

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE CUMBERLAND TIMES
a Cumberland, Md., newspaper,
THE NEWS
a Frederick, Md., newspaper,
BALTIMORE SUN
a Baltimore, Md. newspaper,
THE WASHINGTON HERALD,
THE WASHINGTON TIMES,
THE EVENING STAR
and
THE WASHINGTON POST
four Washington, D. C., newspapers
1910

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Canal Trade - 1910

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, *Baltimore Sun*, a Baltimore, Md., newspaper *The Washington Herald*, *The Washington Times*, *The Evening Star* and *The Washington Post*, four 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. 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 *Baltimore Sun* are preceded by *Sun*, those from *The Washington Herald* are preceded by WH, those from *The Washington Times* are preceded by WT, those from *The Evening Star* are preceded by ES, 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 December 2021
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Canal Trade 1910.

WT, Wed. 1/5/10, p. 6. R. O. Robbins, who has been connected with the Chesapeake and Ohio Canal Towage Company, has resigned that position and entered the First National Bank in this city.

Sat. 1/15/10, p. 9.¹ **POTOMAC RIVER ICEBOUND. – Alarm at Williamsport Caused by Gorges.** – Williamsport, Md., January 14. – The possibility of a freshet in the Potomac River, with ice gorges resulting, is causing considerable alarm here and elsewhere along the river, owing to prevailing conditions. The river is icebound for many miles, the ice ranging from 6 to 15 inches in thickness, and an ice gorge of unusual proportions has already formed in the stream beyond Dam No. 6 and is reported to be about 15 miles in extent. All of the ice that has moved off the two branches of the river is dammed up there, and in places the gorge is 10 feet above the level of the stream and extends in a solid mass to the bottom.

With a foot of snow covering the ground since the storm of yesterday and today and a rise in the temperature, causing a thaw, and the probability of rain following, the conditions are favorable for causing high water in the Potomac, which would result in the ice breaking up with disastrous results. Officials of the Chesapeake and Ohio Canal feel considerable anxiety for the waterway in the event of a freshet at this time, as much damage would doubtless be done to the canal banks by the ice.

Supervisors of the different divisions of the canal are making preparations to prevent as far as possible icepacks from forming on the banks and to protect the property along the line.

The snowstorm which prevailed here until late today has practically blocked

public travel on the roads and crippled traffic on the electric railway between this place and Hagerstown. A foot of snow fell since yesterday, but owing to the dampness there has been but little drifting.

Sun, Sun, 1/23/10, p. 5. **POTOMAC SUBSIDES – Danger of Freshet Over at Williamsport.** – Hagerstown, Md., Jan. 22. Fears of a freshet at Williamsport have passed, as the river there ceased rising this evening, after having overflowed its banks today and flooded the bottom lands below the new concrete bridge. But little damage was done.

An immense ice gorge formed in the Conococheague creek today at Williamsport. The ice on the edam at Kemp's Mills passed off during the night and lodged against the Chesapeake and Ohio Canal aqueduct and the stone bridge, near where the creek empties into the river. The gorge extended for two miles upstream and caused the creek to overflow its banks and flood the lowlands on both sides of the stream. The water extends to the Western Maryland railroad on the east side and has backed up to the pumping station of W. D. Byron & Sons' tannery.

The Potomac at Williamsport and Hancock is 12 feet above normal. The ice gorge at dam No. 6 broke last night and the mass is now passing downstream. Smaller gorges at dam No. 5 also gave way.

WP, Mon. 1/24/10, p. 9. Hagerstown, Md., Jan. 23. - The critical stage of the flood in the Potomac River was reached today, and it is reported to be receding. The river overflowed the Chesapeake and Ohio Canal banks and the waterway is believed to have been damaged.

The electric power plants at Dam No. 4 and Dam No. 5 were flooded and crippled.

¹ *Baltimore American*, Baltimore, Md.

News, Thu. 3/3/10, p. 5. **Canal Season Begins Soon** – It is stated that water will be turned into the Chesapeake and Ohio canal on March 20 and the boating season will start April 1. Several new boats have been built during the winter by Superintendent Young and a great many have been repaired.

WP, Sat. 3/5/10, p. 9. **Canal to Reopen April 1.** - Williamsport, Md., Mar. 4. - It is stated that navigation on the Chesapeake and Ohio canal for the coming season will be resumed about April 1.

ES, Thu. 3/10/10, p. 10. **ALONG THE RIVER FRONT – Arrivals** – Schooner Jacob S. Winslow, ice from Maine for Alexandria Ice Company.

WT, Sat. 3/12/10, p. 5. **CANOEISTS' HOME DOUBLED IN SIZE** – The Washington Canoe Club now has the largest and handsome home of any similar organization on the Potomac.

The big addition to the old club house is practically completed, although there is still some work to be done in finishing and decorating the interior. The house is now twice the length of the original structure.

Situated just above the Aqueduct bridge, on the District side of the river, the club is to be made accessible by a steel bridge from the tow path along the Chesapeake and Ohio canal to the east end of the house. The bridge will be completed before the opening of the canoeing season. Plans are being made for a housewarming and regatta on April 28.

Grill Room Added.

A large portion of the main floor of the addition to the building has been finished as a grill room, overlooking the Potomac and with broad verandas on two sides.

The rear portion of this floor will be used as a work shop for the repair and painting of motorboats and canoes. The ball room on the second floor, has been enlarged by fourteen feet, and considerably more space is devoted to lockers.

A large dressing room with shower baths has been provided for women, and there is also a good-sized room for the use of the officers and board of governors.

Appearance Attractive.

The outside of the house is most pleasing, and presents an attractive appearance from the river. Wide porches extend the whole length of the house from both first and second floors. The outside is shingled, with towers extending about six feet above the roof on both corners in front.

The grill room is an innovation among the boat clubs on the Potomac, and it is probable that T. Arthur Smith will be selected to manage the new venture. Now that the home is about finished, the board of governors is considering the proposition of increasing the membership from 100 to 125.

ES, Wed. 3/16/10, p. 4. **DAMAGE SUIT FILED** – The Chesapeake and Ohio Canal Company is named defendants in a suit to recover \$15,000 damages filed in the District Supreme Court by Joseph Rosasco, through his next friends, Magdalen Rosasco. It is alleged that the boy in crossing a wooden foot bridge of the defendant at 34th street, June 8, 1907, had his foot caught in a hole through the timber, so twisting and wrenching his left leg that the bone was broken between the ankle and the knee joint, causing serious and permanent injury.

Attorneys Campbell Carrington and Hayden Johnson represent him.

Sun, Fri. 3/18/10, p. 11. **DEATH OF EX-SHERIFF MARTZ – Cumberland Man Had Held Many Municipal Offices There.**

Cumberland, Md., March 17. – Ex-Sheriff George H. Martz, one of the best-known men of Cumberland, died today after an illness of five weeks. He was 61 years old, a native of Cumberland and in early life followed boating on the Chesapeake and Ohio Canal. He served as a member of the Cumberland City Council, as Street Superintendent, four years as Chief of Police, was coroner of Allegany county and was appointed Sheriff by Governor Crothers to fill the unexpired term of ex-Sheriff Hodel.

Last fall he was a candidate on the Democratic ticket for the House of Delegates, but was defeated. He leaves a widow and the following children: Frank G. Asahel and Edward Martz, Mrs. C. E. Deffenbaugh, Mrs. A. L. Miller, Mrs. William Schutte and Misses Josephine and Margaret Martz, of Cumberland; one brother, Henry Martz, of Cumberland, and two sisters, Mrs. E. P. Baldwin, of Baltimore and Mrs. Fred Weisenmiller, of Cumberland.

ASKS POWER TO CONDEMN

Bill Affects Holdings of Chesapeake and Ohio Canal Company.

Annapolis, March 17. – Power to condemn property of the Chesapeake and Ohio Canal Company may be given to the Potomac Power Company through a bill in the House engrossing room.

If a dam across the Potomac river at or near Little Falls be required by the power company, says the bill, the company shall have power to condemn such holdings of the canal company as it may need. The Potomac Power Company is said by the bill to have been formed by a merger between a former Potomac Power Company and the Potomac River Power Company, of Virginia, and the Norfolk County Industrial Company. By the charter, says the bill, it

may hold property, exclusive of rights of way to a limit of 10,000 acres.

Sat. 3/19/10, p. 3. **Georges Creek Coal Production – 1909** – The Cumberland and Pennsylvania Railroad Company has issued its annual statement of what it calls “The Cumberland Coal Trade.”

The total production of this region for the year seems to be 2,952,579 tons – a decrease of over 350,000 tons.

Of this amount 2,281,417 tons were shipped by the Baltimore and Ohio railroad; 184,034 by the Chesapeake and Ohio canal; 292,425 tons by the Pennsylvania railroad; and 194,703 tons by the Western Maryland railroad.

The Consolidation Coal Company leads with an output of 1,649,457 tons; Black-Sheridan Wilson Company comes next with 451,144 tons; Piedmont and Georges Creek Coal Company 110,368 tons – all with decreases except last named, which scored an increase of 3,164 tons. The remaining operators produced less than 100,000 tons.

Ibid, p. 6.² **POWER COMPANIES TO MERGE – Maryland and Virginia Corporations Propose Extensive Service.**

– Annapolis, Md., March 18. – With the view of supplying power and electricity throughout Western Maryland to be used by the numerous trolley lines extending into Pennsylvania, the Montgomery Power Company, which obtained its charter from the state in 1806, is asking the General Assembly for the authority of merging with the Potomac Power Company, a corporation chartered by the State of Virginia, and asks to be invested with all of the powers enjoyed by that company. It is proposed to use the Chesapeake and Ohio canal, without, however, interfering with transportation, by the construction of a big dam and additional

² *Baltimore American*, Baltimore, Md.

locks. It is claimed that 40,000 horsepower can be obtained. Some of the leading financiers of Philadelphia and Washington are interested in this project. The power is obtained from the Great Falls of the Potomac.

ES, Tue. 3/22/10 p. 2. **Veteran Postmaster Dead** – HAGERSTOWN, Md., March 22, - John Buchanon, postmaster at Williamsport, this county, having held the office continuously since his appointment by President McKinley, died this morning from lung trouble, aged seventy years. Mr. Buchanon formerly operated a line of boats on the Chesapeake and Ohio canal between Chamberland and Georgetown. He was a member of the Lutheran church, and is survived by his wife and one daughter, Mrs. Irene Embrey of Halfway, Md.

News, Wed. 3/23/10, p. 5. **Canal to Open Soon.** - Preparations are being made for the reopening of the Chesapeake and Ohio canal in a week or ten days. Activity prevails along the waterway and boats and mule teams are being got ready and other necessary arrangements made for sending the fleet of boats to Cumberland as soon as the canal is filled with water. The water, it is expected, will be turned into the levels some time next week, but boats will not start for Cumberland before the end of the week, as it usually requires several days to fill the canal.

The officials of the canal and shippers expect the next season to be one of the busiest periods the waterway has had in years. The prospects for a larger shipment of coal, produce, etc., is more promising, they say, than in a long time.

WT, Wed. 3/23/10, p. 3. **INTERESTS PUSHING GREAT FALLS BILL** – ANNAPOLIS, Md., March 23. – The interests behind the effort to secure the

passage of the bill authorizing the Potomac Power Company, the successor of the old Montgomery Power Company, to condemn a portion of the Chesapeake and Ohio Canal property now in the hands of the Baltimore and Ohio railroad, at Great Falls, Md., are making a big effort to secure the early report of the bill for the purpose, introduced by Senator Lee of Montgomery County.

Ibid. p. 8. **WANTS COMPANY TO BUILD BRIDGES** – With the object of placing the legal responsibility of injury resulting from the defective conditions of its structures on the canal company, Commissioner Judson has prepared a bill to submit to Congress requiring the Chesapeake and Ohio Canal Company to build and maintain bridges and culverts over its right of way within the District of Columbia.

Three suits alleging injuries resulting from the defective condition of bridges owned by the Chesapeake and Ohio Canal Company have been instituted against the District of Columbia, aggregating \$30,000. One case in which the damage claimed was \$5,000 was settled by the District for \$350. In this case the Commissioners say it is their intention to look to the canal company for reimbursement.

Two of the cases in which the canal company was made a co-defendant are now pending, but the question of the legal responsibility for the safe condition of the bridges, the Commissioners say, is not definitely settled by law.

WP, Wed. 3/23/10, p. 3. **MARYLAND OBITUARY.** - Williamsport, Mar. 22. - Postmaster John Buchanon, aged 70, died last midnight at his home here. He formerly operated a boat on the Chesapeake and Ohio Canal, and was postmaster at Williamsport since President McKinley's administration. He was a member of the Lutheran Church.

Surviving is his wife, who was a Miss Wolf, and one daughter.

WESTERN MARYLAND NEWS

The Chesapeake and Ohio Canal will be opened for the season in a week or ten days.

ES, Thu. 3/24/10, p. 27. **CANAL TO OPEN SOON** – The Chesapeake and Ohio canal, which connects the coal mining regions about Cumberland, Md., with this city, will be opened to navigation about April 1, after being closed down all winter. The first boat from Cumberland will leave that point within a day or two after the opening of the waterway, and will reach here about a week later.

During the season many thousand tons of soft coal are brought down the canal, and the bulk of it is shipped to northern points aboard the big barges of the Consolidation Coal Company.

WP, Thu. 3/24/10. **Ex-Postmaster Dead.** John Buchanan, postmaster at Williamsport, and a well-known resident of that place, died early Tuesday morning at his home in that place, aged 70 years. Death resulted from a complication of ailments from which Mr. Buchanan had been suffering for a long time. He had been critically ill for several months. He was a native of Williamsport and a member of the Lutheran church. Mr. Buchanan formerly operated a boat on the C. & O. canal and boated between this city, Williamsport and Georgetown, D.C. He had been postmaster for three terms, having been first appointed under the McKinley administration. He is survived by his wife, who was a Miss Wolf, and a daughter, Lutie, and one sister, Mrs. Irene Embrey, of Halfway.

ES, Mon. 3/28/10, p. 4. **CANAL BRIDGE BILL** – Senator Gallinger introduced today

a bill to require the Chesapeake and Ohio Canal Company to build and maintain bridges over the canal within the limits of the District.

The object of this bill is to place upon the canal company the responsibility for maintaining bridges and for injuries to persons due to defective conditions on the canal bridges. Three suits have recently been filed against the District for damages aggregating \$30,000 as the result of accidents on canal bridges, and that prompted the Commissioners to recommend some legislation which will free the District of liability in such cases.

The bill specifically states that the District shall not be liable in suits for damages on account of negligence in maintaining the bridges.

WT, Wed. 3/30/10, p. 8. **Georgetown Boatmen Welcome Announcement of Manager Nicolson.** – The season of traffic on the Chesapeake and Ohio canal will open April 1.

That is the date given by the general manager G. L. Nicolson, and means that the first boats will receive their loads at Cumberland on Saturday. It further means that the first boat to arrive at this end of the waterway will reach town the latter part of next week.

Among the boatmen there is always considerable rivalry in bringing the first cargo to Georgetown.

For several seasons the first cargo has been unloaded at the plant of the Capital Traction railroad.

The water on the Georgetown level of the canal, which was let off Sunday, was turned on yesterday. This is the annual occurrence, preliminary to the opening of the canal. Fish of all kinds, bass, perch, eels, carp and catfish were left squirming in the bed of the canal, and the people along the waterway got a good supply.

ES, Wed. 3/30/10, p. 14. **MAY NOW BE TAXED** – After practically three-quarters of a century of exemption from taxation the question of the Chesapeake and Ohio Canal Company's right to remain entirely untaxed in the District has arisen, and judging from appearances the board of assistant assessors will have this little nut to crack at an early sitting.

The matter was brought to the Commissioners' attention in a letter by W. W. Edwards of this city. He said that the Chesapeake and Ohio Canal Company owns "considerable property in the city not used for canal purposes and which has been exempt from taxation for about seventy years past."

Further in his letter Mr. Edwards says: "Since this Chesapeake and Ohio Canal Company is now a public service corporation, and, I believe, is owned and controlled by some railroad company, it would seem that it ought to be upon the same footing with other public service corporations and to allow it to be exempt from taxation, especially as to the property owned by it and not used for canal purposes, is a great imposition upon the taxpayers of the District."

This suggestion has resulted in a study of the situation by Assistant Corporation Counsel F. H. Stevens, who says it was the intention of Congress to exempt from taxation the property of the canal company used for canal purposes only. He is also of the opinion that any property of the company not used in connection with the canal could be taxed.

Mr. Stevens says that the proper tribunal to determine whether the canal company's property has any taxable portions is the board of assistant assessors. Commissioner Rudolph has moved that the board of assistant assessors be instructed to

call upon the canal company to show cause why it should remain exempt from taxation on property not used for canal purposes.

Fri. 4/1/10, p. 7.³ **Chesapeake and Ohio Canal Soon to Open.** – Preparations are being made for the reopening of the Chesapeake and Ohio Canal in a week or ten days. Activity prevails all along the waterway and boat and mule teams are being got ready and the other necessary arrangements made for sending the fleet of boats to Cumberland as soon as the canal is filled with water. The water, it is expected, will be turned into the levels some time this week, but the boats will not start for Cumberland before the following week, as it usually requires several days to fill the canal.

The officials of the canal and the shippers expect the next season to be one of the busiest periods that the waterway has had for years. The prospect for a large shipment of coal, produce, etc., is more promising, they say, than it has been for many years.

ES, Tue. 4/5/10, p. 10. The first boat loaded for the season of 1910, No. 13, in charge of Capt. Charles Fox, left Cumberland, on the Chesapeake and Ohio canal, Sunday for Georgetown, carrying 112 tons of coal.

News, Wed. 4/6/10, p. 4. **ON THE C. & O. CANAL - Old Waterway Now Operated in a Systematic Way.** - Operation of the Chesapeake and Ohio Canal has been resumed.

Few people know or pay much attention now to the old waterway which once figured so much in the history of this State, and as a political plaything for both parties prior to and after the Civil War. The slipshod methods of management no longer exist, and the canal is operated in a

³ *Citizen*, Frederick, Md.

systematic way that would do credit to any corporation. The trustees of the C. & Co. Canal Co., operate the canal and the Canal Towage Co. operates the equipment.

There are 100 boats and 400 head of mules, the majority of which the towage company owns and feeds. Every bit of equipment, boats, mules, harness, towlines, is kept in the best conditions, and boat captains are paid so much per tonnage, given boats free, their mules fed and furnished with everything except their own food and clothes.

Boat captains can now, by ordinary management, after paying their help, living expenses, etc., be able to clear from \$60 to \$75 per month, above all expenses.

One change the canal towage has brought about is the care of stock. Only young mules are kept at work, and no old or infirm or crippled mules are permitted to work. Cruelty to animals by drivers is forbidden, and foremen must report any case they see or hear.

Mules must be fed and teams changed every six hours. In the winter months the mules have a vacation, and are fed twice a day. The horrible cruelty in former years of killing mules by hard work is done away with.

From now on twenty to twenty-five boats a day will be dispatched from Cumberland. Nearly 200,000 tons of coal were shipped by canal last year. As soon as the teams are hardened to the work, the average tonnage of 120 tons will be loaded into the boats.

WP, Wed. 4/6/10, p. 2. **WESTERN MARYLAND NEWS.** - The first boat has started in the Chesapeake and Ohio Canal from Cumberland for Georgetown, D. C., with a load of coal.

ES, Thu. 4/7/10, p. 3. A serious washout occurred Tuesday evening on the Chesapeake and Ohio Canal at Dellinger's wide water, four miles south of Williamsport, Md., by which navigation on the Williamsport division has been suspended. About sixty feet of the towpath was washed away.

WP, Mon. 4/11/10, p. 12. **Break in C. & O. Canal Repaired.** - Hagerstown, Md., April 10. - The big break in the Chesapeake and Ohio Canal towpath at Dellinger's Widewater, 4 miles south of Williamsport, has been repaired and navigation resumed, workmen today completing the job of filling in where 60 feet of the towpath had washed away. Fifty men had been employed day and night since the break occurred.

WP, Tue. 4/12/10. **The "Raging Canawl" For Him** - Canal boat No. 84, Capt. Ezekiel D. Chaney, of Cumberland, was the first boat to discharge a cargo of coal at this port this season, consigned to Cushwa & Sons. Capt. Chaney is a native of this place and a son of the late John Chaney, but has been a resident of Cumberland for a number of years, where he has served on the police force of that city and holds the reputation of being a good guardian of the peace. Change of administration and his own resignation lost him the job. He says policemen in Cumberland have no pleasant or easy position, and wants no more of it. He prefers the position as captain of a canal boat where he has no fine-haired politicians to please. He is a veteran of the Civil War, being a member of Capt. Russell's company, known as Company I, First Maryland Cavalry. He is in elegant health and as spry as a man of 30 years. - *Williamsport Leader.*

Fri. 4/15/10, p. 2.⁴ **The Chesapeake and Ohio Canal and the Systematic Manner**

⁴ *Citizen*, Frederick, Md.

in which it is now Operated. – Very few people know or pay much attention now to the old waterway which once figured so much in the history of this State, and as a political plaything for both parties prior to and after the Civil War. The slipshod methods of management no longer exist, and the canal is operated in a systematic manner that would do credit to any corporation. The trustees of the Chesapeake and Ohio Canal Company operate the canal, and the Canal Towage Company operates the equipment.

There are 100 boats and 400 head of mules, the majority of which the Towage Company owns and feeds. Every bit of equipment, boats, mules, harness and towlines, is kept in the best condition, and the boat captains are paid so much per tonnage, given boats free, their mules fed, and furnished with everything except their own food and clothes.

Boat captains, can now, by ordinary management, after paying their help, living expenses, etc., be able to clear from \$60 to \$75 per month, above all expenses.

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Mules must be fed and teams changed every six hours. In the winter months, the mules have a vacation, and are fed twice a day. The horrible cruelty in former years of killing mules by hard work is done away with.

From now on, twenty to twenty-five boats a day will be dispatched from Cumberland. Nearly 200,000 tons of coal were shipped by the canal last year. As soon as the teams are hardened to the work, the average tonnage of 120 tons will be loaded into the boats. In recent years the canal is used as a pleasure jaunt.

And even honeymoon trips and a week's trip from Cumberland to Washington is said by those who have made it in the lazy summertime, to have sunny Arcady, or the Elysian Fields beat to a frazzle.

ES, Fri. 4/15/10, p. 22. **BITUMINOUS COAL COMING** – Coal-lade lighters from the Cumberland coal region are coming down the Chesapeake and Ohio canal and the daily receipts of the bituminous fuel at Georgetown is increasing. Shipments of coal from Georgetown to the naval proving grounds and smokeless powder factory at Indian Head, Md., have been resumed, and the tug James O. Carter left here yesterday with the first boats of the season for the Indian Head plants. Twice or three times each week tugs take tows of two canal barges to Indian Head and toward the fall of the year, when the time for shutting down the canal approaches, heavier shipments are made in order to accumulate a reserve supply of coal to tide the plants over the winter when the navigation is stopped on the Potomac. During the season, it is stated, that nearly 100,000 tons of coal are sent by boat from Georgetown to Indian Head.

REPAIRS TO TUGS.

The tug Camilla, of the Taylor fleet of this city, was yesterday hauled out on the marine railway at the Alexandria shipyard for a general overhauling. She is to be fitted with a new shaft, is to have her machinery overhauled, all needed repairs to house and hull made and the steamer put in good order for summer work on the river. While she is out of service for a week or ten days, the tug James O. Carter will take up towing work to the mouth of the Potomac.

ES, Mon. 4/18/10, p. 18. **OPENING OF COAL SEASON** – The opening of the Chesapeake and Ohio canal between Georgetown and Cumberland, Md., and the

arrival of coal-laden barges from the Cumberland mines will cause the resumption of shipments of coal to Boston, Lynn, Portland and other points, and during this week the first schooner barge of the Consolidation Coal Company will load and sail for Boston.

Barge No. 15, which will inaugurate the season, is at Point Lookout and the tug Carter will be sent from here tonight to bring her back to this port. No. 15 will load about 1,600 tons of the fuel, and it is stated that by the time she is loaded, another of the big coal carriers of the Consolidation Company fleet will be here to load. During the course of the season many hundred thousand tons of coal are sent from here to northern points in chartered schooners and the Consolidation Coal Company barges.

ES, Tue. 4/19/10. p. 21. **ALONG THE RIVER FRONT – Arrivals – C. C.** Company barge No. 15, light, to load soft coal at Georgetown for Boston; canal barge Farmer's Friend, ties from Seneca, Md., at Alexandria.

ES, Wed. 4/20/10, p. 9. **ALONG THE RIVER FRONT – Arrivals – Tug James O. Carter,** towing two canal boats, light, from Indian Head for Georgetown.

ES, Fri. 4/22/10, p. 24. **ALONG THE RIVER FRONT – Arrivals – Tug James O. Carter,** with a tow from Indian Head.

WT, Sat. 4/23/10, p. 5. The season of traffic on the Chesapeake and Ohio canal is now in full blast, and every day boats are arriving at this end, laden mainly with coal. While many cargoes are used by local factories and powerhouses, the bulk goes to the Consolidated wharf, and is carried all along the Atlantic coast by a regular fleet of sailing vessels.

ES, Sat. 4/23/10, p. 11. **ALONG THE RIVER FRONT – Arrivals – Tug James O. Carter,** with a tow of coal-carrying boats from Indian Head, Md.

Departures.

Consolidation Coal Company schooner barge No. 15, coal from Georgetown for Boston.

Ibid, p. 14, **Carries Cargo of Coal** Schooner barge No. 15, of the Consolidation Coal Company's fleet of big coal carriers, has completed loading a cargo of about 1,600 tons of Cumberland coal at the Georgetown piers of the Consolidation Company, and in tow of the tug Camilla she will leave here this afternoon for Point Lookout enroute to Boston. About the time No. 15 reaches the mouth of the Potomac, she will meet one of the Consolidation Coal Company's tugs with a tow from Baltimore bound up the coast to New England points, and she will be attached to this tow to be taken to her destination. No. 15 carries away the first cargo of coal shipped from Georgetown to New England points this year.

ES, Sun. 4/24/10, p. 20. **ALONG THE RIVER FRONT – Departures – Tug James O. Carter,** towing two coal-laden barges for naval powder factory on Mattawoman creek.

ES, Tue. 4/26/10, p. 5. **COAL LEAVING GEORGETOWN – Season of Heavy Shipments to Northern Ports Expected.** The Camilla, of the Taylor fleet, which left here in the patter part of last week with Consolidation Coal Company Barge No. 15, laden with coal for Boston, turned the barge over to one of the big sea-going tugs of the Consolidation Coal Company, which will take it up the coast to its destination. Sunday night at Point Lookout the Camilla took Consolidation Coal Company schooner

barge No. 12 from a tow going to Baltimore and arrived here with her yesterday afternoon.

No. 12 was docked under the coal chutes at Georgetown to load about sixteen hundred tons of Cumberland coal for a New England port. She will complete loading about the latter part of this week, and, like No. 15, will be taken to the mouth of the river by one of the local tugs and there turned over to one of the big tow boats of the company to be taken by sea to its discharging port. Barge No. 8 of the Consolidation Coal Company sailed, from Portland Sunday last for this city, and she will be here ready to load before No. 12 completed her cargo. Shipments of coal from the Georgetown piers to Boston, Providence, Portland and other New England ports are expected to be very heavy this season.

ES, Wed. 4/27/10, p. 8. **ALONG THE RIVER FRONT – Arrivals** – Tug Camilla with a tow of two light coal boats from United States smokeless powder plant at Indian Head, Md.; C. C. Co., schooner barge No. 12 at Georgetown to load coal for Boston.

Memoranda

C. C. Co., Barge No. 8 has sailed from Providence for this city to load coal.

ES, Sat. 4/30/10, p. 20. **ALONG THE RIVER FRONT – Departures** - Tug Camilla, towing Consolidation Coal Company schooner barge No. 12, coal, for Boston.

ES, Sun. 5/1/10, p. 19. **ALONG THE RIVER FRONT – Arrivals** – The tug Camilla, towing the Consolidation Coal Company schooner barge No. 8, light, from Portland, to load coal for a New England point.

ES, Fri. 5/6/10, p. 12. **ALONG THE RIVER FRONT – Arrivals** – Tug Camilla, towing Consolidation Coal Company schooner barge No. 16, light, from Boston to load soft coal for a New England point.

Departures.

The tug Camilla, towing Consolidation Coal Company schooner barge No. 12, coal from Cumberland for Boston via Point Lookout; canal barge No. 87, with lumber for Brunswick, Md.

Ibid, p. 22. **SHIPMENTS OF COAL – Barges at This Port Loading for New England Points.** – The schooner barge No. 12, one of the big coal-carrying vessels of the Consolidation Coal Company fleet, completed the taking aboard of about 1,600 tons of soft coal from the mines about Cumberland, Md., at the Georgetown coal piers, and, in tow of the Taylor tug Camilla, sailed yesterday for Point Lookout, where she will join a tow from Baltimore going up the coast to New England ports.

This is the third big cargo of fuel to leave Georgetown in the past two weeks for northern points. Barge No. 16 of the Consolidation Coal Company fleet is now taking aboard coal at Georgetown. No. 16 was picked up at Point Lookout Tuesday by the Camilla, which delivered it at Georgetown early yesterday morning, and sailed at once with No. 12. By the time No. 16 is loaded, another of the barge fleet of the Consolidation Coal Company will be here and ready to go under the chutes as soon as the berth is open.

ES, Sun. 5/8/10, p. 26. **ALONG THE RIVER FRONT – Arrivals** – Tug Capt. Toby, towing light canal barge from Alexandria, at Georgetown.

Departures.

Tug Camilla, towing two coal-laden boats from Georgetown to naval powder factory on Mattawoman creek; tug Cat. Toby,

towing a coal-laden lighter from Georgetown to Alexandria.

ES, Wed. 5/11/10, p. 20. **ALONG THE RIVER FRONT – Arrivals** – Tug James O. Carter, towing two light coal-carrying barges from Indian Head to Georgetown; Consolidation Coal Company barge No. 16, from Georgetown with coal, at Alexandria awaiting orders.

Memoranda

Consolidation Coal Company schooner barge No. 15, from Boston, is due at Point Lookout tonight on her way to this city to load coal.

ES, Thu. 5/12/10, p. 21. **ALONG THE RIVER FRONT – Arrivals** – Tug Camilla, towing Consolidated Coal Company barge No. 16, light, for Georgetown, to load coal for a New England port.

Departures.

Tug James O. Carter, towing two canal barges, coal, from Georgetown to naval powder factory at Indian Head, Md.

Fri. 5/13/10, p. 6.⁵ **Mortuary Notice – GORDON** – Capt. Robert H. Gordon, 58 years old, a member of the Allegany county bar, died suddenly at Cumberland. Captain Gordon, with his wife and only son, and Mrs. Cora Helmbold of Columbus, drove in his automobile to the Queen City station, but Captain Gordon was stricken while at the wheel. On leaving Princeton University he adopted the legal profession. His father, Associate Judge Josiah H. Gordon, was at one time president of the Chesapeake and Ohio Canal.

ES, Sat. 5/14/10, p. 11. **ERNEST E. WILLARD ARRESTED FOR SHOOTING A. BEACH.** – Ernest E. Willard, who resides at what is known as Willards, the second lock on the Chesapeake

and Ohio canal, was taken from the seventh precinct police station this morning to Rockville, Md., to answer a charge of having shot Augustus Beach, a canal boatman, last night. Willard admitted shooting Beach, justifying his act by the statement that his wife was on the boat with his victim. Beach is under treatment at the Georgetown University Hospital for wounds in his neck, inflicted with small shot. His condition is said not to be critical.

The shooting occurred about 8:30 o'clock at the canal lock at Glen Echo, Charles Schaffer, the lock tender, witnessing the affair. Willard escaped after he had fired the shot, but was arrested shortly afterward by Charles Meyers, son of a former member of the police department. William Walker, patrol driver at the tenth precinct police station and a resident of Glen Echo, accompanied Meyers and the prisoner to this city.

Beach Taken to Hospital.

Residents of Glen Echo took charge of the wounded man and conveyed him to 36th street and Prospect avenue on a street car, Meyers and Walker following on the next car with the prisoner. The police patrol car was in waiting at the terminus of the car line. Beach was assisted to the wagon and driven to the hospital. Detective McGill Grove met the next car, took charge of Willard, and conducted him to the police station.

“The man had my wife with him,” Willard told the detective, “and I shot him. I heard she was on the boat and I went to Glen Echo intending to engage in a fist fight with him, but I changed my mind and shot him.”

The woman about whom the shooting was done was formerly Minnie Fisher. She married John Baggett, a resident of Georgetown, and, it is stated, was divorced from him in Cumberland. Later, Willard told the detective, he married her.

⁵ *Citizen*, Frederick, Md.

Augustus Beach, the wounded man, is thirty-three years old. He resides at 15 Lee street, Cumberland, and was on his way to the Maryland coal district with the boat when the shooting occurred.

Willard learned that his wife was aboard the boat, he says, and he decided to interrupt trip. He says he saw his wife on deck and inquired where Beach was. About that time Beach appeared from the cabin and the shooting followed.

Sun, Sun. 5/15/10, p. 9. **BOATMAN SHOT OVER WOMAN – Assailant Arrested on Car which took Victim to a Hospital.** – Rockville, Md., May 14. – Augustus Beach, 33 years old, a Chesapeake and Ohio canal boatman, of Cumberland, Md., is in a critical condition in Georgetown University Hospital, Washington, having been shot at Glen Echo about 8:30 o'clock last evening by Ernest E. Willard, also 33 years old, also a boatman, who lives at Willard's Lock. Willard is under arrest.

The shooting occurred on Beach's boat as it was being lowered in the lock at Glen Echo. Armed with a shotgun and a revolver, Willard boarded the craft and demanded of a woman known as Minnie Fisher to be informed where Beach had gone. She told him Beach had gone below. Beach came up in a few moments, and it is said that Willard immediately leveled his gun and with an oath fired. Beach fell to the deck and Willard ran away. Several birdshot entered Beach's neck, shoulder and chest.

Charles Myers, Game Warden for Montgomery County, and William Walker, of the Washington police, were at Glen Echo when Beach was brought there to be placed on a car, and they decided to accompany the injured man to the hospital. At a point near Sycamore Island, Willard boarded the same car and was placed under arrest. He was

taken to Washington and is being held for the county authorities.

Willard, it is said, tried to get at Beach on the car when he learned that his intended victim had not been killed. He asserted that the woman is his wife, and said Beach's attentions to her were the cause of the shooting.

Beach says Minnie Fisher and Willard were never married, and the woman also declares she is not Willard's wife.

ES, Mon. 5/16/10, p. 8. Ernest C. Willard, who, it is alleged, shot and seriously wounded Augustus Beach, a Chesapeake and Ohio canal boatman, at Glen Echo, was before Justice Reading. He was committed to jail on a charge of assault with intent to kill and will be given a hearing as soon as Beach is able to appear.

ES, Tue. 5/17/10, p. 10. **ALONG THE RIVER FRONT – Departures.** – Tug Camilla, towing C. C. Company's barge No. 16, coal from Georgetown for a New England point, via Point Lookout; tug Toby, towing two coal-laden lighters from Georgetown to naval powder factory.

Memoranda.

Tug Winship, with coal boats from Alexandria at Georgetown

Ibid, p. 12. **COAL FOR NEW ENGLAND – Heavy Cargoes and Loading at the Georgetown Piers.** Schooner barge No. 16 of the fleet of the Consolidation Coal Company, which has been lying at Georgetown for a week, loading about 1,600 tons of soft coal, has completed her cargo and has been taken to the mouth of the Potomac, where she will join a tow of C. C. Co. barges from Baltimore for Boston and other New England points.

Consolidation Coal Company schooner barge No. 21, which discharged

coal at Boston, was delivered at Point Lookout today by a tug on her way to Baltimore with a string of light barges. The tug Camilla took her in tow and will dock her under the chutes at Georgetown this afternoon or tonight. By the time No. 21 is loaded, another light barge will be on her way to this city to load at the Georgetown piers.

ES, Wed. 5/18/10, p. 3. **WILLARD GIVES BAIL.** - Rockville, Md., May 17. - Ernest C. Willard who shot and seriously wounded Augustus Beach, a Chesapeake and Ohio Canal boatman, at Glen Echo waived a preliminary hearing before Justice Reading here today and furnished \$400 bail for the November term of court.

The charge against Willard is assault with intent to kill. He admits shooting Beach but claims he was justified because of the man's attentions to his wife.

Ibid, p. 10. **ROCKVILLE ROCKVILLE**, Md., May 18, 1910. Ernest C. Willard, who several nights ago, shot and seriously wounded Augustus Beach, a boatman on the Chesapeake and Ohio canal, and who was the following morning placed in jail here, waived a preliminary hearing before Justice Reading here yesterday, and furnished bail in the amount of \$400 for his appearance for trial at the November term of court. Ninian M. Perry of Glen Echo qualified as surety.

Willard is charged with assault with intent to kill. The shooting occurred at Shafer's lock, near Glen Echo, on a canal boat which Beach was operating. Willard admits doing the shooting, but claims he was justified because of Beach's attentions to his [Willard's] wife.

Ibid, p. 20. **ALONG THE RIVER FRONT – Arrivals** – C. C. Company schooner barge No. 21, light, to load coal at

Georgetown for a New England point; tug Camilla, with a tow for the mouth of the river; tug Carter, towing two light coal boats from Indian Head to Georgetown.

ES, Thu. 5/19/10, p. 8. **ALONG THE RIVER FRONT – Departures** – Tug James O. Carter, with a tow of two coal-carrying lighters for naval powder factory at Indian Head, Md.

Memoranda.

Consolidation Coal Company schooner barge No. 8 sailed from Boston for this city, in tow of tug George's Creek, 17th instant; Consolidation Coal Company barge No. 16, with coal from this city, arrived at Boston 16th instant.

ES, Sat. 5/21/10, p. 24. **ALONG THE RIVER FRONT – Departures** – The tug J. O. Carter, towing two coal-laden boats from Georgetown to naval powder factory at Indian Head; the tug Camilla, towing the Consolidated Coal Company schooner barge No. 21, with coal from Georgetown for Point Lookout, enroute to Boston.

ES, Thu. 5/26/10, p. 20. **CARGOES OF COAL FOR BOSTON – Big Barges Carrying Thousands of Tons to Northern Market.** – The big schooner barge No. 8 of the fleet of the Consolidation Coal Co., which has been lying at Georgetown for the past three or four days loading coal from the mines about Cumberland, Md., for Boston, completed her cargo yesterday and was anchored off Alexandria to await orders. Within the next day or two, she will sail in tow of the Taylor tug Camilla for the mouth of the river to be turned over to one of the big tugs of the Consolidation Coal Co., on its way from Baltimore to New England ports.

Barge No. 7 arrived here last night in tow of the Camilla and was docked at the Georgetown coal piers to begin the taking

aboard of a cargo of the fuel for New England. No. 7 was brought down from Boston by the tug Savage, in a tow going to Baltimore. At Point Lookout, she was met by the Camilla, which took No. 7 in tow and brought it to this port. No. 7 will be the sixth or seventh barge that has loaded at the Georgetown coal piers in the past month or six weeks.

ES, Fri. 5/27/10, p. 9. **ALONG THE**

RIVER FRONT – Arrivals –

Consolidation Coal Company lighters from naval powder factory to Georgetown.

Departures.

Consolidation Coal Company barge No. 8, to Alexandria from Georgetown, to await orders.

WP, Fri. 5/27/10. **Dismantled Round Top**

Plant – John J. Hetzel, the well-known banker and Republican politician of Martinsburg, W. Va., who purchased the Round Top cement works, two miles west of Hancock, this having been one of the original common cement plants in this country, has torn down the mill and has shipped the parts wherever they could be used. The cement was shipped by canal boat to Washington and some years back it entered extensively in the construction of government buildings in that city. When loaded on cars it was carried to the West Virginia side of the Potomac river by cable to the Baltimore and Ohio tracks. It is said the owners of the Hancock Cement company are about to sell their land which adjoins the Round Top property. Norfolk, Va. parties were largely interested in the original purchase at \$45,000. Nothing was ever done toward the erection of the mill and they will lose \$40,000.

ES, Sat. 5/28/10, p. 1. **ENDS HIS OWN LIFE** - Ernest C. Willard, son of the tender of the first lock on the Chesapeake and Ohio

canal, was found dead in bed in a room on the third floor at the rooming house of Mrs. Annie Moser, 359 Pennsylvania avenue northwest, about noon today with an open knife clutched in his right hand and a terrible gash through his jugular vein. The authorities decided it was a case of suicide.

The death of the young man terminates the case against him for having shot and painfully wounded Augustus Beach, a canal boatman, the night of the 13th of this month at the lock at Glen Echo. Willard called last night at the rooming house about 9 o'clock and engaged accommodations. When he did not reappear this forenoon on time, Mrs. Moser looked over a partition in his room and saw his blood-stained body.

Policeman Opens Door.

Policeman Lynch of the sixth precinct broke open the door. Detective Baur, of the headquarters detective squad, made an investigation and promptly concluded the man had committed suicide. Coroner Nevitt later made an investigation and gave the necessary certificate of death.

Ibid, p. 8. **Coal Barge on Way to Boston** – The tug Camilla of the Taylor fleet sailed yesterday afternoon towing Consolidation Coal Company's schooner barge No. 8, bound for Boston, with about 1,600 tons of Cumberland coal, loaded at Georgetown. No. 8 will be taken to Point Lookout, at the mouth of the Potomac, by the Camilla, and will there join a tow of Consolidated Coal Company barges going up the coast to New England points. Barge No. 7, which arrived here, light, a day or two ago, has gone under the loading chutes at Georgetown, and will be ready to sail for New England early in the coming week.

ES, Sun. 5/29/10, p. 23. **ALONG THE RIVER FRONT – Departures** – Tug Carter, towing two coal-carrying barges

from Georgetown to naval powder factory at Indian Head, Md.

ES, Mon. 5/30/10, p. 15. **ALONG THE RIVER FRONT – Departures** – Tug Toby, towing coal-laden barges from Georgetown for naval powder factory at Indian Head, Md.

Memoranda.

Consolidation Coal Company tug George's Creek, has arrived at Boston, towing barge No. 21, laden with coal from Georgetown.

ES, Sat. 6/4/10, p. 8. Joe Fletcher, of Edes Mill, expects to start next week on his annual turtle expedition up the Chesapeake and Ohio canal. There will be two or three in the party and they will be gone ten days. It is their intention this season to go as far as the Monocacy and fish homeward.

The trip is an ideal rough outing. Those participating in it will take along a tent, do their own cooking and fish every day they are gone. They will probably indulge in several efforts to get a few black bass, although most of their tie will be devoted to hunting turtles.

ES, Fri. 6/10/10, p. 17. **ALONG THE RIVER FRONT – Arrivals.** – Tug Carter, towing two Canal Towage Company boats, light, from Indian Head to Georgetown.

Memoranda.

C. C. Co. barge No. 15, which loaded soft coal at Georgetown for a New England port, passed out of the capes of the Chesapeake yesterday in tow of the steamer Charles F. Mayer.

ES, Sun. 6/12/10, p. 8. **ALONG THE RIVER FRONT – Arrivals.** – Tug James O. Carter, towing two Canal Towage Company lighters from naval powder factory at Indian Head to Georgetown.

Departures.

Tug Camilla, for Point Lookout after Consolidated Coal Company barge No. 18, light, for this city.

Memoranda.

Barge Consolidated Coal Company No. 7 with coal from Georgetown, arrived at Salem, Mass., the 9th instant.

ES, Mon. 6/13/10, p. 12. **ALONG THE RIVER FRONT – Arrivals.** – C. C. Co. schooner barge No. 18, light, at Georgetown to load soft coal for Boston; tug Camilla, towing a barge from Point Lookout for Georgetown.

Departures.

Canal Towage Co. Boat No. 27, lumber for Chesapeake and Ohio canal point.

WP, Sat. 6/18/10, p. 3. **FLOOD WRECKS ROAD.** - Cumberland, Md., June 17. The rushing waters from the South Branch of the Potomac, which have wrecked the Hampshire Southern Railroad, have caused the main stream to pass the flood stage and inundate the Baltimore and Ohio main line tracks at Cherry Run and Sir Johns Run. This afternoon passenger train No. 1 passed through nearly 2 feet of water for a distance of several hundred yards. The town of Sir Johns Run is flooded, and many people have moved from their homes.

Towpath Four Feet Under Water.

Hagerstown, Md., June 10. - With a 15-foot rise and the water going higher at the rate of 10 inches an hour, the Potomac is at a serious flood stage today, and is reported to be doing heavy damage. Reports from Williamsport and Hancock are that the river is still rising there, and measurements show that it has been coming up 10 inches an hour since early morning.

General alarm has spread through the river region, and families living along the stream are leaving their homes.

At Williamsport 2 miles of lowland are flooded, and below the town the river has spread into the Chesapeake and Ohio Canal. The towpath bank of the canal is under 4 feet of water. Canal officials fear serious damage to the waterway. Conococheague Creek is backed up several miles above Williamsport to a height of 15 feet. The creek is out of its banks for some distance, and public roads and wheat fields are under several feet of water.

Sun, Sun. 6/19/10, p. 7. **Potomac 22 Feet at Williamsport.** – Williamsport, June 18. – The Potomac river at Williamsport last night reached the highest stage in 12 years, when it rose to 22 feet above normal. Today the water has been slowly receding and it is thought the worst is over.

The pumping stations of the Western Maryland Railroad and Byron's Tannery were flooded and rendered useless.

The bridge crossing Conococheague creek was almost submerged and travel over the river was carried on by boats.

It is believed that considerable damage has been done to the banks of the Chesapeake and Ohio canal, but it cannot be ascertained until the flood subsides.

WT, Sun. 6/19/10, p. 7. **MAN'S LEG BROKEN BY KICK OF MULE** – John Matthews, employed on the Chesapeake and Ohio canal, had his left leg broken by being kicked by a mule on the tow path near the Aqueduct bridge this morning. He was taken to the Georgetown University Hospital.

WP, Sun. 6/19/10, p. 3. **CUMBERLAND FLOODED. - Potomac Highest in Twelve Years.** - Williamsport, Md., June 18. - The Potomac River here last night was the highest in twelve years, when it rose to 22 feet above normal. Today the water has been receding slowly, and it is believed that

the worst may be over. The pumping stations at the Western Maryland Railroad and Byron's tannery were flooded and rendered useless. The bridge crossing the Conococheague Creek almost was submerged and travel over the bridge was carried out by boats.

Considerable damage has been done to the banks of the Chesapeake and Ohio Canal, which, in a number of places, has been filled with sand bars.

WP, Mon. 6/20/10, p. 2. **POTOMAC RAPIDLY FALLING.** - Although the current still was too swift to permit boating, the Potomac yesterday was rapidly subsiding, after a rise that broke all high-water marks for years and caused no little worry to residents and workers along its banks. At low tide yesterday afternoon watchers stationed along the upper river reported the height to be about correct for high tide, or about 2 feet higher than normal for that time of day.

With the cessation of rain on the upper river the water fell rapidly, and the current slackened until to within 4 miles an hour of normal. Boatmen say that within three days it will be safe to resume canoeing and boating on the river proper. Yesterday the Sunday canoeists who went out confined their exercise to the canal.

No further damage was reported because of the flood.

Hagerstown, Md., June 19. - Since noon yesterday the Potomac River at Williamsport has fallen about 8 feet from the high-water mark of Friday, when it was 22 feet above normal. It is believed no further damage will be done, and that the greatest danger from the flood is passed. The river tonight is also rapidly receding at all points between Williamsport and Hancock.

While considerable damage has been done to the Chesapeake and Ohio Canal, it is thought it will not be as great as first expected. The towpath bank in several places was washed away, and the canal channel has been filled with sand bars.

ES, Thu. 6/23/10, p. 20. **COAL BARGE GETS AWAY – Departure Delayed Because of Repairs Being Made to Tug.** Schooner barge No. 18 of the fleet of the Consolidation Coal Company, which loaded Cumberland coal at Georgetown about a week ago and has been lying at the coal pier there since that time, sailed yesterday afternoon for a New England port. The delay was caused by the laying up of one of the big tugs of the Consolidation company fleet for annual overhauling and inspection.

No. 18 will be taken to Point Lookout by one of the tugs of the Taylor fleet and will join a tow going from Baltimore to a New England port. Schooner barge No. 9 of the Consolidation Coal Company, which was brought up the river early in the week and anchored off Alexandria to await the running off of the current, was taken today to Georgetown today to load. Barge No. 20, which is coming here with ice, will also load coal at Georgetown for New England.

WP, Fri. 6/24/10, p. 3. **Record Day on C. & O. Canal.** - Williamsport, Md., June 23. - The water above here was drawn off today to permit the removal of sand bars that formed in the Chesapeake and Ohio Canal at Millers Bend during the recent flood. Yesterday 48 boats, loaded and empty, going and coming, passed through the lock here, the greatest number in one day in the history of the canal.

ES, Sun. 6/26/10, p. 12. **ALONG THE RIVER FRONT – Arrivals** – Tug Capt.

Toby, towing two light coal boats from Indian Head to Georgetown.

Departures.

Tug Capt. Toby, towing two coal-laden boats from Georgetown to naval powder factory on Mattawoman creek, Md.

ES, Tue. 6/28/10, p. 4. Navigation on the Chesapeake and Ohio canal, suspended several days on account of the break in the towpath bank of the canal at Charles' Culvert, five miles north of Williamsport, was resumed Monday.

WP, Tue. 6/28/10, p. 3. **C. & O. Canal Traffic Resumed.** - Hagerstown, Md., June 27. - After an interruption lasting three days, navigation on the Chesapeake and Ohio Canal was resumed today, the water being turned into the Williamsport level yesterday afternoon. The water was turned off in order to repair an extensive break in the towpath bank.

ES, Thu. 6/30/10, p. 2. **DROWNED IN CANAL – CUMBERLAND,** Md., June 30. William Dockney, aged forty-four, of Georgetown, D. C., boatman on the Chesapeake and Ohio canal since early boyhood here, was drowned this morning, having fallen from the boat of Capt. Augustus Beach, on which he was employed. He was originally from Hancock, Md., and leaves a wife. Dockney was related to the Colbert family at Hancock.

ES, Fri. 7/1/10, p. 3. **ALONG THE RIVER FRONT – Arrivals** – Schooner barge C. C. Co. No. 20, ice from Maine, at Alexandria.

ES, Sun. 7/3/10, p. 7. **Mrs. Susan Austin Dead.** – HAGERSTOWN, Md., July 2. News was received in Hagerstown today of the death at McKeesport, Pa., of Mrs. Susan

Austin, formerly of Williamsport, this county.

She was the daughter of the late John McCaffrey, the eccentric Chicago millionaire, who began life as a boatman on the Chesapeake and Ohio canal. Later he went to Chicago, where he amassed a fortune as a contractor.

Mrs. Austin inherited a large portion of her father's estate, and was raised from a position of obscurity to one of affluence in her late life. She was seventy years old and leaves one son.

ES, Wed. 7/6/10, p. 15. **COAL TO BE TAKEN NORTH - Repairs to Canal Finished, Boats Coming from Cumberland** – Consolidated Coal Company schooner barge No. 9, which has been at Georgetown for a week or more loading 1,600 tons of soft coal from the Cumberland mining region for a New England point, was yesterday taken from Georgetown by the tug Camilla and anchored off Alexandria to await orders. When it is determined to which port to send her, the Camilla will tow the big coal carrier to the mouth of the river, where she will join a tow going from Baltimore to Boston and ports in New England. It is stated that Consolidated Coal Company Barge No. 20, which is unloading ice at Alexandria, will complete the discharge of her cargo this afternoon or tomorrow and will be brought up to Georgetown to take aboard coal for Boston, and barge No. 15, which is reported on her way from Maine to Alexandria with ice, is also to load coal at Georgetown after unloading her cargo of the refrigerating material at Alexandria. Any damage done the canal by the high water in the latter part of last month has been repaired, and coal-laden boats have been coming from Cumberland for a week or ten days.

ES, Thu. 7/7/10, p. 5. **ALONG THE RIVER FRONT – Departures** – Tug Camilla, towing C. C. Co., schooner barge No. 9, coal laden, to Point Lookout enroute to New York.

Memoranda.

C. C. Co. barge No. 15 has sailed from Boothbay, Me., for Alexandria with ice aboard; barge C. C. Co. No. 13, with coal from Georgetown, arrived at Boston 5th instant.

ES, Sun. 7/10/10, p. 23. **ALONG THE RIVER FRONT – Memoranda.** – C. C. Co. barge No. 6, has sailed from Boston for this city to load coal back to Boston; barge No. 20 of the C. C. Co. fleet completed loading coal at Georgetown for Boston, and will sail tomorrow.

Ibid, p. 64. William Dockney, aged forty-four years, driver of boat No. 5, fell into the Chesapeake and Ohio canal a few days ago, and, being unable to swim, he was drowned. He was a native of Hancock and leaves a widow.

ES, Tue. 7/12/10, p. 9. **ALONG THE RIVER FRONT – Departures.** – Consolidation Coal Company barge No. 20, coal from Baltimore for Boston via Point Lookout; tug James O. Carter with a tow of coal-laden boats from Georgetown for naval powder factory on Mattawoman creek.

Memoranda.

Schooner Mary A. Bowen is chartered to load ice at Boothbay, Me., for Alexandria.

ES, Sun, 7/17/10, p. 44. **“Towpath Mission” Life Work of a Woman.** Visible to the autoists who whirl along the road by the upper Potomac in the vicinity of the Aqueduct bridge is a little white-painted, wooden structure, which stands upon the towpath of the Chesapeake and Ohio canal below. The only outward signs which give

to this small and unpretentious structure a distinctive character, and which, indeed, indicate that it is not a tool shed or other like concern, are two crosses, formed simply of lath and painted white, like the rest of the building. The one above the entrance and the other at the side facing the road above.

From the latter can be discerned the fact that there is an inscription over the door, and a wooden lettered tablet, such as is to be seen outside church buildings, adorning the front.

This curious little building, known to the canal-boat people, for whose benefit it has been established, and to the residents of the vicinity as the "Towpath Mission," represents the life work of one woman, Mrs. S. E. L. Saffold. Though still suffering from a recent severe attack of illness, Mrs. Saffold has bravely resumed her work this year.

Her Sunday school attended by the children of the boats – and her general missionary labors throughout the week are again welcome features of the curious and somewhat clannish life of the men, women and children who live practically all their lives upon the cumbersome craft that ply between this city and Cumberland, Md., upon the sluggish water of the canal.

Mrs. Saffold was seen the other Sunday afternoon at her mission house. Her Sunday school was over, but the rows of little black chairs denoted the provision made for some score or more of juvenile pupils. Eight children had attended the school that afternoon, the number fluctuating, as Mrs. Saffold explained, according to the presence of few or many boats.

"Sixteen years ago last November," she remarked, "I started this work, with absolutely no help or support other than my own resources and my little daughter. I have continued it ever since under the same conditions, never soliciting help. I have had

so much to contend with, but much, too, has been gratifying and encouraging."

The inscription above the door of the mission reads: *Come unto Me all ye that labor and are heavy laden, and I will give you rest.*

Other verses from Scripture, boldly lettered in black upon a white ground, are affixed to several trees in the vicinity of the mission and are designed each to appeal especially to the backslider.

The interior of the mission consists of but one room, of moderate dimensions, in which a small organ and a number of religious pictures and texts denote the devotional character of the establishment, proclaimed without by the crosses and inscription already noticed, and the tablet upon which are inscribed the Ten Commandments.

Under Mrs. Saffold's tutelage many of the children, whose houses are the boats which ply upon the murky waters of the canal, have learned to read and write, as well as the more important lessons of Christian doctrine and principles.

There is no other school similar to this in Washington. No set rules or definite hours regulate the attendance of the scholars. The cry from the towpath: "Hurry up, Maggie, your boat's going out!" is often the signal for the dismissal of a pupil whose lesson in reading and writing has just begun or whose fingers are just commencing to guide a thread and needle accurately.

Mrs. Saffold is a lifelong Washingtonian. A sculptress of unusual ability, she abandoned art a number of years ago for work among the poor. Her first educational labors were among the children of the poor Italians of this city in the labyrinth beneath the shadow of the Capitol dome, known as "Little Italy." Many an Italian boy and girl were saved from evil ways through the efforts of Mrs. Saffold. Then she realized, after a chance

sight had led her to make an investigation, that the children of the tow-path people were uncared for from an educational standpoint, and she determined to devote her energies toward their welfare in this connection.

Many have been the efforts of Mrs. Saffold to have the children admitted into the public schools of the District during the more or less brief and uncertain periods of their residence in Washington, but all such attempts upon her part have resulted in failure. In Cumberland, however, at the other end of the line, and where the boats are tied up during the months of January, February and March, she has been more successful, and it is owing to her persistent endeavors and representations to the educational authorities that the canal boat children are now admitted to the public schools of that city.

It is safe to say that there is not a family living along the canal road which does not know this woman who has accomplished so much for the hardworking people of the boats. Until her paralytic stroke last December, Mrs. Saffold braved all weathers, no matter how cold or disagreeable, to be at what she considered her post of duty, week days as well as Sundays. It was while starting one cold morning for the mission that she fell, helpless across a couch. She went to Florida for a few months' sojourn, and, as has been said, is now again engaged actively in her beloved work.

It is only within the past few years that Mrs. Saffold has occupied the little frame building described. Before taking up her quarters here she established her mission in a brick building, scarcely larger, though it contained three rooms. This structure was the sole portion of the once famous Foxhall foundry remaining intact, or rather, apparently intact, for it was found to be in an unsafe condition for two years during which

Mrs. Saffold occupied it with her youthful charges.

Unaware of this sinister fact, she was only made acquainted with the dangerous condition of the building upon an inspector notifying her of its being condemned. The official furthermore stated it was actually risky to enter the place. Undaunted by this fact, Mrs. Saffold, while she would not permit any of her pupils to do so, went in and brought forth all the furniture, books, etc. within, which, upon obtaining the requisite permission from the owners of the property, a railroad company, she moved to the present mission building. The ruins of the old foundry, where, it is said, cannon balls used in the war of 1812 were manufactured, are still to be seen in the immediate vicinity of the mission, while the garden wall of the latter once formed portion of an old brewery, the ale made in which was doubtless quaffed by Washington and his contemporaries.

In the interstices of this wall, by the way, Mrs. Saffold pointed out a rare and curious fern which, she affirmed, would never grow save in a wall at least fifty years old. Quite a playground and garden have Mrs. Saffold formed for the benefit of her pupils, having obtained a concession from the railroad company for the purpose.

When Mrs. Saffold determined to conduct her work for the benefit of the canal boat children, she was not certain of obtaining any shelter whatever. Indeed, her first Sunday school was held beneath the shade of a huge tree, which still grows, green and hearty, beside the old brewery wall. Then a house on the hill which overlooks the canal was suggested, but it was found that the clannishness of the canal people prevented their permitting their children from coming so far from the boats. So finally, the little building which had once formed the office of the Foxhall foundry and

which was only a few steps from the tow path was decided upon, and Mrs. Saffold soon set to work and made it both habitable and attractive.

It is not, however, the children alone who have benefited by the mission. Mrs. Saffold has always a large stock of reading material on hand. The current magazines, the best published, she gives out to the boats as they pass the door. The canal boat people are a hard-working people, and their duties are arduous; nevertheless, they appreciate literature, and find that pleasant reading has a great influence in mitigating the monotony of the daily routine. Just above the mission is a viaduct, passing beneath the canal, and here the mules cross from one towpath up to the canal road while the boats pass through the Georgetown locks. The clanking of the chains as the animals are unhitched, is the signal for the keeper of the mission.

She takes a handful of magazines and reading matter of various kinds, including some religious papers, and, running to the boat, hands them to those on board. A dinner on Thanksgiving and on Christmas has been regularly given the children for a number of years past, but last Thanksgiving Mrs. Saffold was unable to follow this customary procedure, owing to the departure of the boats. Instead, she prepared boxes containing dinners and including divers dainties which children and even grown-ups like, and handed them to those on board the boats as she was warned, by the usual signals, of the putting out of the latter.

Previous to the interruption of the usual course of school work by her illness, instruction was afforded the children three afternoons during the week, while Sunday afternoon the regular Sunday school was held, as at present. A good attendance, varied of course, according to the number of boats stationed here, has characterized these occasions. In this unique school, the pupils

range in age from eighteen months to as many years.

Once there was a young girl in her teens who attended the school with her child in her arms, a baby of three months, but that, as the instructress remarked, was the youngest member the mission ever had. Mrs. Saffold has been assisted until recently by her daughter, an accomplished musician, who played the organ and conducted the musical services, instructing the children in the art. Mrs. Saffold herself is a fine musician, and has written many hymns, those which have been sung at the mission at Christmas being all of her composition. Owing to her marriage, Mrs. Saffold's daughter has not found it possible to devote her time as formerly to the work, and her parent is now alone in all that pertains to the mission.

There is a kindergarten system employed in the school, but it is unlike the Froebel method. If a child is found capable of grasping ideas firmly, it is taught to read at the outset, and the progress made is found to be usually rapid. Then the young pupil is given something to do from which to learn a lesson. Lessons in sewing are more than popular among the girls, and it has been found that the children are often unwilling to leave off in their congenial task when the lesson has been concluded.

Mrs. Saffold's favorite text book for instruction is the Bible. A verse is selected and the child made thoroughly familiar with the meaning thereof. Then the verse is taken up in sections. If any city or country is mentioned, maps are brought out and the children shown just where the city or country lies on the globe. If any people are referred to, the pupils do not pass the subject by until they learn something of that nation of race. If the verse emphasizes any great moral truth, the entire meaning and significance of the sentiment is impressed upon the boys and girls. Bible verses are

printed upon colored cards, and Mrs. Saffold has, by cleverly combining several, produced very effective rhymes. The children remember the verses better, it seems, if there is a little jingle in the couplet.

When Mrs. Saffold started her novel school, there was no little objection to her on the part of some of the canal people. But her sympathy soon won them over, and now the mothers are more than anxious that the children may spend in the mission the hours they might otherwise put in in playing around the river front, and perhaps forming bad habits and cultivating evil associates.

Well known as are Mrs. Saffold and her mission to the people immediately concerned therewith, it is very doubtful if any save these people are aware of the excellent and efficient efforts of this devoted woman in carrying education into a hitherto neglected field. The mission building, despite the crosses and inscriptions upon the front, is scarcely calculated to attract attention of the passerby upon the much-traveled road above. It is necessary to go close to the wall which overhangs the canal if one wants to make out the scriptural verse above the door, while the lettering of the Ten Commandments upon the tablets is quite illegible save from a nearer viewpoint.

Some that have observed the little building have conjectured, from the appearance of the crosses, that it is not altogether unconnected with Georgetown College, the lofty towers of which are visible upon the heights above. That it may be a sort of shrine for wayfarers, or, perhaps, the abode of a hermit, is a half-formed impression that is conveyed to the non-informed. Dimly revealed through the glass of the solitary window in the side of the mission is a print of Hoffman's beautiful painting of the "Agony in the Garden."

There used to be a little box just outside the door of the mission, and, beneath

a cover placed to protect it from the rain, was chained in its place a Bible. But one day someone stole the book. It was not for the Bible itself that the theft was made, but for the bit of chain. The sacred volume was found, torn and lying in the sedge by the side of the canal, its well-thumbed pages showing how many had stopped in passing along the towpath long enough to read a verse or two.

ES, Mon. 7/18/10, p. 17. **PRESSING DEMAND FOR ICE. – Large Quantities Used Daily in Refrigerator Cars.** – So pressing is the demand for ice with which to supply the tanks of refrigerator cars, that the work of unloading the big schooner barge No. 15 of the Consolidation Coal Company fleet at the Alexandria Ice Company piers was in progress yesterday and as fast as the ice was taken from the hold of the vessel it was placed aboard cars. No. 15 will complete discharging by this evening and will be brought up to Georgetown to load coal for a New England port.

The schooner Charles W. Church, with about 1,500 tons of ice aboard from Parkers Flats, Me., was delivered at Point Lookout this afternoon by the tug Britannia, which towed her from Maine, and the Taylor tug Camilla, which was waiting there for the vessel, will bring her up the river. She should dock at Alexandria tomorrow morning. Barge No. 21 of the Consolidation Coal Company fleet, with 1,400 tons of ice from Maine, is expected to arrive at Point Lookout tomorrow, and will be brought to Alexandria by a tug.

Several other vessels are under charter to bring ice to Alexandria.

Sun, Wed. 7/20/10, p. 2. **U. S. SUES TO RECOVER LAND – Seeks to oust Canal Co. and Asphalt Co. from Washington Property.** – Washington, July 19. –

Attorney-General Wickersham, on behalf of the Government, has filed ejectment proceedings against the Chesapeake and Ohio Canal Company, the Barber Asphalt Paving Company, John Shore, Mary E. Hughes and Andrew Lewis, and asks mesne profits of \$50,000 on 112,250 square feet of land along Rock Creek, south of K and west of Twenty-eighth streets.

In the bill filed by the Attorney-General, it is alleged the defendants wrongfully entered the property in 1891, since when they have committed acts of ownership. The Government claims the land and the improvements as well as the mesne profits. The filing of the bill marks another opening of an old claim. The Government in 1903 sought to eject the canal company and others from the property, but the parties made defendant obtained injunction on the ground that the matter was of title determinable in court. At that time the canal company claimed title to some of the land by acquirement in 1833 through condemnation and by purchase from the old Union Bank.

ES, Fri. 7/22/10, p. 20. **Dock is Being Deepened.** – The water in the docks of the Washington Gas Light Company, at Georgetown, where the big barges unload cargoes of coal from Philadelphia, Baltimore and other ports, is being deepened so that the deep-draft vessels that come there with cargoes will have no trouble getting into the dock to unload at any stage of the tide. These docks are located at the mouth of the Chesapeake and Ohio canal, where boats are locked out into the river, and they shoal rapidly, it is said, from washings from the canal as barges are locked out. The work is being done by one of the dredging machines belonging to the Miller Company of this city, and, it is said, several days will be required to complete the work.

⁶ *Baltimore American*, Baltimore, Md.

ES, Sat. 7/23/10, p. 10. **ALONG THE RIVER FRONT – Arrivals.** – Tug Capt. Toby, towing two Canal Towage Company lighters from Mattawoman creek to Georgetown; tug Winship, towing coal-laden boats from Shepherds to Georgetown.

Memoranda.

Barge No. 21, at Alexandria with ice, will come to this city when light to load Cumberland coal for Boston.

Sun, 7/24/10, p. 8.⁶ **MRS. STEPHEN GAMBRILL – Sister of the Late Senator Gorman Dies at Laurel.** – Laurel, Md., July 23. – Mrs. Kate Gambrill, wife of Stephen Gambrill, died here at 12:30 o'clock this afternoon. Death was due to heart failure, Mrs. Gambrill having been sick for some months. Mrs. Gambrill's husband was president of the Chesapeake and Ohio Canal and was prominent in business and Democratic circles. He resided for many years at Beaumont, near Laurel, his country place.

Mrs. Gambrill is survived by her husband, four children (Major William G. Gambrill, U. S. A.; Arthur Gambrill, of Washington, D. C.; Catherine Gambrill, who resides with her parents; and Stephen W. Gambrill, of Baltimore).

Mrs. Gambrill was a sister of the late United States Senator Arthur Pru Gorman. The funeral services will be held from her residence on Tuesday. Interment will be in Loudon Park Cemetery.

WH, Thu. 8/11/10, p. 11. **GIRL AND ESCORT UPSET IN CANAL – Rescued After a Steamboat Rams Their Canoe.** Wyatt F. Timberlake, of 11107 Massachusetts avenue, a clerk in the Department of Commerce and Labor, and Miss Marie Jennings, of Washington, were

saved from drowning in the Chesapeake and Ohio Canal near Glen Echo last night.

They were run down by a steam canal boat. Their frail craft was cut almost in two.

George O'Neill, from whom they had hired the boat, and F. Benjamin Libbey, of Washington, responded to their cries for help. They reached the spot in a rowboat just in time to rescue the young woman. She was unconscious when carried ashore.

Timberlake clung to the damaged boat until he was pulled into the rescue boat. Miss Jennings was taken aboard the houseboat of Mr. Libbey and quickly revived. She was provided with clothes by Mrs. Libbey and late last night returned to Washington in company with Timberlake.

ES, Fri. 8/12/10, p. 16. **HEAVY COAL SHIPMENT – Schooner Barge Taking 1,400 Tons to New England.** – Shipments of soft coal from Georgetown to New England ports in the big schooner barges of the Consolidation Coal Company will be quite heavy this week. Early in the week barge No. 14, which discharged ice at Alexandria, completed taking aboard a cargo of about 1,400 tons of the fuel at Georgetown pier, and, in tow of the tug Camilla, was taken to Point Lookout, where she was picked up by the big seagoing tug Charles E. Meyer, and is on her way up the coast to Boston.

The Camilla returned to this city with barge No. 7, which she picked up at Point Lookout, and yesterday she began taking aboard coal from the Cumberland mines. Before she is loaded, barge No. 18, which passed in the capes early yesterday morning, bound here, will have arrived, ready to go under the chutes for her cargo. Other light barges are on their way here and will arrive during the coming week. It is understood that no coasting schooners will

be chartered to load coal at this port this season.

ES, Sun. 8/14/10, p. 44. **DEPARTS WITH COAL – Schooner Barge Completes Loading 1,400 Tons.** – Schooner barge No. 7 of the fleet of the Consolidation Coal Company, which arrived here the early part of the week, yesterday completed loading about 1,400 tons of Cumberland coal at the Georgetown piers of the Consolidation Coal Company and will join the tow coming from Baltimore and bound to New England points.

In consequence of the Georgetown channel being closed to navigation for the boat races, the vessel could not be brought out from Georgetown yesterday, but one of the tugs from the Taylor fleet started down the river with her last night. Barge No. 18 of the Consolidation company fleet, which was delivered light at Georgetown Friday night, went under the coal chutes to load for Boston.

Thu. 8/18/10, p. 6.⁷ **C. W. Myers Assigns.** Hagerstown, Md., August 17. – Charles W. Myers, engaged in the general merchandise at Antietam Station and also at Mountain Lock, along the Chesapeake and Ohio Canal, filed a deed of trust for the benefit of creditors today. Lewis D. Syester and Leon R. Yourtee were appointed trustees.

It is claimed the assets will not amount to more than \$2,000, and that his liabilities are considerably in excess of that amount.

WP, 8/18/10, p. 2. Charles W. Myers, a merchant at Antietam Station and also at Mountain Lock, along the Chesapeake and Ohio Canal, filed a deed of trust for the benefit of creditors yesterday. Lewis D. Syester and Leon R. Yourtee were appointed receivers.

⁷ *Baltimore American*, Baltimore, Md.

Sat. 8/20/10, p. 3.⁸ **Still Growing.**

The trustees of the Chesapeake and Ohio Canal Company have sold to Thomas Footer & Son two acres of the old canal basin adjacent to the latter's Cumberland property, known as the Footer Dye Works. Already the most extensive establishment of its kind in this country, the proprietors of these works contemplate an important addition. The price paid for the two acres is \$30,000.

ES, Wed. 8/24/10, p. 16. **ALONG THE RIVER FRONT – Arrivals** – Tug Camilla, towing C. C. Co. barge No. 9, light, from Boston to load coal for a New England point.

Departures.

C. C. Co. schooner barge No. 9, coal from Georgetown to a New England point.

News, 8/25/10, p. 2. Aloysius M. Flynn, locktender at Four Locks on the Chesapeake and Ohio canal, was run over and instantly killed on the Western Maryland railroad by a freight train near Clearspring Station some time during the night.

ES, Mon. 8/29/10, p. 3. **Barge Sails with Coal Cargo.** – Schooner barge No. 9 of the fleet of the Consolidation Coal Company, which has been lying at the Georgetown piers of the company for the past week loading soft coal for a New England point, completed her cargo and sailed yesterday morning, in tow of the tug James O. Carter for Point Lookout, where she will join a tow going from Baltimore to her destination. No. 9 has aboard about 1,400 tons of coal from the Cumberland mining region, brought here in boats on the canal. Barge No. 14 has sailed from Boston in tow of one of the big seagoing tugs of the Consolidation Coal Company, for Georgetown. The barge is expected to be at Point Lookout by the

time the Carter arrives there with No. 9, and the local tug will bring it to this city.

ES, Tue. 8/30/10, p. 16. **ALONG THE RIVER FRONT – Arrivals** – Consolidation Coal Company schooner barge No. 14, light, from a New England point, to load coal at Georgetown for Boston.

Departures.

Tug Carter, towing barge No. 9, coal from Georgetown to Point Lookout, to join tow bound for Boston.

ES, Sun. 9/11/10, p. 8. **RIVER FRONT NEWS.** - Sailed - Consolidation Coal barge No. 7, loaded with coal from Georgetown, in tow of tug Camille to Point Lookout, on way to Boston.

Arrived - schooner John Kelso, guano, from Baltimore, at 30th street dock, Georgetown, for merchants along Chesapeake and Ohio canal.

Capt. Chapman Slye has returned from the tug Camilla to the tug James O. Carter.

Mate Henry Davis has returned to his post as master of the tug Camilla after spending his five-day vacation [at] home.

ES, Fri. 9/23/10, p. 21. **ALONG THE RIVER FRONT – Departures** – Canal Towage Company, boat lumber, for a Chesapeake and Ohio canal point.

ES, Thu. 9/29/10, p. 23. **SOFT COAL FOR NEW ENGLAND - Laden Barge Departs in Tow of Tug, Others Coming.** Barge No. 20 of the Consolidation Coal Company fleet, which arrived here the latter part of last week to load soft coal for a New England port, has completed the loading of her cargo and in tow of the tug Camilla has sailed for Point Lookout, where she will join a tow going from Baltimore to her

⁸ *Frostburg Mining Journal*, Frostburg, Md.

destination. The sailing of No. 20 left no coal boats at the Georgetown piers. The Camilla will take them in tow there and will bring them to this city, where they should arrive some time tomorrow. The coal these vessels are taking away is brought to Georgetown in boats from Cumberland and other points along the dead waters of the Chesapeake and Ohio canal. It is estimated that over 200,000 tons of coal have been shipped from Georgetown to New England points this season.

ES, Sun. 10/2/10, p. 3. **ALONG THE RIVER FRONT – Departures** – Tug Carter, towing two coal-laden barges for Mattawoman creek; C. C. Co. schooner barge No. 6, coal from Georgetown for Boston, via Point Lookout.

ES, Thu. 10/6/10, p. 19. **ALONG THE RIVER FRONT – Arrivals** – Tug James O. Carter, towing two light Canal Towage Company boats from Mattawoman creek.

Memoranda.

Barge No. 5, with coal from this city, arrived at Beverly, Mass., 4th instant.

ES, Fri. 10/7/10, p. 11. **ALONG THE RIVER FRONT – Departures.** – Tug Carter, towing two coal-laden barges to naval powder factory, Mattawoman creek, Md.

Memoranda.

Consolidation Coal Company barge No. 15 is loaded at Georgetown waiting orders.

ES. Sat. 10/8/10, p. 6. **ALONG THE RIVER FRONT – Arrivals.** – Tug James O. carter, towing two Canal Towage Company boats from Mattawoman creek; tug Camilla, light, from Point Lookout, where she delivered a coal-laden barge.

Departures.

C. C. Co. barge No. 15, coal from Georgetown for a New England point.

Ibid, p. 18. A recent two-day fishing trip up the Chesapeake and Ohio canal by members of the Greenleaf Pleasure Club proved pleasant and interesting, although not many fish were caught. Boarding the power launch *Greenleaf* at the foot of South Capitol street late in the afternoon, Capt. Bill Malone and his crew of anglers were soon under way in the direction of the canal, having previously enjoyed supper aboard the club's ark.

Supplies were gathered as the craft proceeded westward to the outlet lock. A delay of a few minutes was experienced in getting the boat from the river to the canal, but afterward it was smooth sailing. An all-night run brought the club members to the vicinity of Seneca, and about 5 o'clock in the morning their tents were pitched and breakfast prepared.

Capt. Malone had Clarence Phelps at the wheel, while those on deck included W. C. Farquhar, Duffy Canavin, John Berry, Ben Malone, Charles Donaldson, James Crupper, Harry Litchfield, Edward Grinder and Frank Keppler. Robert Story was the man who did the honors in the kitchen, and those who participated in the outing have not yet had to be treated for indigestion.

"Fishing?" queried Will Farquhar, discussing the trip with a friend. "We didn't catch many bass, but it was one of the prettiest and most attractive trips the club has taken in years."

ES, Sun. 10/9/10, p. 27. **ALONG THE RIVER FRONT – Departures** – Tug James O. Carter, towing two coal-laden boats from Georgetown to naval powder factory, Mattawoman creek.

Memoranda.

Consolidation Coal Company barge No. 15, from Georgetown with coal for Boston, is at Point Lookout.

Tue. 10/11/10, p. 4.⁹ **Charles W. Chaney.** Hagerstown, Md., October 10. – Charles W. Chaney died today at his home in Hagerstown of pneumonia, aged 86 years. He was ill only three days. Mr. Chaney was a native of Williamsport, and formerly operated a number of boats on the Chesapeake and Ohio Canal. He was a Union Veteran, having served in the First Maryland Cavalry, and was a member of Reno Post, G. A. R., Hagerstown. Besides his two sons (William and Harry Chaney, both of whom are locomotive engineers running on the Western Maryland Railroad), he is survived by a number of brothers, including Samuel Chaney, of Baltimore.

ES, Wed. 10/12/10, p. 12. **ALONG THE RIVER FRONT – Arrivals** – Tug James O. Carter, towing two Canal Towage Co. boats, light, from Mattawoman creek to Georgetown.

Departures.

Tug Carter, towing two canal boats from Georgetown with coal for naval powder plant on Mattawoman creek; tug Camilla, with a tow for the mouth of the river.

ES, Thu. 10/13/10, p. 15. **COAL SHIPMENTS LIGHT. – No Consolidation Coal Company Barges Now Loading.** – There are now no Consolidation Coal Company barges loading coal at the Georgetown piers, and as far as is known none is under orders to come here for cargoes. It is stated that it is probable there will be a diminution in the quantity of coal shipped from Georgetown for the remainder of the season. The water in the Chesapeake and Ohio canal, in its upper reaches, is said to be very low, the rains of the latter part of last week not being heavy enough in the vicinity of Cumberland to do much toward increasing the water supply.

It is possible that the canal boats will have to load light to get over the shoals, and in order to protect the local orders, it is said, the coal now coming down the canal will be held here for the demand of the city. Should rains come and fill the feedwater streams of the canal, shipments will be resumed. The canal will remain open to navigation for about two months longer before being shut down for the winter.

Ibid, p. 22. **ALONG THE RIVER FRONT – Departures** – Tug James O. Carter, towing two coal-carrying boats from Georgetown to naval powder factory on Mattawoman creek

ES, Sun. 10/16/10, p. 9. **ALONG THE RIVER FRONT – Arrivals** – Canal Towage Co., 35 boats Nos. 40 and 71, light, from Mattawoman creek to Georgetown for canal points.

ES, Sun. 10/23/10, p. 10. **ALONG THE RIVER FRONT – Arrivals** - Canal Towage Company boats Nos. 50 and 70, light, from Mattawoman creek to Georgetown, enroute to Cumberland, Md.

Departures.

Tug Winship, with a tow of coal-carrying boats to Alexandria.

ES, Thu. 12/1/10, p. 25. **MAY BE CONTROVERSY OVER LIGHTING PLANT. – Canal Company Said to be Claiming Use of too much Water near Great Falls.** – Information of a probable controversy between the District of Columbia and the Chesapeake and Ohio Canal Company is shown in a letter to the Commissioners from M. O. Leighton, chief hydrographer of the geological survey.

The survey is working out the first steps necessary for the installation of the

⁹ *Baltimore American*, Baltimore, Md.

municipal lighting plant at Great Falls proposed by Commissioner Judson, and suggests that the United States Army Engineer Corps be asked to do some of the figuring necessary in the preliminary computations.

“The canal company,” says Mr. Leighton, “claims the right to use all of the water in the Potomac for power purpose, in spite of the fact that under the terms of its charter it is permitted to use only the wastage of the canal. This claim seems to have encouraged the company to entertain liberal views concerning the amount necessary for operation of the canal. It may be advisable to have an authoritative estimate of a reasonable minimum actually needed for lockage and leakage under maximum operation.

Wants Engineer Corps Consulted.

“The United States Engineer Corps is accustomed to make estimates of this kind. As this particular matter promises to be of extreme importance in the eventual adjustment of water rights, it is believed that the opinion of the corps should be secured.”

The geological survey is preparing a report of the actual water power available for use. It is regarded as important to find out just how much will be diverted for the use of the canal.

Wed. 11/2/10. p. 12.¹⁰ **TOO MUCH HALLOWEEN** – Williamsport, Md., November 1. – Residents of Williamsport were reminded of hooly-gooly days by the rowdiness of a gang of young men who, in celebrating Halloween last night, destroyed and damaged considerable property. Shortly after midnight the rowdies set fire to a frame blacksmith shop owned by the Chesapeake and Ohio Canal Company, and scared the town by running through the streets yelling “Fire.”

The building, which contained a quantity of tools, wheelbarrows and lumber, was destroyed. The loss is about \$150. Before firing the building, the rowdies committed a series of depredations on the main street and two other streets by pouring gas tar on porches and windows.

Great indignation was aroused when the damage was discovered this morning. A liberal reward for the arrest of the perpetrators has been offered.

Sun, Sun. 11/6/10, p. 11. **Canal Case Taken from Jury.** – Cumberland, Md., Nov. 5. – The ejectment case of Joseph Bryan and Hugh L. Read, surviving trustees of the Chesapeake and Ohio Canal Company, against Sylvester R. Ringler, involving the possession of property at Thomas street and German lane, Cumberland, claimed by the canal company as part of its right-of-way, acquired in 1837, was yesterday taken from the jury as a prayer of the defendant after a three-days’ trial. Many exceptions were noted and it is expected that the canal company will take the case to the Court of Appeals. The suit is a test, as five other cases of a similar nature hinge upon it.

Tue. 11/22/10, p. 4.¹¹ **MAY BE KINSELL’S BONES.** – **Part of a Skeleton Found Near Indian Springs.** – Hagerstown, Md., Nov. 21. – While crossing the mountains in the neighborhood of Indian Springs, this county, hunters found a half skeleton, the bones being dug up by dogs. Some of the residents of Indian Springs district are of the opinion that the bones are those of Martin Kinsell, the Chesapeake and Ohio Canal boatman, who mysteriously disappeared from his boat nearly four years ago.

At the time he was known to have had in his possession, considerable money. The theory held was that he was murdered

¹⁰ *Baltimore American*, Baltimore, Md.

¹¹ *Baltimore American*, Baltimore, Md.

and his body was thrown into the canal. Although the stream was dragged and search was kept up for months, no trace was ever found of the body.

ES, Sun. 11/27/10, p. 29. **ALONG THE RIVER FRONT – Arrivals** – Tug Capt. Toby, towing Canal Towage Company boats No. 33 and 81, light, from Mattawoman creek to Georgetown.

Departures.

Tug Capt. Toby, towing two coal-laden boats from Georgetown to naval powder plant at Indian Head, Md.

ES, Fri. 12/2/10, p. 11. **ALONG THE RIVER FRONT – Arrivals** - Canal Towage Company boats No. 9 and No. 86, light, from naval powder factory at Indian Head, for Georgetown; tug James O. Carter, towing two canal barges, light, from Mattawoman creek.

WP, Fri. 12/2/10, p. 4. **TO KEEP C. & O. CANAL OPEN.** Cumberland, Md., Dec. 1. - Navigation is not to be suspended on the Chesapeake and Ohio Canal to Georgetown this winter, unless the ice becomes too thick for the company's breaker to remove.

It has been customary to close the waterway about December 20, and withdraw the water from the levels. This year will be an exception in order that contracts to deliver coal may be filled. Owing to low water this year, cargoes have been light, hence the necessity of continuing the boating.

Only once in the history of the waterway has it been kept open the year round.

Ibid, p. 26. **To Determine Water Needed.** - The commissioners yesterday requested Brig. Gen. William H. Bixby, chief of engineers, U. S. A., to determine the amount of water needed in the operation of the Chesapeake and Ohio Canal.

ES, Sun. 12/4/10, p. 15. **ALONG THE RIVER FRONT – Arrivals** – Canal Towage Company boats No. 57 and No. 100, from naval powder plant, Mattawoman creek, Md., in tow of tug Capt. Toby.

Departures.

Tug Capt. Toby, towing two coal-laden boats from Georgetown to naval powder factory at Indian Head, Md.

Sun, Sat. 12/10/10, p. 11. **C. AND O. CANAL FROZEN UP – Thermometer Drops as Low as Two Degrees Above Zero.** – Williamsport, Md., Dec. 9. – The cold wave has practically suspended navigation on the Chesapeake and Ohio Canal for the winter. The heavy snowfalls and the formation of ice on the canal have resulted in tying up many boats for the season. The water will be drawn off the canal as soon as the boats that are now storm-bound along the waterway can reach their home ports.

Last night the thermometer in various sections of Washington county dropped to 2° above zero, which is 7° colder than any other night this winter. The icebreaking machine is being operated on the canal to keep the channel open for boats.

WP, Sat. 12/10/10, p. 3. **TIED UP FOR THE WINTER.** - Newspapers have been publishing a report that the Chesapeake and Ohio Canal would be kept open all winter, in order to fill contracts for the delivery of coal, but it is stated there is no truth in the statement. The fact is, navigation has been practically suspended already by the heavy snow storm of the past week, and many of the boats have been tied up for the winter. The water will be drawn off the canal as soon as the boats that are now storm-bound along the line can reach their home ports.

ES, Wed. 12/14/10, p. 13. **ALONG THE RIVER FRONT – Arrivals** – Canal Towage Company boats No. 57 and No. 100, light, from naval powder factory plant at Indian Head for Georgetown; tug James O. Carter, towing two barges from Mattawoman creek to Georgetown.

FP, Thu. 12/15/10, p. 3. **George W. McMullin.** - George W. McMullin, one of the oldest veteran boatmen of the Chesapeake and Ohio Canal, died at the home of his sister, Mrs. Rose Bowers, Martinsburg, Tuesday morning, after an illness that had lasted for the past four years. Death was due to the infirmities of old age. Mr. McMullin was 80 years of age and was member of Potomac Lodge, Knights of Pythias, Williamsport, and the Lutheran church. He was unmarried, and is survived by the one sister. Until ill-health forced him to retire, he was a well-known canal boatman.

Sat. 12/17/10, p. 3.¹² **DIRECTORS OF CHESAPEAKE & OHIO CANAL CO.** Col. J. J. Heckart of this county, and Robert Vandiver, Esq., of Harford county, were elected directors of the Chesapeake & Ohio Canal Company on the 6th instant.

WP, Sun. 12/18/10, p. 17. **HURLS CUP, WOUNDING RIVAL.** - Williamsport, Md., Dec. 17. - James Taylor, aged 24, of Four Locks, was seriously injured last night in a fight with Ralph Dick on a boat on the Chesapeake and Ohio Canal, at Powell's Bend, a mile below here.

The men, who were employed on rival boats, had been drinking. Dick, it is alleged, hurled a teacup at Taylor, inflicting a wound several inches long on his right temple. Taylor was unconscious from the loss of blood.

He was removed to his home nearby, and Dr. W. S. Richardson, of this place, dressed his wounds. No arrests have so far been made.

ES, Wed. 12/21/10, p. 14. **LOST BARGE KNOWN HERE - Schooner No. 12 Believed to have Gone Down at Sea.** Schooner barge No. 12 of the fleet of the Consolidation Coal Company, which is reported to have been lost at sea, is one of the fleet of big boats that were used to move coal from Baltimore and Georgetown to Boston, Lynn, Portland and other points on the north Atlantic coast. She has loaded coal here a number of times; but, it is stated, was not here in the shipping season last summer and fall. The vessel, with several other Consolidation Coal Company barges, was on her way to Boston in tow of the tug Cumberland in a heavy northwest gale Friday last, when she broke away off Cape Cod and drifted out to sea

The Cumberland made a two-day hunt for the missing craft, but was unable to find her. These barges are equipped with sails, and it is possible that she may have been blown many miles out to sea and may yet be found.

WP, Wed. 12/21/10, p. 18. **ICE CLOSES C.& O. CANAL.** - Williamsport, Md., Dec. 20. - Owing to heavy ice on the Chesapeake and Ohio Canal a fleet of boats laden with coal for Georgetown were stopped at this place to unload their cargoes.

As soon as these boats are unloaded and other boats out along the waterway reach their respective ports, the water will be drawn from the levels for the winter.

It is expected that the canal will be closed about Christmas.

WP, Sun. 12/25/10, p. 9. **MARYLAND NEWS NOTES.** - Water was drawn

¹² Cecil Whig, Elkton, Md.

yesterday from the Williamsport division of the Chesapeake and Ohio Canal and the waterway closed for the winter.

Sun, Fri. 12/30/10, p. 6. A higher power than man's has closed the Chesapeake and Ohio Canal, according to the Williamsport (Md.) *Leader*: The Chesapeake and Ohio Canal is closed for the season, not that the management wanted to close so soon, but a higher power has closed it with ice. The water will be drawn off about the last of the week.