 10 - Permanent improvements indicating a continued usefulness of the Chesapeake and Ohio Canal are being made by the Canal Towage Company. The wooden locks are to be replaced by locks built of concrete. The company has rebuilt Lock No. 67 of this material and the rebuilding of Lock No. 58 is now under way.

WT. Wed. 2/17/09, p. 4. **OLD TENNEY MILL BURNED TO GROUND.** - An abandoned bone mill, just above Thirty-seventh street, on the Chesapeake and Ohio canal, and known as the Tenney property, was burned to the ground about 4 o'clock this morning. The flames spread to and destroyed a small frame dwelling occupied by Samuel Broderick.

Several thousand feet of lumber which was stored in the mill was destroyed. The total damage was more than \$1,000.

WT. Sat. 2/20/09, p. 3. **C. & O. CANAL BUYS TRACT FOR \$2,500.** - The Chesapeake and Ohio Canal Company has bought of William Tenney and others a small tract of land lying at the intersection of Thirty-seventh street and the Potomac river.

The consideration named in the deed recording the transfer is \$2,500.

ET, Mon. 2/22/09, p. 8. **GOT MUD BATH.** - **Two Young men fell Into the Canal Yesterday.** - Harry Kennedy and a companion named Merbaugh, who lives at 99 Lamont street, near Thomas street, had

an involuntary mud bath in the Chesapeake and Ohio canal near the mouth of Knobley tunnel yesterday afternoon. Ropes to extricate the young men and an ambulance figured in the episode and a large crowd was attracted. The two named and several others were enjoying themselves and in trying to cross over the canal to the towpath on a narrow plank, both were precipitated in the mud, which is about six feet deep. The water is drawn off the canal, but this does not prevent both from sinking to their shoulders. Ropes were finally thrown to the men and they were extricated.

Merbaugh was in a bad shape. Kennedy having to tie the rope around the former's body before he could be pulled out. The men were taken to their homes in Butler's ambulance. They are all right today.

WH, Mon. 2/22/09, p. 9. Hagerstown, Md. - The water in Big Pool, situated along the Chesapeake and Ohio Canal, which is reported to be disappearing, is still receding, and today is at a lower stage than has ever been known. The stumps of trees hitherto covered with water from five to ten feet are now exposed on the bottom of the pool. The efforts of the canal officials to locate the leak, which is believed to be in the deepest part of the pool, have been fruitless. It is generally believed that the pool will be practically dry before the leak is found.

WS, Thu. 2/25/09, p. 2. **Near Point of Rocks.** - Several canal boats were swept from the canal to the river near Point of Rocks and a number of houses were flooded. So far as reports from there state no serious damage was done.

WH, Sun. 2/28/09, p. 10. **Talking to Friends; Drops Dead.** - Cumberland, Md., Feb. 27. - Thomas G. Hayes, aged sixty-seven years, died suddenly this afternoon

while sitting in a watch box at the Central Station conversing with friends. In the palmy days of the Chesapeake and Ohio Canal he operated several boats, and was well known between Cumberland and Georgetown.

ET, Tue. 3/2/1909, p. 3. **GETTING THE CANAL IN GOOD SHAPE.** - While no official notice has been given it is said by canal employees that the Chesapeake and Ohio canal will resume operation April 1st. While in former years the famous old waterway has been opened for navigation on or about the middle of March, the supposition is that the canal management do not look for any heavy amount of business until April and for this reason the opening is delayed. In the interim, every foreman from Georgetown to this city is getting his territory in shape for this year's business. At different locks repairs have been in progress during the winter and the banking has been strengthened wherever needed. Several concrete locks have been installed in place of the old ones as an experiment. The ancient waterway so far this year has been extremely fortunate, and little damage has been done at points where the canal bed is in close proximity to the river, by high water or ice jams.

As customary, water will be turned in the nine-mile level this Saturday between this city and North Branch. At the local basin wharf, workmen have been engaged in making repairs and the C. & P. R. R. track forces are renewing the rails on the wharf and changing the switching arrangements. All the steel and wooden cars stored on these tracks have been taken away.

WT, Wed. 3/10/09, p. 6. **FIRE ON HOUSEBOAT.** - Fire caused by the explosion of a lamp did \$100 damage to a houseboat in the Chesapeake and Ohio canal, at the foot of Thirty-fourth street,

early this morning. The boat is owned by Thomas Brennan.

WT. Fri. 3/12/09, p. 6. The surface division of the District government is engaged in rebuilding the stone wall on the south side of the Conduit toad, between the Aqueduct bridge and the Foxhall road. The wall serves as a support for the north bank of the Chesapeake and Ohio canal.

The water was drawn from the Georgetown level of the Chesapeake and Ohio canal several days ago so that a number of minor repairs can be made to the canal bed. It is expected that traffic will be resumed early next month.

ET, Tue. 3/16/09, p. 7. **Opening Old Ditch.** Active preparations are making for the reopening of the C. & O. canal for the coming season. It is announced that water will be turned into the Williamsport level next week. The canal will be filled and navigation resumed in about two weeks.

The Canal Towage Co. has overhauled all of its boats. One new boat has been built this winter and ten thoroughly overhauled at the Cumberland docks. The company will operate a fleet of over 100 boats this season. One of the large contracts for the season will be filled for the government at Indian Head testing ground, along the Potomac river, below Washington. The canal boats are hauled down the river from Washington by tugs. The contract is for 40,000 tons of coal.

A canal official stated that the waterway is in better condition than it has been in many years and the prospects are bright for a prosperous season. Three concrete locks have been built between Dam No. 6 and Cumberland, replacing wooden locks; improvements have been made to the property along the line; several concrete

culverts have been constructed and the banks strengthened.

During the winter a floating derrick, which is used for removing lock gates, was built at the Cumberland yard. The machine is known among canal men as a "Handy Andy" and was invented by Samuel Young, who has been connected with the canal for many years.

WP, Tue. 3/16/09, p. 2. **Patrick Mills Dead at Cumberland.** - Cumberland, Md., Mar. 15. - Patrick Mills, aged 78, former prominent Democrat was found dead in bed today. At the time the Chesapeake and Ohio Canal was opened to Cumberland he was a boat captain. He served four years in the Union army, and later was chief of police under the late Mayor Withers.

ET, Fri. 3/19/09, p. 7. **"Handy Andy" Launched.** - The new riggers-boat, the "Handy Andy," which will be used by the Canal Towage Co., to make lock repairs was launched yesterday afternoon with an impromptu christening ceremonial. A ten-cent bottle of Cumberland Bock beer was dashed against the race-plank amidships and the sponsor removed a quid of "Honest" from his jaw and said "Handy Andy, is your name, skidoo," while a delegation of white and black mule-skinners, boat builders and others who looked on, all heaved a sigh as the foamy fluid dripped down along the boat to the ground below. Without a hitch, the boat slid down into the gurgling waters of the basin with a mild hurrosh, and immediately hundreds of cat fish swam to the scene to investigate the new piece of sewerage that they had supposed had been contributed to their daily feed, and were greatly disappointed when they found out it was only a new canal boat and that the copper paint on the bottom of the boat was not palatable. The "Handy Andy" will be a sort of floating repair ship and was designed

by Superintendent Samuel Young, of this city.

Next week, a new boat which has been building the past winter, will be launched and while it will be known as "No. 61," some of the canal company employees want to call it President W. H. Taft in honor of the new chief executive.

ET, Mon. 3/22/09, p. 7. **Adam Ault Dead.** Hagerstown, Md., Mar. 22. - Adam Ault, aged 87, for many years a carpenter on the Chesapeake and Ohio Canal, died of general debility today at his home, Sample Manor, near Antietam battlefield. He was married three times. On July 6, 1864, Gen. Franz Sigel entered the house and gave him fifteen minutes to get his family and household effects out, as a battle was imminent.

ET, Sat. 3/27/09, p. 7. **To Open April 1.** The Chesapeake and Ohio canal is ready and in first class condition for the resumption of business, which will commence April 1, 1909.

During the winter ten new boats have been built in this city, and there are twenty-five boats as good as new lying in the dock near the boatyard. These boats have been in a measure rebuilt, nicely painted, and are ready to add to the fleet that will line the ditch when shipments commence on April 1.

WP, Mon. 3/29/09, p. 2. - Boyds, Mar. 28.

James Campbell, who had been lock tender on the Chesapeake and Ohio Canal at Campbell's ever since the civil war, died at his home there at 6 o'clock this morning, aged 72 years, of pneumonia. He was also the proprietor of a store. Campbell came to this country from Scotland in 1860. He never married, and has no surviving relatives in this country.

ET, Wed. 3/31/09, p. 8. **Will Open Tomorrow.** - The canal will open up

navigation for the season tomorrow. Captain Reid's boat is being loaded and will probably leave tomorrow morning at 9 o'clock. A number of other boats will be loaded tomorrow morning and in a few days the great waterway will be hauling boats to Georgetown and other points.

CA, Thu. 4/1/1909, p. 4. **NEW CANAL BOAT WAS LAUNCHED. - The First One of its Kind Ever Built Here** - A new boat built for the Canal Towing Co. by Samuel Young was launched this afternoon at two o'clock.

This was the first boat of its kind ever built here. The other canal boats built heretofore in this city were constructed with what is known as "scarf joints," while the boat launched today was built "butt jointed." The difference in favor of the latter way of constructing boats is that the boats erected "butt jointed" do not require corking, and can be built with about three hundred feet less lumber.

Mr. Young has rebuilt eight boats in the past few months, besides building the new boat that was launched this afternoon.

Ibid, p. 7. **Navigation Commenced.** Business on the canal was resumed this morning, eight boats loaded with coal for Williamsport and points below having left port.

ET, Thu. 4/1/1909, p. 7. **THE CANAL OPEN. - Eight Boats Cleared This Port Today and Others Being Loaded.** - The navigation opened up today on the Chesapeake and Ohio canal, and up until two o'clock this afternoon eight boats cleared this port for Georgetown, carrying the following tonnage: Boat 74, 118.35; No. 13, 116.29; No. 5, 115; No. 80, 114.69; No. 33, 116.78; No. 65, 116.38; No. 6, 116.35; and No. 98, 116.70.

Boat No. 8, with Captain Charles Eaton, was the first boat to clear the dock.

The company has a contract with the United States Government to furnish 40,000 tons of coal at Indian Head, below Washington. During the tie-up period a large number of boats were overhauled and repairs and improvements made to the canal. Three new concrete locks were built and waste weirs and culverts made at different points. Damage last winter by freshets and ice gorges has been less than for years.

ES, Thu. 4/1/09, p. 5. **COAL TO BE TAKEN NORTH. - Ice Barge Being Loaded at Georgetown.** - The loading of soft coal at the Georgetown piers of the Consolidation Coal Company was begun today for the first time this year and the big schooner barge No. 12, is under the chutes taking aboard about 1,600 tons of the fuel, which she will carry to Boston or some other New England port. The coal being loaded on the barge was brought to Georgetown in canal barges from the mines of the Consolidation company in the vicinity of Cumberland, Md., and has been accumulating since the Chesapeake and Ohio canal opened several weeks ago. No. 12 came to this city with ice from Maine consigned to the American Ice Company and completed discharging at the 10th street wharf Tuesday. By the time the barge is loaded its sister vessel, barge No. 7, which is now discharging ice at the 10th street wharf, will be unloaded and will go to Georgetown for a cargo of coal. It is stated that a number of vessels will be loaded with coal at Georgetown each week this spring and summer and that the big barges of the C. C. Co., will be frequent visitors here.

ET, Fri. 4/2/09, p. 9. **Boats and Their Tonnage.** - The following loaded canal boats in addition to those mentioned yesterday had cleared the port for Georgetown and other points up to two o'clock today: Boat No. 11, carrying 114.42;

boat No. 32, 117.5; boat No. 95, 114.91; boat No. 61, 114.29; boat No. 21, 118.70; boat No. 70, 115.22.

ET. Sat. 4/3/09, p. 1. **Boats That Have Left Port.** - The canal boats and their tonnage that have left this port since the last report are as follows: Boat 84, 115.89; boat 2, 118.17; boat 58, 118.12; boat 53, 118.63; boat 89, 114.29; boat 73, 117.77; boat 24, 118.97; boat 69, 114.02; boat 4, 106.74.

ES, Sun. 4/4/09, p. 2. **COAL ON WAY DOWN CANAL. - First Barge Expected to Arrive at Georgetown Tomorrow.** - The Chesapeake and Ohio Canal, extending from Georgetown to the coal mining region in the vicinity of Cumberland, Md., was opened to navigation several days ago. As yet no boats laden with coal have arrived at the Georgetown docks, though a number are on their way down the waterway.

The first barge of coal is expected at Georgetown tomorrow. From then on there will be a steady stream of boats into the coal piers on the Georgetown river front.

The first vessel to load coal there this spring for Boston will be the big barge No. 12 of the Consolidation Coal Company fleet, which is now at Georgetown awaiting the coming of her cargo. Barge No. 7, at the 10th street wharf of the American Ice Company, unloading ice, will also go to Georgetown for a cargo of coal for Boston. The two barges will carry away over 3,000 tons of the fuel.

A large quantity of coal will be sent from Georgetown to Boston, Portland and other ports in New England in the next several months. Vessels coming here with ice will be able to get coal cargoes away.

WT. Sun. 4/11/09, p. 4. **TOWAGE COMPANY RESUMES ITS WORK. - Two Hundred Boats Now Plying Chesapeake and Ohio Canal.**

The Canal Towage Company, which controls the traffic of the Chesapeake and Ohio canal, has resumed operations for the season, and arrangements have been made by Col. G. L. Nicholson, general manager of the company, for the shipment of many hundreds of tons of soft coal from Cumberland to Georgetown, from which point the coal is to be shipped to New England points, in the large barges of the Consolidation Coal Company.

The first boat to arrive this season was No. 80, of the Canal Towage Company, with a cargo of coal for the Capital Traction Company, which reached town Monday morning.

The Towage Company employs about 600 men, and has in use 400 horses and mules, and 200 boats.

During the winter the annual repairs were made to the bed of the old waterway. Owing to low water in the Potomac and the absence of washouts, the cost of repairs was less than in previous years.

ET. Mon. 4/12/09, p. 9. **Smoke, But Little Fire.** - A fire alarm sent in at 12 o'clock today from the Canal Towage Company's boatyard at Canal street, back of the W. M. depot, and the response of Central Engine Co.'s fire-wagon, drew a large crowd to the rear of the Tremont Hotel, where large volumes of smoke, rising heavenward, had a threatening aspect. The cause of the commotion was the frame shed covering the "pitch kettle" in the boatyard catching fire. The firemen soon managed to get through the maze of the W. M. tracks and to the scene, but boatyard employees soon put a quietus on the fire with a score or more buckets of canal water ere the wagon arrived. The fire made a great smoke, and when the West Side wagon rattled up a still larger crowd of the curious followed. The basin was full of boats, and many thought they were in for something spectacular, but

there was nothing doing - the fire couldn't stand canal water.

CA, Thu. 4/15/1909, p. 1. **SAW MILL BURNED. - On Fifteen Mile Creek Early This Morning.** - The large saw mill belonging to Merten's Sons burned this morning at two o'clock on Fifteen Mile Creek in the eastern portion of the county. It is an entire loss as machinery, lumber and all went - nothing saved.

There was no fire about the place at 12 and at 2 o'clock all was on fire, hence there is suspicion of incendiarism; also the rain had dampened everything. The mill has been operated by F. B. Davis.

ET. Fri. 4/16/09, p. 7. **Lost Two Fingers.**

A. M. Daft, employed by the Canal Towage Co., at the wharf on Wineow street, suffered a severe accident Wednesday morning which resulted in the loss of one of his fingers and a portion of another. Mr. Daft was engaged in placing cars on the wharf when he was caught between the bumpers, which frightfully mashed and lacerated his right hand, breaking some of the bones and necessitating the amputation of his index finger and a portion of the forefinger.

ET, Sat. 4/17/09, p. 7. **Ran into School of Fish.** - Canal boat No. 8, Captain Eaton, commanding, returning from Williamsport, pulled into the wharf with a very tired crew and team of mules at noon today. The chief mule-driver, from his pallet in the "hay house," reported that about midnight, above the tunnel locks, the boat struck an immense school of catfish, at least an eighth of a mile long, and it was necessary to "double team" through the fish, which seemed to be swimming toward Williamsport at a fast clip. The course of the boat through the immense number of fish threw thousands of them out off the towpath and berm, and the

crew caught several tubs full. What caused the hegira of fish is unknown.

WT. Sun. 4/25/09, p. 16. **BUYS RIGHT OF WAY.** - For the privilege of crossing the Chesapeake and Ohio canal at a point near Chain Bridge, it is understood that the Baltimore and Ohio railroad has paid the canal company \$200,000. The railroad probably will construct a steel bridge over the canal at that point. Other minor concessions to the railroad company are included in the transaction.

CA, Mon. 4/26/09, p. 7. **Made Quick Trips.** - Capt. Denton M. Shupp, of C. & O. Canal boat No. 89, left Williamsport April 1. On the 21st he unloaded his second cargo of coal at Williamsport, after having made a trip from Cumberland to Georgetown and return. He did it all in 18 days, as he was stopped two days on account of high water at Big Slack Water. In that time he traveled 704 miles and delivered 344 tons of coal. He had but two hands besides himself and four mules. The crew in that time walked on an average of 234³/₄ miles each.

WH, Mon. 4/26/09, p. 1. **POTOMAC GIVES UP BODY OF WALLIS.** - Lying face downward on a flat rock in the Potomac River above Cabin John Bridge, the body of a young man, believed to be that of Robert Wallis, sixteen years old, was found shortly before 6 o'clock yesterday afternoon. The body was washed on the rock by the high water of the river, and left when the water receded.

J. T. Reed, keeper of Lock No. 7, on the Chesapeake and Ohio Canal, discovered the body while rowing near the Maryland shore of the river. He rowed out to the rock, and after a careful examination decided the body was that of young Wallis, who was drowned on December 6 last, while canoeing near Stubblefield Falls, with

Joseph H. Painter, thirty years old, a botanist at the National Museum, who lives at 753 Girard street northwest.

The body of Painter was found on April 16 last, near Fletcher's boathouse, several miles below the point where the body of Wallis was found.

WH, Thu. 5/27/09, p. 12. **Stole Motor Cycle and Launch.** - Pleading guilty to two charges of petit larceny before Judge Mullowny, of the Police Court, yesterday, Hazard Woodward, who gives his address as 3 N street northwest, was sentenced to one year in the workhouse for stealing a motorcycle and a naphtha launch owned by Attorney Philip Roman, of Cumberland. The property was stolen while being shipped from Cumberland to Georgetown by way of the Chesapeake and Ohio Canal.

ET, Fri. 5/28/09, p. 5. **Canal Doing Well.** - Business on the C. & O. canal still keeps up. Five or six boats are loaded every day and the waterway is in splendid condition. The building at the outlet lock is being remodeled and improved and will be occupied by Supt. S. W. Young as a residence.

WP, Tue. 6/8/09, p. 12. **CROWD TALKED OF LYNCHING.** -

Williamsport, Md., June 7.
Benjamin Lewis, white, aged 25, formerly of Fredericksburg, Va., was arrested tonight in Williamsport by a posse of citizens, charged with attempt to assault Rachel, the 12-year old daughter of J. Frank Wine, superintendent of the Chesapeake and Ohio Canal Company, residing several miles below Williamsport. The little girl was bringing home the cows, when Lewis, who was bathing in the canal, tried to grab the girl. She ran, pursued by Lewis.

She reached home and told her father, who pursued Lewis to Williamsport.

A large crowd joined in the search. Lewis was found hiding in the bushes. The crowd threatened to lynch Lewis, who, weeping and trembling, was hurried to Hagerstown and jailed. He denies the charge.

ET, Fri. 6/11/09, p. 6. **Killed a Mule.**

It is reported that a stone hurled across the Potomac river by a blast fired at the electric power plant on the Virginia shore at Dam No. 4 struck and badly injured a mule on the towpath of the C. & O. canal. The mule was so badly injured that it had to be killed. The mule was in the team drawing boat No. 79 in charge of Capt. Wm. Doyle. The river is 300 yards wide at that point and a shower of stones thrown up by the blast fell for some distance around. The mule belonged to the Canal Towage Co.

WH, Thu. 6/17/09, p. 2. **SUDDEN DEATH OF BOATMAN. - Capt. Peter Engel Succumbs in Drug Store in K Street Northwest.** - Capt. Peter Engel, of the canal boat Choptank, died suddenly about 6 o'clock last night in a drug store in K street northwest. Capt. Engel left the Choptank after she had been moored at a dock at Twenty-sixth and D streets northwest. He said he was going to a drug store to procure medicine and complained of feeling ill.

Capt. Engel proceeded to a drug store at 3202 K street and entered. He did not speak to a clerk who approached him, but sat in a chair as though he was tired. Closing his eyes, he dropped off into what appeared a quiet sleep. The clerk tried to arouse him and discovered he was dead.

J. H. Lee, proprietor of the store, notified the police of the Seventh precinct, and the body was removed to the morgue. It is thought Engel died of heart failure, from which he had suffered for years. He was sixty-five years old, and a well-known figure on the Chesapeake and Ohio Canal.

He was employed by the Southern Transportation Company, of Philadelphia.

WP, Fri. 6/18/09, p. 3. **AGED WIDOWER WEDS NURSE.** Cumberland, Md., June 17

Relatives and friends here were advised today of the marriage in Washington, D. C., of Richard D. Johnson, of Cumberland, president of the R. D. Johnson Milling Company, and Miss Helen E. Eader, daughter of Dr. Thomas Eader, of Frederick. The wedding was the climax of a romance. Mr. Johnson, it is stated, met his bride in a Washington Hospital, where he had been confined for a month by illness, and where she was a nurse.

She is 23 years old. Johnson was a widower, and is a grandfather. His two married daughters are now Mrs. Claiborne M. James and Mrs. Edwin K. Magruder. Mr. Magruder being the manager of Mr. Johnson's large plant. Mr. Johnson is a son of the late Col. Richard D. Johnson, who was one of the receivers of the Chesapeake and Ohio Canal, and a brother-in-law of Ex-Judge Ferdinand Williams, a local attorney.

ET, Sat. 6/19/09, p. 1. **WAS DESTROYED SECOND TIME.** - This morning about one o'clock the people of the city were aroused from their slumbers by a fire alarm sent in from box 52, followed by a second alarm.

A glance told plainly that the mill, office and oakum house of the Canal Towage Company, which operates the Chesapeake and Ohio canal, located at the canal wharf, was doomed, as it was then one solid sheet of flame, and despite the very prompt response of the fire departments, the building with its contents was destroyed. The structure was a two-story frame one, and contained all the machinery used in the construction of boats. This is the second time within two years that a similar loss was sustained by the Towage company.

The nearest fire plugs to the destroyed building is the one at the corner of Baltimore and Mechanic Streets, and the one in the neighborhood of Footer's plant.

The fire was an extremely hot one, and made a blaze that lighted up the surroundings for a considerable distance. The piles of lumber and a boat in proximity to the building were saved, but the lumber was on fire several times.

Mr. Samuel Young, superintendent of the Towage company, states that the loss is between six and seven thousand dollars, insured, he thinks, with companies represented in Washington

He is also of the opinion that the place was set on fire. He left the office at ten o'clock last night and locked all the doors. It is thought robbers may have broken into the office, as there is where the fire started.

Despite the early hours the people turned out, a big crowd gathering to watch the firemen fight the flames.

It would be a wise thing if fire plugs were placed in that locality.

WS, Sat. 6/19/09, p. 1. **Fire at Cumberland.** - Cumberland, Md., June 19. - The mill, office and oakum house of the Canal Towage Company, which operates the Chesapeake and Ohio canal, G. L. Nicolson of Washington, superintendent, located at the canal wharf, a short distance from Central station, was destroyed by fire about 1 o'clock this morning. The loss is placed at \$6,000 covered by insurance.

WH, Sun. 6/20/09, p. 1. **FIRE AT CUMBERLAND.** Cumberland, Md., June 10. - The large two-story frame building owned by the Consolidation Coal Company and used as a mill for making canal boat lumber by the Canal Towage Company, was destroyed by fire last night.

The building stood between the towpath and the canal basin, just below Central station, and, with the machinery, was valued at \$6,000. The fire was supposed to have been accidentally set by tramps who have been sleeping around the building. Several canal boats caught fire, but were saved by the firemen. This is the third building on the site that has been burned down.

ET, Tue. 6/22/09, p. 6. **Death of Old Canal Employee.** - James H. Read, for many years employed with the Canal Towage Company at the local wharf, as a stationary engineer, died at his home, 135 Thomas street, at 11 o'clock this morning, aged 66 years. Mr. Read was a sufferer with cancer. He was born in Montreal, Canada, but had been a resident of Maryland since the Civil War. He was employed for many years at Thomas street, loading boats, and had a wide acquaintance among boatmen. A widow survives. The funeral will occur Thursday afternoon at 3 o'clock, with interment in Rose Hill cemetery.

CA, Thu. 6/24/09, p. 1. **Early Morning Fire Arouses a Sleeping Town.**

Saturday about 1 a.m. the people of the city were aroused from their slumbers by a fire alarm sent in from box 52, followed by a second alarm.

A glance told plainly that the mill, office and oakum house of the Canal Towage Company, which operates the Chesapeake and Ohio canal, located at the canal wharf, was doomed, as it was then one solid sheet of flame, and despite the very prompt response of the fire departments, the building with its contents was destroyed. The structure was a two-story frame one, and contained all the machinery used in the construction of boats. This is the second time in two years that a similar loss was sustained by the Towage company.

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Mr. Samuel Young, superintendent of the Towage company, states that the loss is between six and seven thousand dollars, insured, he thinks, with companies represented in Washington.

He is also of the opinion that the place was set on fire. He left the office at ten o'clock Friday night and locked all the doors. It is thought robbers may have broken into the office, as there is where the fire started.

Despite the early hours the people turned out, a big crowd gathering to watch the firemen fight the flames.

It would be a wise thing if fire plugs were placed in that locality.

ES, Sun. 6/27/09, p. 3. James H. Reid, for many years an employee of the Canal Towage Company at Cumberland, Md., is dead, aged sixty-two years. He came to Cumberland from Montreal, Canada, during the civil war and leaves a widow.

ET, Tue. 6/29/09, p. 9. **Basket Picnic Sunday.** - To Oak Grove, nine miles down the canal. Boat leaves lock at 8:30 a.m., returning to the city at 5 p.m. Fare 25¢ for round trip. Cumberland Launch Livery.

ES, Tue. 6/29/09, p. 3. A washout, fifteen feet in length, in the towpath bank of the Chesapeake and Ohio canal took place at the slope wall at the High Rock, four miles above Williamsport, Md.

ES, Mon. 7/19/09, p. 4. RESCUE
CUMBERLAND GIRL. - **Miss Blanche Willison, of this City, Falls in Canal, Near Washington and is Saved by Escort.** -

Washington and Baltimore papers this morning tell of the thrilling rescue of Miss Blanche Willison, of this city, who accidentally fell from a canoe into the C. & O. canal at Glen Echo, an amusement park, near Washington, D. C., by Joseph Booker, a young North Carolinian.

Booker in company with Miss Willison had gone to the pleasure park in the afternoon, with a party of their friends.

The accident occurred about five o'clock when the towpath was thronged with young men and girls. Booker rented a canoe and took a seat in the stern. Miss Willison reclined among the cushions in the middle of the frail craft. Booker removed his coat, and this probably saved the life of Miss Willison, for after the accident the young man said he would not have been able to keep the girl afloat had he had on his coat in the water.

Booker paddled toward the lock a short distance below Glen Echo. Although there were scores of canoes and rowboats on the canal, none were near the lock. The canal grows wider at this point and is about 100 yards from shore to shore. The water is more than eighteen feet deep, but there is only a slow current.

Miss Willison removed her hat and turned sideways to place it in the front of the canoe. Probably she leaned too far to one side, for at that instant the canoe overturned, throwing the girl head foremost into the water. Booker felt the sudden lurch and tried to steady the craft, but he was pitched overboard. Coming to the surface in a second, he saw Miss Willison's head rise above the water.

Booker immediately grabbed the girl and after a hard struggle succeeded in keeping her afloat.

Holding her so that her head was above the water, the young man swam thirty yards to the bank, where several men were waiting to assist him. Miss Willison was pulled from the water. She collapsed from fright but regained consciousness in a few minutes.

Miss Willison regained her strength after a brief rest and accompanied Booker to the home of Manager Shore at Glen Echo. Half a hundred persons crowded about the couple and complimented Miss Willison on her narrow escape and Booker for his heroic rescue.

The young man and girl remained at the home of Mr. Shore until ten o'clock at night, when they drove to the city in an automobile owned by a friend who had been notified of their plight by telephone. Miss Willison is employed in Washington and is stopping at the home of Mrs. Longstreet, 807 Eleventh street, northwest, with a girl friend from Elkins, W. Va., Miss Susie Armentroute.

The young woman is a daughter of Mr. Hillary F. Willison, Flintstone, and was employed in this city for several years as a stenographer, and has a wide acquaintance. She is about twenty years old, and of the brunette type.

Mr. Charles Willison of the Flintstone Hardware Co., Baltimore pike, is her brother.

CA. Thu. 7/22/1909, p. 3. **Big Turtle Upsets Boat.** - The C. & O. canal is noted for its giant turtles, but George Bloss, at North Branch, is confident he had a struggle with the largest Saturday, when fishing for them in a flat-bottomed boat, both he and his son were pulled from the boat, and their vessel upset, by a monster turtle, who walked away with their line, after towing them down the canal for fifty yards or more. Mr. Bloss says the turtle was an immense one, and nearly as big as his boat.

ES, Fri. 7/23/09, p. 13. **Boy Drowns in C. & O. Canal** - Frederick. Md., July 23 - Leon Dean, the fourteen-year-old son of Davis Dean, keeper of lock No. 29 of the Chesapeake and Ohio canal, at Catoclin, this county, was drowned by falling into the lock. The body was found yesterday by a canal boatmen. From a gash on the head it is supposed that the boy in falling struck against an iron paddle of one of the lock gates and was rendered unconscious, and that this was the cause of his drowning.

WP, Sat. 8/14/09, p. 14. Scott Van Metre, of Martinsburg, yesterday was presented by William Gibbs, a Washington bridge contractor, with six bullets which Van Metre fired into an elm tree near the aqueduct on the Chesapeake and Ohio canal at Seneca, Md., while a member of the Eleventh New York regiment of cavalry during the civil war.

ES, Sun. 8/15/09, p. 2. **QUEER HISTORY OF WASHINGTON'S SEWERAGE SYSTEM.** - Washington possesses one of the most perfect sewerage systems in the world. The beauty of its parks, its streets, and the general cleanliness that makes this the "City Beautiful" would not be possible if it were not for the network of pipes running into the mains, draining superfluous water and refuse from the city and carrying it to where it is neither a menace nor an offense to the inhabitants. The present system will be all the more appreciated when it is understood that there was a time when, owing to defective and insufficient sewerage, miasma hovered over the city like a pall. Interesting, indeed, are some of the incidents connected with these old sewers.

Of the sixty square miles of land area constituting the District of Columbia, about nineteen square miles are provided with sewerage facilities. This comprises all the

thickly settled portions, and those rapidly becoming well populated. It is officially stated that there are 115 miles of main sewers and 400 miles of pipe sewers, the latter standing to the former in the same relation that the capillaries stand to the arteries of the human body. One can form a definite idea of the system when it is known that if the 515 miles of mains and pipes were to be laid out in a line they would reach from Washington to Portland, Me., while up to date the modern sewerage system has cost \$17,000,000, an amount equal to the cost of the Capitol.

The most important main, in point of size, is the boundary sewer, which runs along Florida avenue northwest. It is one of the very largest sewers in the world, having a twenty-four foot span - the size built for a double track railroad tunnel - and being about four miles long, or more than the aggregate length of the Baltimore and Ohio railroad tunnels in Baltimore, and something like four times as long as the Pennsylvania railroad tunnel in Washington. At the time of the building of the boundary sewer the District engineers were severely criticized, engineers all over the country declaring that it was much too large to be of practical value. However, after every period of heavy rainfall or freshets, the sewer is full to the top, justifying the questioned foresight of its founders.

Tiber sewer is another large one and probably the oldest in the District, having been built early in the nineteenth century by arching over Tiber creek. For years it received all the sewage accumulation above 6th street west, draining an extent of country of more than 3,000 acres. Before Tiber creek was arched it was used as a means of carrying off the refuse of the small open street sewers, and being but a sluggish stream it became a menace to the public health. An appropriation was made for the purpose of reducing the unworthy namesake

of the classic river to a common sewer. Except for a portion which extends from Maryland avenue north, up North Capitol street nearly to Florida avenue. Tiber sewer was abandoned something above five years ago. This section of the sewer, having been modernized until none of the old insanitary conditions prevail, is quite as satisfactory as any of the more recently constructed mains. Many tales of dark deeds hidden within the depths of old Tiber arch are told by those who remember its history. Dorsey Foultz, supposed to have escaped through Tiber sewer, is believed by the police to have been swept into the river, as the body of a negro was recovered soon after.

Another "sewer with a past" is the B street main, and it has an interesting history. It was the great ambition of the mighty minds of the eighteenth century to connect the Potomac and Ohio rivers by water and to inaugurate this colossal undertaking there met on the 17th of May, 1785, a congress of able men, with George Washington as its president. This has been called Washington's great project, and it is a historical fact that it struggled along until far into the nineteenth century before it was finally declared to be impracticable. This was only after a railroad had already joined the two great waterways by a method quicker than the canal would have proved. That portion that ran from the Potomac along B street south into the James creek canal is the present B street sewer. These two canals, forming as they did a complete boundary of water, are what caused southwest Washington to be called the "Island," a name which still clings to it. Eventually these canals became an open sewer, the Chesapeake and Ohio sewer, like Tiber creek, being later arched over, and upon the completion of the new sewage disposal works, the James Creek sewer was abandoned and filled up, changing it from an

open sewer to solid ground. This from a sanitary point was one of the best moves toward city improvement that could have been accomplished. Also, like the Tiber, the B street sewer had a dark and unsavory reputation in the old days.

Though only twelve years old, Easby Point sewer has had an exciting time at intervals, and in one case, at least, worked a reform in the government. It runs from Easby Point, back of the White House, up 15th to F and along F, and is one of the very large modern sewers.

It is perhaps ten years ago that a horse which was taking its patient way along F street, thinking possibly of the vacation it would never get, no matter how hard it worked to earn it, stepped on a manhole and without warning slid down into the depths of the sewer. Luckily, there had been no heavy rainfall and the sewer was almost dry at the sides, so he found himself transplanted to a cool, dark spot, which was almost grateful after the upper heat and glare. Every effort was made to lift him to the level of the ordinary events, but this proving a physical impossibility, he was fed and looked after for several days, when it was decided that the only method of delivery was to take him down to the outlet and remove him that way, and this was finally done. It is thus that providence sometimes deals with its creatures, and it is safe to say that the horse had the time of its life.

By no means the least part of the work of providing sewerage for the District is the work of maintenance - that is, the labor involved in keeping the sewers clean and in perfect repair. In fact, this is quite as important as the original building of the sewers, for neglect, would be followed by ruin, and the work of years be as nothing. Therefore the District sewage department keeps several gangs of men whose work

consists entirely of cleaning the sewers and at regular intervals the inspectors go through for the purpose of ascertaining their condition. Being well ventilated and the water having a considerable velocity, the sewers are comparatively fresh and clear, though some peculiar recoveries are made by the gangs who clean the mains. For instance, a lot of silver marked with the name of a Washington hotel was found and returned to the hostelry. It was thought that a servant had stolen it and, becoming alarmed, had dropped it into a manhole. Articles of jewelry are frequently found and reported to the police. These are mostly watches or other heavy articles, as rings, being small, would naturally imbed themselves in the mud at the bottom, so are less often recovered. Articles of much value, such as diamond-set ornaments, have been recovered and claimed, but it is seldom that money is found, because coin, being heavy and small, also sinks into the secretion at the bottom of the sewer.

The oldest sewer still in service was built in 1810. It runs under the old Masonic Temple, between 9th and 10th streets, south under Pennsylvania avenue to B street, where it originally emptied into the Chesapeake and Ohio canal. It now has its outlet into the modern sewer on B street which is the outcome of that canal. Only a small portion of this sewer is in use. It is a brick arch of about four feet span, and from its devious course there is no doubt that it once was an old stream. The utilizing of small creeks seems to have been the original idea of the sewer construction if one is to judge by the old sewers of the District.

Though most of the old sewers were built of brick and rough stone, other sewers of curious manufacture are sometimes discovered in making excavations, such as sewers made of logs burned out hollow, these being in remarkable state of

preservation considering the time that must have elapsed since their use.

WP, Sat. 8/21/09, p. 9. On his return trip from the Williamsport bridge dedication, Arthur Caldwell, aged 32 years, superintendent of the Cumberland Valley Railroad bridge gang, was drowned in the Chesapeake and Ohio Canal shortly after midnight Friday while attempting to cross the canal near Williamsport in a skiff with William Baker. Caldwell sank instantly and did not rise, Baker shouted for help, and was rescued by Frank Wyand.[sic Byand?].

ES, Sat. 8/21/09, p. 9.



AT PENNYFIELD'S LOCK

Considerably more than four-score years ago there was born to Mr. and Mrs. Pennifield, residents of Elizabeth City, Va., a son. It happened that he first saw the light of day the morning of February 22, and his

parents named him after the father of his country - George Washington Pennifield. Today Capt. Pennifield, as he is known far and near, is domiciled near lock 22, about twenty miles up the Potomac, on the Chesapeake and Ohio canal, or near what is known to anglers as Pennifield lock. Living with him is the woman who has been his life's partner, Mrs. Mary J. Pennifield, who was a Miss Fields of Rockville before her marriage to the Virginian.

For nearly a quarter of a century Capt. Pennifield has had charge of lock 22 or lived there, and during all these years hundreds of anglers have partaken of his hospitality, among them the late Grover Cleveland, his visit there having been made while he was President of the United States. It is still with a great deal of satisfaction that Capt. Pennifield tells of the President's visit, of the fish he caught and of the fish stories with which he amused the President while at dinner.

There is probably no more delightful place along the upper Potomac than the stretch of water, islands and shore in the vicinity of the home of the aged couple. The longest island in the Potomac, a wide strip of land three miles long, is there, and is now one big corn field. Despite the advanced age of the captain he is still able to attend to business and gets full enjoyment out of life.

"We both work hard," said Mrs. Pennifield to a Star reporter, "and I guess it's best that we do.

"We work for our living," she added, "and we get it. The old man is still able to catch bait, hire out his boats and gather food for his pigs, and I feed the fishermen."

Both Capt. Pennifield and his wife are proud to be able to tell their guests of the visit and fishing trip enjoyed by Grover Cleveland.

"And he was a great fisherman." said Mrs. Pennifield. "He caught lots of fish when he was here, and some good ones too."

There are not many of the more expert anglers for bass who do not know Capt. Pennifield and his wife, and who have not enjoyed the sport in the vicinity of their home at some time during the many years they have lived there. Their son, Charles Pennifield, who long ago celebrated the fiftieth anniversary of his birth, is now the lock tender.

Asked how old he is, Capt. Pennifield admits he does not know exactly, the record of birth having been washed away the time of the Johnstown flood. He had been in charge of the lock only a short while at that time, and despite the fact that he lost much of his personal effects he remained there and succeeded in building himself a comfortable home. Mrs. Pennifield says there was a time when people in that section suffered from chills, but none of them now suffers from such an ailment.

WP, Tue. 8/31/09, p. 2. Richard Harper, aged 60, section foreman on the Chesapeake and Ohio Canal, was seriously injured in a driving accident at Sharpsburg. An automobile frightened his horse, which ran off. Harper, who was thrown from the carriage, had one ear torn off and three ribs fractured.

ES, Sat. 9/11/09, p. 10. **WILL TAKE COAL TO BOSTON. - Barge No. 19 of C. C. Co. Finishes Loading at Georgetown. -** Barge No. 19 of the fleet of the Consolidation Coal Company has completed taking aboard about 1,500 tons of Cumberland coal at the Georgetown piers and has been taken to Alexandria to await a tug to take her to the mouth of the Potomac, where she will join a tow bound up the coast. It is expected that the big coal carrier will leave her anchorage off Alexandria this afternoon or tonight, and will be picked up by one of the big sea-going tugs of the Consolidation Coal Company off Point

Lookout tomorrow. No. 19, it is stated, will carry her cargo to Boston. All the shipments of coal from the Cumberland mining region which come to Georgetown in boats via the Chesapeake and Ohio canal are being sent north in the big barges of the Consolidation Coal Company, and it is probable another light barge will arrive at Georgetown to load within the next day or two.

ES, Wed. 9/15/09, p. 7. **Power Launch at Cumberland.** - A power launch owned and commanded by Capt. J. P. Roman has arrived at Cumberland, Md., after a trip from Baltimore by way of Chesapeake bay, the Potomac river and the Chesapeake and Ohio canal. With a party aboard, the launch stopped at various points en route for the fishing and other sport, and at this city entered the canal, the entire length of which she sailed in order to reach Cumberland.

The trip is reported to have been a most enjoyable one. Those accompanying Capt. Roman are Lieut. Commander Arthur Japy Hepburn, U. S. N., and Mrs. Hepburn, who is Capt. Roman's sister, and Mr. F. Edgerton Powell. At Oldtown, Md., Mrs. J. Phillip Roman and daughter, Mary, and Mrs. E. St. George Lough and nephews, Arthur and Roman Hepburn, boarded the craft for the remainder of the voyage.

CA, Thu. 9/30/1909, p. 1. **HANGS UP RECORD ON THE CANAL. - Capt. D. M. Shupp Makes 4 Round Trips This Month.** - When boat No. 89, Captain Denton M. Shupp, arrived at the basin wharf this morning at 10 o'clock, on his return trip from Georgetown, this made the fourth round trip his boat made this month, which is considered probably the best time ever made on the canal in the history of the old waterway.

Mr. Shupp loaded on the second, returned and loaded on the 11th, again on the 21st and will do the same trick today. In

all Mr. Shupp's four light bay mules have walked 1,500 miles, which is going some, and are kept in the finest physical trim by good treatment and care.

Boat No. 82 is the banner boat owned by the Canal Towage Co., and Capt. Shupp is one of the most successful boatmen that ever followed the canal.

ES, Sun. 10/3/09, p. 8. **HOLDS THE CANAL RECORD. - Capt. Shupp and His Mules Travel 1,500 Miles in September.**

Capt. Denton M. Shupp, who commands boat No. 89 of the Canal Towage Company, and is well known in Georgetown as one of the most successful boatmen on the canal, arrived in Cumberland last Thursday, having completed four round trips from that city to Georgetown during the month of September. This is probably the best time that has ever been made in the history of the canal. The four light bay mules of Capt. Shupp walked 1,500 miles during the month of September, which is an average of more than fifty miles for each day they were on the towpath.

The Canal Towage Company, of which G. L. Nicholson of this city is superintendent, and which has complete charge of the operation of the Chesapeake and Ohio canal, had an exceptionally busy month during September. It carried 21,959.97 tons of coal from Cumberland in 217 boatloads.

Sun. 10/3/09, p. 2. By the installation of a ferryboat for vehicles at Edward's ferry, Md. such as used to ply there until a few years ago, the route from Washington, Leesburg, Va., and the Shenandoah valley for automobile tourists has been appreciably shortened, and the variety of other roads for at least a part of the distance is afforded. The new boat was completed but a few days ago, and is said to be adequate in every

particular to the needs of the crossing of this part of the Potomac. Its dimensions are fifty-five feet by ten feet, enabling it to accommodate three autos or teams at one time.

At present the only point at which the Potomac can be crossed in the vicinity of Leesburg is Whites ferry, which is a few miles above that town, and to reach which it is necessary to go out of one's way on the trip from Washington. Edwards ferry is about five miles this side of Whites ferry. It is reached from this city either by the Rockville pike, the one most frequently used at present, or the River road, which runs through the village of Potomac. By either route some five miles are cut off the trip, which sometimes is quite a saving if one is in a hurry. The distance from Poolesville, Md., where the pike is left for the spin to Edwards ferry, is approximately five miles, while it is a few miles farther to Whites ferry. From the river at the lower point Leesburg is but five miles away; it is a few miles farther than that from the upper crossing.

While at present most autoists prefer the Rockville pike to the River road, for the very good reason that it is the better, it will probably not be long before the River road rivals it in popularity on that same account. The first fourteen miles by the river route are over the Conduit road. At the Anglers' Club the conduit tunnels the hills and that road ends. To reach Great Falls from this point it is necessary to make a detour around the hills. This is the River road proper, and it is being macadamized all the way to Potomac. That leaves but sixteen miles of the old road to Edwards ferry. This road does not touch at Great Falls, but passes near enough to make only a short run necessary to get there.

The new ferry boat has been built and will be operated under the direction of

Mrs. Mary E. Jarboe, who owns the ferry rights as a part of her farm property. Her husband before his death operated the boat here, and the point was famous for its large trans-river business as well as a shipping point on the Chesapeake and Ohio canal for produce from both Maryland and Virginia. Following Mr. Jarboe's death the old ferry boat fell into disuse and was finally disposed of. The persistent demand for a crossing for vehicles here, however, caused Mrs. Jarboe to have the new boat constructed.

Long disuse of the road to Leesburg from Edward's ferry by any but occasional teams and autos has not resulted in the road running down, except for a few hundred yards right at the mouth of Goose creek, where it strikes the river. This stretch is to be improved. Several farms in this vicinity, embracing the land at the mouth of this creek on both sides, have recently been purchased by a Connecticut millionaire named Hopkins, who is completing a handsome country lodge and outhouses on the lower side of the creek and improving the entire property by a lavish expenditure of money.

For years Edwards ferry had been one of the most famous bass fishing points on the Potomac. At nearly all seasons of the year fishermen are housed either at the Jarboe farm or at Alt's, which is a couple of miles farther up on the other side. Some exceptional catches have recently been made off Red Rock and at the mouth of Goose creek. A good many years ago, before the time of the famous Johnstown flood, when the Potomac went on a rampage and for a while obliterated the canal, Edwards ferry was a little business center. Then there was in operation a lock to the river and a canal for a mile or so up Goose creek on the other side. Canal boats laden with grain and other produce not only came down from Cumberland and Harpers Ferry to

Georgetown and Alexandria, but they were brought across from Virginia with their cargoes aboard. There is at present a large grain warehouse constantly in use at the ferry and a small store in a substantial brick building.

WP, Mon. 10/18/09, p. 9. The Chesapeake and Ohio Canal is full of fish of all kinds again this year, including thousands of bass of all sizes and kinds, and the water will be withdrawn in December. It is hoped that the United States fish commission, cooperating with Dr. W. S. Harban's Fish Protective Association, will renew the work of last season and return these fish to the Potomac. The Maryland authorities should protect the effort in this direction while it is actually under way to prevent the fish being carried away by hucksters.

WT, Sun. 10/24/09, p. 8. **CANAL BOATS RUN LATER THAN USUAL.**

Hagerstown, Md., Oct. 24. - To allow shipments of large quantities of coal needed for the winter, the Chesapeake and Ohio canal will be kept open much later this fall than usual if the weather permits.

A dozen new canal boats and two large dredging barges were built, but, in spite of this the facilities have been taxed by an unusually large business.

WP, Sun. 10/24/09, p. 13. **Heavy Shipments Will Keep Waterway Open Longer Than Usual.** - Hagerstown, Md., Oct. 23 - The Chesapeake and Ohio Canal will be kept open later this season than usual, if the weather permits, to admit of the shipment of additional large quantities of coal to fill the demand for the winter's supply. The season, it is stated, has been one of the most prosperous the canal has had in recent years.

A dozen new canal boats and two large dredging scows were built and

launched this summer, and two pontoons are now being constructed for use in connection with the steam canal dredge at Washington. Seven canal boats are on the docks at Hancock and other places being rebuilt, and work will be continued at the docks throughout the winter.

WP, Sun. 10/24/09, p. 3. The frame dwelling owned by the Chesapeake and Ohio Canal Company and situated along the towpath three miles south of Williamsport, was burned with nearly all its contents. The house was tenanted by Frank Wine, a canal section boss. The loss is partly covered by insurance.

Ibid. p. 13. **Heavy Shipments Will Keep Waterway Open Longer Than Usual.** - Hagerstown, Md., Oct. 23. - The Chesapeake and Ohio Canal will be kept open later this season than usual, if the weather permits, to admit of the shipment of additional large quantities of coal to fill the demand for the winter's supply. The season, it is stated, has been one of the most prosperous the canal has had in recent years.

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ES, Sun. 10/24/09, p. 2. Passing through Seneca the village was soon lost to view, with the next objective point Edwards ferry, eight miles distant. The road was found rugged and rocky in places, where careful piloting was necessary. Six miles from Seneca the left fork was taken, which was found blocked by a gate across the road, indicating private property. Releasing the gate and replacing the lock, we proceeded a

short distance, when another and still another gate loomed into view. Upon arriving at Edwards ferry we learned that while it was a private right of way, it was open to those desiring to cross over to the Virginia side at the ferry. Within the past few weeks a new ferryboat has been installed and once more traffic has been resumed at the ferry. The new boat was built and is being operated under the direction of Mrs. Mary E. Jarboe, who owns the ferry rights as a part of her farm property, through which the route runs. Her husband, prior to his death a few years ago, operated the boat there, the point being famous for its large trans-river business as well as a shipping point on the Chesapeake and Ohio canal. The ferry at Mr. Jarboe's death fell into disuse and the boat was disposed of. The new boat is ten feet wide by fifty-five long, and can easily accommodate three automobiles at one time. The ferry charge is 40 cents one way or 75 cents round trip. The time consumed is about fifteen minutes.

Tue. 10/26/09, p. 5. **POWER FROM RIVER.** - The Martinsburg Power Company is just now completing one of the largest and most costly water power electric plants in the United States, located at Dam No. 4, along the Potomac river, 30 miles west of Brunswick, and which has been finished after nearly three years of almost constant work at a cost approximating \$150,000.

The great power plant is located on the West Virginia side of the Potomac river, 15 miles from Martinsburg and 3 miles from Shepherdstown. Its vast power is secured from the waters of the historic old river, backed up for more than ten miles by the great dam rebuilt when the late Senator Arthur Pue Gorman was president of the Chesapeake and Ohio Canal Co., and which has withstood the great floods of that river during the past half-century. This dam, with

one exception, is the longest on the Potomac, and is nearly 1,100 feet in length, 25 feet in height and has a breadth of 35 feet. The water backed up by this great dam is of such vast expanse and depth that the combined navies of the United States and Great Britain could ride at anchor in safety and comfort.

The new power plant rises 80 feet above the water, and its foundations are 80x120 feet. The walls, three feet thick, are of massive cut stone blocks set in Portland cement, and the heavy foundation is built of concrete and rests upon a solid ledge of rock from which the material for the building was blasted.

Work at the plant was commenced in the summer of 1906, but was suspended for several months owing to the inability of the contractors to handle the proposition. Later the contract was taken up by Kefauver & Shreeve, of Baltimore, and the great building completed and almost ready for operation was turned over recently to the company.

The machinery of the latest and most powerful type, is now being installed on the second floor of the massive building. This includes two 1,000 horsepower turbine water-wheels, to be followed later by a third, giving the plant a capacity of 3,000 horsepower; two Lombard hydraulic water-wheel governors, two 500-kilowatt generators, exciters and switchboard; the current will be generated at 2,200 volts and stepped up through 500-kilowatt transformers to 22,000 volts and the current will be of the three-phase 60-cycle. The generators will be driven by thirty-six one and a half ropes [?] on each machine. The current will be reduced to 2,200 volts after reaching Martinsburg.

The inlet from the dam to the water-wheel is 60 feet wide by 150 in length, and the tail race, built of massive masonry, is 120 feet wide, 20 feet deep and 800 feet in

length. The machinery is placed above high-water mark, being about 60 feet from the bed of the river. Hundreds of tons of dressed stone were used in the erection of the building, and each massive block is laid in the best grade of cement. The walls are of such thickness as to be able to withstand the greatest floods known on the river, and the building throughout is of the most massive and solid construction.

This plant was built as an auxiliary to the plant at Dam No. 5 and the plant in Martinsburg, and will give the company a total capacity of more than 5,000 horsepower, and this will be further increased by the addition of a new turbine wheel at the plant at Dam No. 5, located 20 miles west of the new plant. The total investment of the company in the three plants is nearly \$300,000, and the officers state that it ranks third in plant size of the water plants in the United States, being exceeded only by the plant at Niagara Falls and Minneapolis.

Electricity will be supplied to Martinsburg, Shepherdstown and other points in that section, and the current will also be used in nearly all the great stone quarries in Berkeley and Jefferson counties. At this time the company is supplying electricity for more than 1,500 horsepower in motors, nearly 30,000 incandescent lights and about 100 arc lights. The new plant will enable the company to almost double its business in that section of the State, and many industries, now operated by steam, will introduce electricity as the motive power.

WP, Sun. 10/31/09, p. 2. It can be stated authoritatively that the government will undertake to seine the Chesapeake and Ohio Canal this winter when the flow is shut off, provided Col. Nicholson, the manager and superintendent, has no objections to such procedure. Col. Nicholson is an ardent

sportsman himself, and has always been glad to aid in conserving the game, birds and fish, and he will no doubt encourage the work. A year ago thousands of black bass ranging from fingerlings to 2 pounds were returned to the Potomac and thousands of other species were likewise given freedom in the river, all to grow and multiply. While the United States Fish Commission representatives were working at the pools last year many persons along the canal country got in their work first and carried away a great many fine bass.

It is proposed to obviate that this year by employing agents to guard the pools, which may be the means of doubling the reclamation. It is approximated that more than 100,000 fishes will be taken from the canal and planted in the Potomac if assistance is rendered by all concerned to make the undertaking a success. If those who boat for fishermen and those who afford lodging and meals to rod and reelists and those who reside along the Potomac and who indulge in the sport will all assist in the endeavor to protect the fishes as they are reclaimed, it will add to the success of the undertaking. The endeavor will be made during early December.

ES, Sun. 11/7/09, p. 15. The prospect of an open winter makes it possible for the Chesapeake and Ohio canal to run late into the season. The waterway has had much business this summer.

WH, Sun. 11/7/09, p. 3. Hagerstown, Md. - Preparations are being made to seine the Chesapeake and Ohio Canal when the water is drawn from the levels this fall for the purpose of saving thousands of bass in the waterway, by transferring them to the Potomac River.

Permission has been asked G. L. Nicolson, general manager of the canal company, to seine the canal, and if his

consent is given, the work will be done under the direction of the government.

Thousands of bass in the canal were reclaimed and placed in the Potomac River last year, but irresponsible persons took advantage of the opportunity to seine in the pools in the canal and caught bushels of fish.

Guards will be placed at the pools when the work is undertaken this fall to prevent a repetition of this.

Ibid, p. 4. Acting Commissioner Smith, of the United States fish commission, has informed the members of the Fish and Game Protective Association of the District of Columbia, and through that organization the various fish and game clubs of the District, of the intention of the commission to reclaim the thousands of fishes from the Chesapeake and Ohio Canal at the close of the season.

It is urged that all enthusiasts and sportsmen join in this worthy effort to the end that the Potomac may in a large way receive some interests which years ago belonged to it as the most famous game fish stream in the country.

The endeavor to have all parts of the canal from which the fish will be taken watched by special wardens while this work is being undertaken it is believed will prevail.

ES, Mon. 11/8/09, p. 20. **Launches Undergoing Repairs.** - The large launch Candoc, belonging to the Chesapeake and Ohio Canal Company, is out on the marine railway at Bennett's boatyard, where she has been for several days having her hull recaulked and being put in good order. All unsound planking has been removed and replaced with new material, so that when the launch goes into service again her hull will be as good as new. The Candoc gets its name from the first letters of her owner's name, and is used as a paymaster's boat and for inspection trips along the canal. The

launch will probably be ready for service early in this week.

Wed. 11/11/09, p. 3. **May Seine C. and O. Canal.** - It is understood that the United States Government will undertake to seine the Chesapeake and Ohio canal next month, when the water is drawn off for the winter, provided no objection is raised by Colonel Nicholson, manager and superintendent of the canal.

Sportsmen say that thousands of black bass ranging in size from two to three inches in length to two pounds in weight can be returned to the Potomac if persons of authority are on hand when the water is drawn off to protect the fish. If the Government will do the seining, it is proposed to guard the pools and deep places where the fish congregate and to replace them in the river. It is estimated that about 100,000 fish can in this way be returned to the river. Some years ago when the water was drawn off thousands of small bass and other fish were captured or destroyed by persons living along the canal.¹

ES, Fri. 11/12/09, p. 24. **WITHDRAWN FOR WINTER. - Candoc Undergoing Repairs.** - The large steam launch Candoc, owned by the Chesapeake and Ohio Canal Company, is still out on the marine railway at Bennett's boatyard, awaiting a new shaft, which is to be installed before the boat will be put overboard. Since being hauled out last week the hull of the Candoc has been given a thorough overhauling and the boat has been painted from stem to stern. The Candoc is used for inspection trips on the canal from Georgetown to Cumberland.

ES, Sat. 11/13/09, p. 9. An effort is to be made to have the United States fish commission take charge of the seining of the Chesapeake and Ohio canal next month,

¹ *Catoctin Clarion*, Mechanicstown, Md.

when the water is drawn off for the winter, in order to have the fish that feed in the waterway returned to the Potomac. This move has been started by sportsmen and it is thought the government officials will acquiesce if the canal officers do not interpose an objection.

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WP, Sun. 11/14/09, p. 2. **20 YEARS OF "HIKING" - Samuel Deeble a Champion Towpath Walker.** - Pedestrian Edward Payson Weston, the world-famed continental walker, has "nothing on" Samuel Deeble, of 1513 Wisconsin avenue northwest.

For the last twenty years Deeble has walked 16 miles a day, up and down the towpath of the Chesapeake and Ohio Canal. He takes his "hike" 365 days a year, in all kinds of weather, blizzards in winter, "sizzard" in summer, rainstorms and windstorms.

Although he celebrated his seventy-fourth birthday on August 9, Deeble continues to walk the towpath "looking for trouble." His duty is to watch the banks of the canal from Georgetown to Cabin John bridge, keeping a close watch for washouts, breaks in the wall, muskrat and mole holes into which the waters of the canal might run and start a miniature flood, that might put

the waterway out of commission, or cause serious damage to the houses along the border of the stream. It is with the eye of a skilled detective that Deeble makes this daily journey up and down the historic old canal. From the time he starts from the Aqueduct bridge until he reaches Cabin John, he scarcely raises his head.

Twenty Years' Service

Twenty years of such service has made Deeble as hard as nails and rugged as a college athlete. Throughout all his service he has not missed a day's work, either by reason of sickness or vacation. Deeble, hot and dusty from his 16-mile "hike," arrived home yesterday afternoon about 4:30 o'clock showing no signs of fatigue. At his home, it is said by his relatives that Deeble has an insatiable desire to keep in motion, and after dinner walks around the block several times, or saunters up and down his back yard.

"I've been with the canal 44 years," said Deeble yesterday. Because of his close watch on the canal banks his shoulders are slightly stooped, but that is the only evidence of his age, his step being quick and elastic, and the swing of his lithe body rhythmical.

"The first 24 years I was a repairman, fixing up holes and breaks in the banks of the canal." continued the champion walker of the District. "Twenty years ago they wanted a good steady man to walk the towpath, a man upon whom they could depend to cover the required distance each day. I was selected, and I've continued walking ever since. It is great exercise, and I suffer no ill effects except now and then my feet hurt a little.

His Daily "Hike."

"I start out at 6 o'clock every morning and walk at a right good clip up to Cabin John bridge, not stopping until I get there. Usually I arrive at the bridge, or Lock No. 8, between 9 and 10 o'clock. I stay there until about noon and walk back down

the towpath to see if anything has happened since I went up. I get back to the canal office between 2 and 3 o'clock, and if nothing happens around there for the next hour or so I go home and rest up for my next day's work. My health is good and I haven't any complaint to make. I suppose I will spend the rest of my life walking the towpath looking for trouble."

Deeble is the oldest man in the employ of the Chesapeake and Ohio Canal Company. Although there are several score towpath walkers between Georgetown and Cumberland, the majority of them are recent appointees, for, as Deeble puts it, "it isn't a young man's job and they all get tired. I have held on longer than anybody in the business."

The distance walked by Deeble in his twenty years is more than four and a half times around the world. Walking 16 miles a day, 365 days a year, Deeble covers 5,840 miles in twelve months. Twenty times this makes a total of 116,800 miles he has covered as a towpath walker.

ES, Sun. 11/14/09, p. 8. **Among the Pleasure Craft.** - The racing yacht Reindeer, belonging to Commodore Gus Forsberg of this city, has been hauled out for the winter at Cumberland's boathouse, at the foot of 9th street, and will be put under cover until the opening of the boating season next spring. During the winter a number of changes will be made in the Reindeer that are expected to make her much faster and to put her in the front rank of fast launches.

The steam launch Candoc, belonging to the Chesapeake and Ohio Canal Company, which has been out on the marine railway at Bennett's boatyard for the past week, for general repair work, has been put overboard and has returned to her headquarters at the Georgetown end of the canal. It is stated that the launch will be used for an inspection trip up the canal

before that waterway is closed for the winter.

WP, Mon. 11/15/09, p. 8. **Fish Commission Doing Much to Preserve the Bass.** - Along the line of conservation the members of the Fish and Game Protective Association, through its president, made report of the continuous depletion of inland streams of fishes to President Roosevelt and Hon. George M. Bowers, of the United States fish commission, a year ago. The extinction of the species in all parts of the country and from the Potomac River and its tributaries prompted the move. As a result the commission has been doing all in its power to revive the failing interest, and to that end will repeat its operations of last fall and restore the hundreds of thousands of black bass and other varieties that have been locked in the Chesapeake and Ohio Canal, from Williamsport to Washington. Before the canal waters freeze it is allowed to run off into the Potomac, and as it recedes the fish, seeking the lowest water levels, accumulate in the holes where the company of fish commission experts with seines drag them out, count them into receptacles, and empty them into the Potomac to breed and prosper for another year. This multiplies the game fish and affords pleasure to the rod and reel artist in season. The reclaiming of the bass last fall gave Washington the finest season's fishing that has been had in a dozen years. The commission will employ a large number of watchmen this year to occupy the canal property and keep mountaineers and others from invading the pools with their nets and contrivances for securing the fish before the commission men complete their work. These guards of the government industry will be authorized on the canal property by Col. George Nicholson, its manager and superintendent.

ES, Mon. 11/22/09, p. 20. **DAMAGE PLACED AT \$1,500. - Blaze in Historic Building in Georgetown** - Several thousand persons gathered along the Chesapeake and Ohio canal near 33rd street yesterday afternoon and watched the work of members of the fire department fighting flames in the warehouse of James O. Caton. The building is owned by the Potomac Electric Power Company. It was filled with feed and grain. About \$1,500 damage resulted.

The building is a two-story brick structure. For many years it was occupied by Capt. Bill Ritter as the office of the steam packet which made regular trips between Georgetown and Harpers Ferry, and was one of the most prominent business places along the canal.

Capt. Ritter conducted a general merchandise store in the building in connection with the boat business. There was nothing to indicate the origin of the blaze.

ES, Sat. 11/27/09, p. 9. **Coal Company Barge Coming.** - Schooner barge No. 10 of the fleet of the Consolidation Coal Company is on her way down the coast from a New England point, bound to Georgetown to load soft coal for Boston. This will be the first cargo of coal that has left Georgetown for Boston in several weeks and will probably be the last to leave this season, as the Chesapeake and Ohio canal will shut down in the middle of the coming month. No. 10 will arrive here early in the coming week.

ALONG THE RIVER FRONT.

Arrivals.

Tug Camilla, towing two light C. T. Company boats from naval powder factory on Mattawoman creek to Georgetown.

ES, Sun. 11/28/09, p. 10. Chesapeake and Ohio canal navigation will, it is stated, close earlier this year than usual on account of

extensive improvements to be made to the towpath in the vicinity of Shepherdstown. It is expected the water will be drawn off sometime next week. A large number of men are now at work getting out stone for the improvements on the five-mile level above Shepherdstown. A temporary railroad track will be laid in the bed of the canal and a dinkey engine used.

ES, Tue. 11/30/09, p. 10. **Coal for New England.** - Schooner barge No. 10 of the fleet of the Consolidation Coal Company was brought into port yesterday morning and berthed under the coal chutes of the C. C. Company at Georgetown to load coal for a New England point. The big vessel will take aboard about 1,600 tons of the fuel from the mines about Cumberland and will sail for the north about the end of the week. No. 10 is taking on the first cargo of Cumberland coal that has been loaded at the local piers in several months, and hers will in all probability be the last cargo to leave here this season, as the Chesapeake and Ohio canal, over which the coal comes, will shut down for the winter in the early part of the coming week.

ES, Fri. 12/10/09, p. 24. **CANAL CLOSED FOR WINTER. - Season's Business Has Been the Largest for Some Years.** - The last canal barge laden with coal from the Cumberland mines arrived at Georgetown in the latter part of last week, and the Chesapeake and Ohio canal has been closed to navigation for the winter. The water has been withdrawn from the upper levels of the waterway and during the week the portion of the canal near Georgetown will be emptied and made ready for the winter. It is stated that the volume of business done on the canal in the season just closed was the heaviest in a number of years past. During the winter months, it is said, improvements will be made along the entire

length of the canal in preparation for reopening it to navigation as soon as possible in the early part of the coming spring.

ES, Sun. 12/19/09, p. 15. The fact that at the mouth of the Tiber, where 17th street terminated at the water's edge, the Commissioners constructed a wharf, where much of the material used in the construction of the President's house and public buildings was landed, and that the cottage of Davy Burns, the original proprietor of the land thereabouts, was close at hand, made some of the early property holders and the officers of the corporation optimistic as to immediate development.

Seventeenth street, forming the west boundary of reservation 1, the site of the President's house and other public buildings, became at an early day a thoroughfare to the wharf, but the grounds south of the White House below Pennsylvania and New York avenues were left in the open for forty years or more. A few zigzag roads to points east were worn, but most of it remained a waste until about 1850, when a plank fence was provided, and this, being whitewashed, gave the name of "White Lot" to that piece of ground.

Up to this time there was at times small game found, and it is related that in the thirties, when work was slack in the departments, some of the clerks often tried their skill here and made amends to their chiefs by dividing the game.

The Carbery Wharf.

The wharf, early in the century, under the management of Thomas Carbery, became known by his name, and well down to the civil war it was of some commercial importance. In the twenties it was a landing point for the Alexandria steamers, and good sized vessels used the wharf, but with the gradual filling up of the river the vessels became smaller.

As late, however, as 1850, coal, flour and grain were shipped here, much coming by the canal, and there was a coal yard on the wharf and for many years thousands of bushels of sand were unloaded here. A coal yard on the wharf was established by a Mr. Derringer about 1840.

News, Tue. 12/21/09, p. 2. **WILL SEINE THE CANAL.** - Just as soon as the necessary arrangements can be completed, probably within the next two weeks, the pools in the Chesapeake and Ohio Canal will be seined under the direction of experts from the United States Fish Commission and all the bass that are taken will be placed in the Potomac river for propagating purposes. In view of the fact that the work will occupy some time and in order that it may be thoroughly done, several forces of men will be employed to do the seining. It is expected that thousands of bass will be caught in this manner and the Potomac river be restocked with these gamy fish.

The seining parties will be equipped with large seines capable of holding bushels of fish. They will establish camps along the waterway where the work is to be done and as soon as one pool has been seined the camp will be moved to another point. Boats will be provided for the seiners, who will also carry with them a sufficient number of cans in which the bass will be placed as they are caught and dumped into the river.

The Fish Commission secured the permission from General Manager Nicolson, of the Canal Company, to do the work and Mr. Nicolson will assist the government officials and has instructed the division superintendents to aid them in every way they can. The seining will be done more systematically than heretofore and, it is expected, with better results. Precaution has been taken to prevent outsiders from doing any seining. Last winter it is stated, several seining parties caught and carried away

bushels of bass that would have been placed in the river. To prevent a recurrence of this kind of work guards have been placed at the objective points to be seined with instructions to arrest any persons other than those authorized to do the seining. If any one is caught seining they will be arrested and punished for trespassing. As an extra precaution to prevent indiscriminate seining loads of stone have been placed in some of the pools, including Dellinger's wide water, below Williamsport, and barbed wire stretched under the water. These obstructions will be removed when the legitimate work of saving the bass is commenced.

Other kinds of food fish besides bass that are caught will be placed in the river, but all the carp will be killed, as they are regarded as the worst enemy the bass have. Being of a predatory nature, carp, it is claimed by fishermen, annually destroy millions of bass and other fish.