

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE CUMBERLAND ALLEGANIAN***  
a Cumberland, Md., newspaper,  
and  
***THE FREDERICK POST***  
***THE NEWS***  
two Frederick, Md., newspapers,  
and  
***BALTIMORE SUN***  
a Baltimore, Md. newspaper,  
and  
***WASHINGTON HERALD***  
***WASHINGTON TIMES***  
***EVENING STAR***  
and  
***WASHINGTON POST***  
four Washington, D. C., newspapers  
1911

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Revision 1 – JANUARY 2022

## A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The Cumberland Alleganian*, a Cumberland newspaper, *The Frederick Post* and *The News* two Frederick County, Md. newspapers, the *Baltimore Sun*, a Baltimore, Md. newspaper, and *Washington Herald*, *Washington Times*, *Evening Star* and *Washington Post*, four Washington, D. C. newspapers of the era. The articles were compiled, chronologically in a two-column format, much as they appeared in the newspaper.

The newspapers were found online. The research continues because the reader may yet find a missing date.

Articles taken from *The Cumberland Alleganian* are marked with CA preceding the story, those from *The Frederick Post* are marked with FP preceding the story, those from *The News* are marked with *News* preceding the article, 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.

Shortly after issuing the original 1911 report, it was realized that there was a LOT of ice coming from New England as return freight for sailing schooners and the Consolidation Coal Company's schooner barges (which were towed to many destinations) carrying coal from Georgetown to New England points. A big ice-making plant had a breakdown causing a lot of anxiety regarding the arrival of the ice-laden sailing schooners. The demand for tons of ice was fueled in part by the refrigerated railroad cars bringing fruits and vegetables from the south to northern markets, needing to resupply ice at Alexandria. Then it was noticed that some of the sailing schooners picked up their coal at Norfolk, Newport News and Baltimore; after just unloading at Georgetown. This is the first newspaper evidence found thus far for the growth of the coastwise and Atlantic transshipment of coal from wharves in the Hampton Roads and Norfolk area.

The corrections to schooner dimensions were based on data from "MERCHANT VESSELS OF THE UNITED STATES – 1911" published by the Department of Commerce and Labor. A spread sheet of that data is provided at the back of this report.

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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Revision 1 – January 2022  
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## Canal Trade 1911.

ES, Sun. 1/1/11, p. 5. **Indian Head Plant Enlarged.** The government powder plant at Indian Head, Md., has been enlarged, and it is expected this year will see a large increase in the output of powder. The capacity of the plant is now 6,500 pounds per day, or about 2,000,000 pounds per year. This might be increased in time of necessity 12 percent.

ES, Thu. 1/12/11, p. 2. Big Pool, an arm of the Chesapeake and Ohio canal, near Hagerstown, Md., is covered with ice twelve inches thick. Many persons are filling their icehouses. The harvest will be unusually large this winter.

ES, Sun. 1/15/11, p. 24. Navigation on the Chesapeake and Ohio canal, connecting this city with the soft coal fields in the vicinity of Cumberland, Md., has been closed for several weeks, and it will be about two months before it is again opened for the passage of bituminous coal-laden boats.

ES, Mon. 1/30/11, p. 4. Henry Kuhn, seventy-four years old, for many years a boat builder in the Chesapeake and Ohio canal yards at Cumberland, Md., died Saturday.

WP, Tue. 1/31/11, p. 1. **POTOMAC AT FLOOD STAGE.** Cumberland, Md., January 31. - On account of the Potomac river and Wills creek being at flood stage, trains east and west on the Baltimore and Ohio Railroad were operated at reduced speed yesterday at points where the water came close to the roadbed, especially between Cumberland and Martinsburg. At a number of points there were jams of logs and driftwood. An abandoned canal boat left in the river, here at the dam, went out early in the morning and floated in the Potomac to Paw Paw before it finally went to pieces.

Sun, Tue. 2/7/11, p. 2. **“UNCLE GEORGE” ANGLER, ILL** – Rockville, Md., Feb. 6.

George Washington Pennifield, known to the numerous anglers of Maryland, the District of Columbia and other places who visit the lock on the Chesapeake and Ohio Canal which bears his name, is in a serious condition from falling on the ice recently. He dislocated a thigh and has since been confined to his bed. Because he is over 80 years of age, it is feared he will never be able to administer to the wants of the fishermen again.

“Uncle George,” as he is familiarly called, was for many years keeper of the lock alongside of which he now lives and which is now looked after by his son and only child, Charles G. W. Pennifield. For several years Mr. Pennifield and his aged wife have devoted their time and efforts to entertaining the numerous fishermen that flock there during the open season.

When Mr. Cleveland was President, he spent several days at the Pennifield home, and nothing seems to delight “Uncle George” more than to tell of the little incidents connected with the visit of his distinguished guest. He says Mr. Cleveland was a great fisherman and a jolly good fellow and wasn’t at all “stuck up.”

Yesterday Judge C. Peter, Richard H. Stokes, cashier of the Montgomery County National Bank, and Albert J. Almoney, editor of the Montgomery Advocate, who have for years been visiting Pennifield’s in quest of black bass, spent the afternoon with the old lock keeper, much to his delight.

ES, Sun. 2/12/11, p. 23. **Personal to River Men** – William H. Tunnage of St. Mary county, Md., has been appointed master of the Clark schooner Edith Verrall and has sailed aboard the vessel for Brenton’s bay, to load back to this city.

Will Evans, assistant engineer of the tug James O. Carter of the Taylor fleet, is still

confined to his home by a severe attack of the grip.

ES, Sat. 2/25/11, p. 13. **MAINE ICE ARRIVES – First Cargo to be Brought from the Northern Fields.** – The first cargo of Maine ice to be brought to Alexandria this year is aboard the four-masted schooner Clarence H. Venner, Capt. Baker, which passed in the capes Thursday and is expected to dock at Alexandria this afternoon. The vessel has aboard about 1,400 tons, which will be used in icing cars laden with spring vegetables and berries moving from the plantations in Georgia and Florida to the big markets at Baltimore, Philadelphia, New York and in New England.

The Venner, it is stated, is the first vessel of a fleet of fourteen or more which will bring ice from Maine to the Mutual Ice Company, at Alexandria, for car icing purposes. Alexandria is the point at which all the refrigerator cars moving from south to north have their tanks replenished, with many thousand tons of the natural product of Maine used, together with a considerable portion of two large ice-making plants at Alexandria.

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**Personal Notes of River Men.**

Wilmer Swift of Fort Foote, Md., has been appointed steward of the Taylor tug, James O. Carter, employed in general towing work on the river.

ES, Wed. 3/1/11, p. 23. **HAS STORMY TRIP – Schooner Encounters Gales and Snows on way from Maine.** – The four-masted schooner Clarence H. Venner, Capt. Baker, which arrived at Alexandria Saturday night with about 1,400 tons of Maine ice aboard, began the unloading of her cargo yesterday and will be ready Thursday next to go to Baltimore to load fertilizer for Bucksport, Me. Capt. Baker reports having run into a succession of gales and snowstorms on the coast, but the vessel suffered no

damage. She sailed from North Boothbay, her loading point, February 15, and February 22 passed in the capes. From the 22<sup>nd</sup> until last Saturday morning, when the tug Camilla picked her up off Ragged Point, the vessel was in the bay and river under sail, making her way to Alexandria.

The ice the vessel has aboard was cut on the Boothbay ponds this winter and is remarkably thick and clear. On account of the cold weather, the ice aboard the schooner did not melt a particle. Ordinarily, a large proportion of the upper layers of ice melts in a run from Maine [to] here, even in cool weather.

The ice will be used to stock the tanks of refrigerator cars laden with fruits and berries going from the southern farms to the markets in the north.

ES, Fri. 3/3/11, p. 23. **TWO TUGS INSPECTED. – The Capt. Toby and the Edith G. Winship up to Requirements.**

The tug Capt. Toby of the fleet of A. J. Taylor & Bro., tugboat owners of this city, underwent her annual inspection by the United States steamboat inspection service officials. Capt. Cotton, assistant boiler inspector, and Capt. Blome, assistant hull inspector, conducted the tests to see that the vessel came up to the requirements. The little boat was found in excellent condition and her license to tow on the Potomac river for another year will be renewed.

The tug Edith G. Winship, belonging to the Consolidation Coal Company, which has been undergoing repairs at Georgetown for several weeks, also was inspected Tuesday by Capt. Blome and Capt. Cotton and also is found to meet all the requirements of the inspection service. She will be licensed for general towing work on the Potomac if needed. The Winship will be ready for service in a week or ten days.

Sat. 3/4/11, p. 13.<sup>1</sup> **Simon Poffenberger** Williamsport, Md., March 3. – Simon Poffenberger, a former constable, died early this morning at the home of his daughter, Mrs. Clinton Wilkes, near town, of cancer, aged 82 years. Mr. Poffenberger at one time operated boats on the Chesapeake and Ohio Canal and was a constable for twenty years. His wife died about six years ago. He is survived by two daughters (Mrs. Clinton Wilkes and Mrs. Henry Limpon, of Cherry Run, W. Va.).

ES, Sat. 3/4/11, p. 20. **ICE FOR ALEXANDRIA. – Large Quantity to be Used in Refrigerating Cars.** – The four-masted schooner Clarence H. Venner, which has been lying at Alexandria for the past week unloading ice, sailed yesterday in tow of the tug Camilla for Baltimore, where she will load fertilizer for a Maine port and possibly will bring another cargo of ice to Alexandria. It is stated that from 12,000 to 15,000 tons of the refrigerating material from Maine will be used, in addition to a large quantity of manufactured ice, in cooling refrigerator cars laden with fruits and berries from the south and on their way to the markets in the north. The chartering of vessels that will bring this ice to Alexandria is in progress. Most of this work will be done by barges, but several cargoes may be brought in sailing craft.

The movement of fruits and early vegetables from Georgia, Florida and South Carolina to Baltimore, Philadelphia and New York has already begun, but the cool weather has not made the demand for ice very heavy. In the latter part of this month and in April and May, when the season is at its height, many hundred tons of the refrigerating material will be daily used in the cars of the Alexandria icing stations.

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**ALONG THE RIVER FRONT –  
Memoranda**

Schooner Clarence H. Venner, light, from Alexandria for Baltimore to load for Bucksport, Me.

ES, Sat. 3/11/11, p. 5. **TUGS UNDERGO REPAIRS – One Nearly Ready for Service, Another on Marine Railway.**

The tug Edith Goddard Winship, belonging to the Consolidation Coal Company of Baltimore, which has been out on the marine railway of her owners at Georgetown for the past two months undergoing repairs, has been put overboard, and is receiving her finishing touches as she lies afloat. The tug is used for the towing of coal-laden boats coming to Georgetown, via the Chesapeake and Ohio canal, and she will be ready for service long before the canal opens, which will be about April 1. Capt. Tom Selectman will have command of the Winship.

Sun, Sun. 3/12/11, p. 7. Cumberland, Md., March 11. – Water will be turned into the Chesapeake and Ohio Canal tomorrow for a resumption of navigation. Four new boats have been built at the yards here during the winter and twice as many old boats have been reconstructed.

ES, Sun. 3/12/11, p. 22. **ALONG THE RIVER FRONT – Memoranda** – Schooner Gen'l E. S. Greeley is at a Maine point loading ice for Alexandria.

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*Ibid*, p. 23. **Personal Notes of River Men.** – Capt. Frank Taylor of A. J. Taylor & Bro., who returned yesterday from a stay of several days at Baltimore, left last night for Norfolk to look after the interests of the tug M. Mitchell Davis at that port.

George Jackson, engineer of the tug Camilla, who has been confined to his home in this city by a severe attack of rheumatism, has recovered and is out again. During Mr.

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<sup>1</sup> *Baltimore American*, Baltimore, Md.

Jackson's illness, Harry Teel has been acting as engineer of the tug.

WH, Mon. 3/13/11, p. 4. **CANAL TO BE DRAGGED FOR BODY OF DR. GRAY – Nothing Left Undone by Police in Search of Aged Physician – Clue in Vicinity of Cabin John Bridge Proves of No Avail.**

Having failed to find a clue to the whereabouts of Dr. William Gray, who mysteriously disappeared from the waiting-room at the Georgetown University Hospital while his brother-in-law, George B. Chew, was talking with the physicians, the Chesapeake and Ohio Canal will be dragged for about three miles. All day yesterday the mounted police searched the woods surrounding Washington in the hope that some trace of the missing man would be found.

Mr. Chew took up the search in the neighborhood of Cabin John Bridge, and for hours wandered through the woods in an attempt to locate his brother-in-law. He received an unsigned letter from a resident in that neighborhood which stated that several boys had claimed to have seen an aged man answering the description of Dr. Gray wandering in that vicinity.

"I am going to have the canal dragged tomorrow," he said, "and it seems to me that this is the last resort. Nothing has been left undone by the police or myself to find some trace of Dr. Gray, but every clue has proved of no avail."

The thunderstorm which threatened Washington last night gave Mr. Chew renewed hope, as he was of the opinion that if the city was visited by a summer storm, with heavy thunder, the body of Dr. Gray, if in the river, would come to the surface. The storm proved of short duration, however.

"For a time," he said, "I thought that we were going to have a heavy thunderstorm, and my hopes, so far as discovering the missing in the river or in other waters, arose.

The peals of thunder which I heard, would not, I believe, be of sufficient force to help me."

Mr. Chew seems distracted over the prolonged absence of his brother-in-law and stated frankly last night that the dragging of the canal was the last resort.

WT, Mon. 3/13/11, p. 2. **Chesapeake and Ohio Canal to be Opened Soon –**

CUMBERLAND, Md., March 13. – The Chesapeake and Ohio canal is to be opened for spring navigation this week. Water was turned into the canal this morning.

Four new boats have been built and eight have been reconstructed. The traffic promises to be heavy this year.

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*Ibid*, p. 3. **Hunt for Dr. Gray Proves Fruitless** – The whereabouts of Dr. William A. Gray, the retired druggist, who disappeared on March 1 from the waiting-room at the Georgetown University Hospital, are as much a mystery today as ever. In spite of almost unlimited number of clues run down, no trace of the missing man has been obtained up to the present time.

It was reported that the police would drag the Chesapeake and Ohio canal today, but it was decided that such action would not be taken unless something should develop which would indicate that the aged man had fallen into the water. The canal from Jefferson street to Rock Creek has been drained, and Rock Creek as far north as Dumbarton avenue has already been dragged. The part of the canal known as the Georgetown level extends for a distance of several miles. It would take several days to drag it with grappling irons from Georgetown to the District line.

ES, Mon. 3/13/11, p. 10. **WILL MAKE 24-FOOT CHANNEL – Dredging Machine Canton Begins work off Alexandria.** – The scoop dredging machine *Canton*, belonging to Sanford & Brooks of Baltimore, has begun dredging operations in the river channel off

Alexandria under contract with the United States army engineers to deepen the water at the Virginia city to twenty-four feet at low tide. The contractors for this dredging work are performing it under difficulties. Owing to the fact that if a pump dredging machine were used on the work, the pipe line from it would block the wharves at Alexandria, it could not be used. To overcome this difficulty, it has been found necessary to use a dredge of the type of the *Canton* to dig up the mud and deposit it on dump scows, which are taken to the dredge *Dewey*, lying between Jones point and the shipyard, which pumps the material into the cove at Battery Rodgers. The contract for the dredging of the channels at Alexandria calls for the excavating of 300,000 cubic yards of material, and the dredges will be employed upon the work until well into the summer. The dredging lines, it is said, go within three feet of the Alexandria wharves.

ES, Tue. 3/14/11, p. 12. **OPENING OF C. & O. CANAL – Waterway to Resume Operations About the First of April** – The Chesapeake and Ohio canal, which connects Georgetown with the coal regions in the vicinity of Cumberland, Md., will be open to navigation, it is thought, about the beginning of the last week in this month, and it will be about the first of April before the first coal-laden boat of the season reaches the Georgetown terminal of the waterway.

The work of filling the canal with water was begun at Cumberland yesterday, but the process is a slow one, and ten days or longer are required to fill the 184 miles of space with water deep enough to float a loaded canal boat. Since the close of the waterway last fall, its banks have been repaired and strengthened, and no trouble is anticipated in filling it for service.

During the past winter four new canal boats were constructed at Cumberland and a large number of the old ones were overhauled

and made ready to start for this city with coal as soon as the shipping season opens.

WH, Wed. 3/15/11, p. 3. **Filling Canal with Water.** – Preparatory to the reopening of the Chesapeake and Ohio Canal, the work of filling with water the 184 miles of canal has been started at Cumberland. It is thought that a week will be required for the completion of the task, and the canal will not be open to boats until about April 1.

ES, Sat. 3/18/11, p. 8. Dick Mullet and Al Warner, two enthusiastic anglers, landed eighteen Mississippi catfish last Sunday near the abandoned outlet lock of the Chesapeake and Ohio canal. Four of the fish weighed forty-three pounds, and the remaining fourteen tipped the scales at twenty-five pounds, making a total of sixty-eight pounds.

The two fishermen named spend much time about the river when fish are to be caught.

“And if anybody catches fish,” says W. T. Reynolds, “this pair will not come in empty handed.” Shad and chicken bait were used.

Mon. 3/20/11, p. 5.<sup>2</sup> **CONSOLIDATION COAL REPORTS SUBSTANTIAL PROGRESS IN 1910** – Annual report of the Consolidation Coal Co. of Maryland is a record of substantial progress in earnings and in production. Net profits for the year ended Dec. 31, 1910, amounted to \$1,712,576, equal to 9% on the capital stock outstanding. Coal mined by the company and its subsidiaries amounted to 9,370,633 tons compared with 7,325,123 tons, an increase of approximately 28%. . . .

The company owns the entire authorized and outstanding issues of the following subsidiary companies: Cumberland & Pennsylvania R. R. Co.; Fairmont Coal Co.; Somerset Coal Co.; Clarksburg Fuel Co.; . . . Canal Towage Co.

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<sup>2</sup> *The Wall Street Journal*, New York, New York.

ES, Tue. 3/21/11, p. 11. **FOR COASTWISE TRADE – Consolidation Coal Company Purchases Modern Steel Barge.** – The Consolidation Coal Company of Baltimore, which controls the shipments of coal coming to this city by the Chesapeake and Ohio canal destined for Boston and New England points, has recently purchased from the New York Shipbuilding Company of Camden, N. J., a new and modern steel cargo barge for its coastwise trade.

The barge, which will be known as No. 27, is at the yards of her builders being made ready for service. The vessel is equipped with masts and sails, and has steam power to operate pumps, windlass and do other heavy work. She has a carrying capacity of 2,500 tons dead weight, and will be one of the largest barges in the Consolidation fleet. The Consolidation Company owns a large fleet of tugs and barges, and ships soft coal in large quantities from Baltimore and this city to New England points.

The new barge, it is stated, will be ready for service in the latter part of this month or early in the coming month, and during the shipping season now about to open may be sent to this city for a cargo.

ES, Sun. 3/26/11, p. 25. Work is being pushed on the Taylor tug Camilla and it is expected that she will be ready to return to service tomorrow. Since being laid up about a week ago, the vessel has had her hull cleaned, overhauled and painted, and Capt. Davis is painting her house, and her machinery is being overhauled by Chief Engineer George Jackson.

The work on the tug Edith G. Winship, belonging to the Consolidation Coal Company, is completed and the vessel is ready to return to service as soon as the Chesapeake and Ohio canal opens for the season. Since being laid up last fall, the Winship has been made practically a new boat.

CA, Thu. 3/30/11, p. 1. **PROBABLE SITE OF NEW DEPOT** - The site of the new Western Maryland depot has been tentatively located five hundred feet east of the present Central station, or about on the site of the recently demolished Hirsch warehouse adjacent to the Canal Towage Company's boat yard.

At this point and running out toward Mechanic street, the handsome and commodious depot will be erected, if the company can obtain the property and rights at reasonable terms. For this purpose, Mr. D. P. Miller was employed to secure prices on the property from the Tremont Hotel to Fisher's livery stable inclusive, on South Mechanic street. This is done, as stated in Monday's *Times*. None of these prices are, however, in the nature of an option. Some of them are reasonable while others are prohibitively high, particularly two pieces fronting on Baltimore street, adjacent to the present depot, which will be torn down to make room for double tracks and curves to the new station.

One of these properties with a frontage of about 40 feet, is held at \$60,000, while another across Baltimore street, with about half the frontage is said to be priced at \$25,000.

The company's plan is to purchase a strip of about 18 feet from the tannery and cement companies on the west side of Wills creek to make room for double tracks, to change the bridge across Wills creek to suit the new curve and to run on past the new depot to a junction with the line in South Cumberland, where the Knobley tunnel bridge spans the river.

This line will run either on the north or south side of the river as engineering problems may determine.

The road is expected to be completed in little over a year and the problem of the Cumberland terminal is now being taken up in earnest by the company, but so far only general plans are being considered.



The warehouse of Mrs. C. L. Bretz, between the depot site and Mechanic street, will be purchased and used for freight purposes. The Mechanic street frontage from the Tremont Hotel east will be devoted largely to freight, while Canal street, between the present depot and the old Tearney property, will be widened, embellished and then used for the approach to the passenger station.

Eventually the whole territory from the corner of Baltimore and South Mechanic streets to the Cumberland Sash and Door Co. a line may be required.

The strip required from the tannery and cement companies of about 18 feet is all the railroad company will need, as it does not desire to put these large industries out of business.

By the above plans, the company will secure a direct swing east and west to the city with ample terminals and will not unduly interfere with business interests.

It is understood that through freight will be diverted at a point just above the city and will pass into the company's large yards at Ridgeley, where it will be drilled and the local consignments sent into the Cumberland yards as at present.

Thu. 3/30/11, p. 6.<sup>3</sup> **CAPT. EDWARDS DROWNED – Fell from His Boat into Chesapeake and Ohio Canal** – Rockville, Md., March 29. – Capt. Bud Edwards, for many years a captain on the Chesapeake and Ohio Canal, fell from his boat at Great Falls, this county, about 6 o'clock last evening and was drowned. As the boat appeared at the lock at Great Falls on its way out from Washington, Captain Edwards was aroused from a nap. As he attempted to arise, it is thought, he lost his balance and fell into the canal. He sank before assistance could reach him.

Captain Edwards had been plying the canal between Washington and the upper section of this county for about 20 years, and

at the time of the accident was in charge of a boat belonging to W. Pearl Collier. His home was at Dickerson. He was about 40 years old and unmarried.

WT, Thu. 3/30/11, p. 17. Bud Edwards, a boatman on the Chesapeake and Ohio canal, was drowned at Great Falls. He accidentally fell from his boat as it was approaching the lock at Great Falls, and sank before assistance could reach him. He was forty years old and unmarried.

ES, Sat. 4/1/11, p. 13. **ALONG THE RIVER FRONT – Arrivals** – Tug Capt. Toby, towing coal-laden boat from Shepherd's landing to the Eastern branch.

#### **Memoranda.**

Schooner Gen'l E. S. Greeley, ice from North Boothbay, Me., for this city, was reported 173 miles south of Sandy Hook Wednesday morning.

ES, Sun. 4/2/11, p. 2. **NEW SITE FOR SHOPS. – Canal Towage Company Changes Quarters in Cumberland** – CUMBERLAND, Md., April 1, - It is stated that the Canal Towage Company will remove its repair docks, shops and storerooms from the upper basin on Canal street to the old Merten's boatyard at the Consolidation wharf at the foot of Thomas street. It is understood that the Mertens property has been leased to the Canal Towage Company for ninety-nine years as the new site for the boatyards. The removal will reclaim a large acreage, from Canal street to the Western Maryland railroad bridge, crossing Wineow street. The upper basins will be filled up after the water is removed and will be graded and used for freight tracks by the Western Maryland railway.

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*Ibid*, p. 3. **Resumption of Canal Navigation** – CUMBERLAND, Md., April 1.

<sup>3</sup> *Baltimore American*, Baltimore, Md.

– Navigation was resumed on the Chesapeake and Ohio canal today. Sixteen boats cleared this port. The first, No. 6, Capt. C. F. Underdunk, with heavy cargo, was consigned to W. H. Leach, Georgetown, D. C. The second boat, No. 89, Capt. Denton M. Shupp, was consigned to Victor Cushwa & Sons, Williamsport.

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*Ibid*, p. 8. **Transfers of Marine Property.** – Sales of vessel property, made in the last week, were recorded in the custom house at Baltimore, as follows:

Schooner barge No. 27 (new), 1,290 tons, from New York Shipbuilding Company of Camden, N. J., to the Consolidation Coal Company of Baltimore, \$1.

ES, Thu. 4/6/11, p. 22. **HAS ROUGH VOYAGE – Schooner Greeley Arrives at Alexandria, Loaded with Ice.** – The four-masted schooner Gen'l E. S. Greeley, laden with about 1,400 tons of ice from North Boothbay, Me., arrived at Alexandria in tow of the tug Camilla and is at the pier of the Mutual Ice Company. This is the second cargo of Maine ice that has been delivered at Alexandria this year; and it is stated that several more cargoes will be received in the next two months, to be used in the icing of refrigerator cars on their way to the northern market with southern produce. Berries and spring vegetables are now moving in small quantities, but within the next few weeks there will be an almost continuous procession of cars at the icing plant at Alexandria. Peaches and fruits will come next, and many thousand tons of ice will be required to take care of them.

The Greeley is reported to have had a rough trip down the coast, having met with an almost continuous series of gales that did her considerable damage. When about 300 miles from Cape Henry, the head of her rudder snapped off and from there to Alexandria she had to be steered with a jury rig. She also

broke her capstan, and Capt. Brockett was glad when the Camilla picked the vessel up in the mouth of the river to tow her to Alexandria.

ES, Sun. 4/9/11, p. 26. **ALONG THE RIVER FRONT – Departures** – tug Camilla, towing two Canal Towage Company boats, coal to naval powder factory on Mattawoman creek.

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*Ibid*, p. 27. **COAL FOR INDIAN HEAD – Barges Taking Supply to Government Proving Grounds.** – Canal barges laden with soft coal from the Cumberland mining regions are arriving at Georgetown daily, via the Chesapeake and Ohio canal, and shipments of coal to the naval powder plant at Indian Head, Md., have been resumed by the Consolidation Coal Co. The tug Camilla left here yesterday morning with two boats, each having aboard about 120 tons, and berthed them under the naval coal tipple at Mattawoman creek.

The government has storage room for many thousand tons of coal at Indian Head, and for the next two or three months, from four to six coal-laden boats will be sent from Georgetown each week. When there is a good supply of coal on hand, shipments will be reduced, but in the fall heavy shipments will again be made in order to accumulate a supply that will carry the plant through the winter months, when the canal is closed and the river filled up with ice so that the light-built boats cannot be towed through.

In addition to being used in the powder-making plant, the coal supplies fuel to the other shops at the naval proving grounds and to the locomotives used on the grounds.

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**ALONG THE RIVER FRONT**  
**Departures** – Tug Camilla, towing two Canal Towage Company boats, coal to Naval powder factory at Mattawoman creek.

ES, Fri. 4/14/11, p. 21. **COMING TO GET COAL – Barge No. 21 of the C. C. Co. Expected at Capes this Afternoon.** – Schooner barge No. 21 of the fleet of the Consolidation Coal Company will be the first vessel to load coal at the Georgetown coal piers for Boston, and she is expected to pass in the capes this afternoon and will begin loading tomorrow or early in the coming week. During the coming months many thousand tons of coal will be brought down the Chesapeake and Ohio canal and transferred to the big schooner barges to be taken to Boston, Lynn, Portland, Bath and other ports on the New England coast. From one to two barges load each week, and as each barge takes away about 1,600 tons of the fuel, the amount sent out in the course of the season will total up very large. In former years the big schooners that brought ice here went around to Georgetown and loaded cargoes of coal, but for the last three years practically all the coal shipped from this port has been aboard the big barges of the Consolidation Coal Company, No. 21 will be ready to sail, it is thought, about the middle of the coming week, and by the time she is loaded another light barge will be here ready to go under the coal chutes to load.

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*Ibid*, p. 22. **ALONG THE RIVER FRONT - Arrivals** – Chesapeake [*sic* Canal] Towing Company's barges No. 37 and No. 70, light, for Georgetown from Indian Head for canal point; tug Camilla, with a tow from Mattawoman creek for Georgetown.

**Departures.**

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

Sat. 4/15/11, p. 12.<sup>4</sup> **New barge in Port.** In tow of the tug Savage, the new steel barge No. 27, reached port yesterday from Philadelphia and will be placed in the lower drydock of the Skinner Shipbuilding and

Drydock Company for cleaning and painting bottom and some minor attention. No. 27 was built by the New York Ship Building Company, of Camden, N. J., and has just been purchased by the Consolidation Coal Company, to be added to their fleet in the coastwise coal trade.

The barge is 218 feet in length, 28 feet beam and 21 feet draft when loaded. It has been built of steel throughout, with the exception of her masts, which are of wood. Unlike other barges in the Consolidation Coal Company's fleet, No. 27 has an overhanging bow, which, it is claimed, makes her easy to tow. Following the overhauling of the vessel, she will load coal at Curtis Bay for down-east ports.

ES, Sun. 4/16/11, p. 25. **ALONG THE RIVER FRONT – Departed** – Tug Camilla, for Point Lookout: Consolidation Coal Company barge No. 21, light, for Georgetown.

**Memoranda.**

Schooner Gen'l E. S. Greeley is at Newport News from Alexandria to load coal.

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**SCHOONER GREELEY SAILS Goes to Newport News for Repairs and to load Ice [*sic*, Coal]** – The four-masted schooner Gen'l E. S. Greeley, which has been at Alexandria for several days discharging a cargo of ice, sailed yesterday afternoon in tow of the tug Camilla for the mouth of the river, enroute to Newport News, where she will be repaired and load coal for a New England port. The Greeley, on her way down the coast from Boothbay, Me., with ice, encountered rough weather and had her rudder broken and other damage done. While at Alexandria the rudder and such other repairs as could be made by the crew were made and the overhauling of her capstan, which was broken, will be looked after at Newport News.

It is now stated that, in consequence of a heavy shortage in the southern fruit crop, the

<sup>4</sup> *Baltimore American*, Baltimore, Md.

number of vessels that will be brought to Alexandria with ice will be reduced, and that, instead of having eight or ten cargoes to unload at the pier of the Mutual Ice Company, only, four or five will be needed. It is not thought that any natural ice will be brought to this city from the northern ice fields in the coming summer.

ES, Mon. 4/17/11, p. 2. **"UNCLE GEORGE" DEAD; ANGLERS LOSE FRIEND.** - Rockville, Md., April 17, 1911 - George Washington Pennifield, well known to the anglers of the District of Columbia and Maryland as the keeper of Pennifield's lock, on the Chesapeake and Ohio canal, died shortly after noon yesterday at his home at the lock, aged eighty-one years. During the winter he slipped on the ice and fell, dislocating his hip. Since then, he has been confined to his bed, gradually growing weaker. He is survived by his wife, who was before her marriage a Miss Fields of Rockville, and a son, Charles H. W. Pennifield, who succeeded his father as keeper of the lock. The funeral will take place at 11 o'clock Tuesday morning from the Presbyterian Church at Darnestown, burial to be at the cemetery near the church.

**Native of Virginia.**

Mr. Pennifield was born in Virginia, but had lived in this county many years. For more than a quarter of a century he was in charge of the lock which bears his name, and during that period and since hundreds of anglers from far and near partook of his hospitality.

"Uncle George," as he was familiarly called, used to derive a great deal of satisfaction telling about the time he entertained the late Grover Cleveland. While President of the United States, Mr. Cleveland, who was an enthusiastic fisherman, spent several days at Pennifield's lock in quest of black bass and made his headquarters at the Pennifield home. Mr. Pennifield always spoke of him with affection, declared him to have

been a "good fellow and not a bit stuck up," and gave him credit for being a fine fisherman.

**Prominent Men His Friends.**

Mr. Pennifield was known to most of the people of the county, and during his illness many leading citizens and others called to see him. Several weeks ago, Judge Edward C. Peter, Richard H. Stokes, cashier of the Montgomery County National Bank, and Albert J. Almoney, editor of the Rockville Advocate, who were among his closest friends, spent an afternoon with the old man, much to his delight. They will be among his pallbearers.

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*Ibid*, p. 18. **AVERTS ICE FAMINE Schooner Barge Makes Port With 1,600 Tons Aboard.** - A scarcity in the ice supply for Washington, caused by the failure to make port of ice-laden vessels from Maine, has been relieved by calling upon the stores in Baltimore. Now that the peril has been provided against, the arrival of a barge with 1,600 tons of ice makes assurance doubly sure that there will be for some time enough ice to go around.

There has been an unusually great demand for ice, due to exceptional heat of the summer. With the big output of a large ice-manufacturing plant cut off, by the breaking down of the plant, and delay in the arrival of ice-laden craft, the supply got so low that there was alarm of famine among the dealers.

Several carloads of ice were provided by Baltimore, and this supply has tided over the emergency.

**Schooner Reaches Port.**

The arrival this morning of schooner barge Consolidation Coal Company No. 16, with 1,600 tons of ice from the Penobscot river, Me., has further relieved the situation. Before the barge is unloaded, other vessels of the ice fleet will be in port and ready to unload.

The non-arrival of the big four-masted schooner Maude Palmer, which was due here the latter part of last week with over 2,000 tons

of Maine ice, kept the managers of the local ice company on the anxious seat. The breaking down of the ice plant, combined with the unusually heavy demand, brought the supply in the local storehouses down to a point that caused the ice men to lose some sleep.

Aboard vessels coming to this city are over 10,000 tons of ice. It was confidently expected that one or more of the schooners would be here and unloading by this time.

As a matter of precaution, however, barge No. 16, one of the big vessels of the Consolidation Coal Company's fleet, was chartered to bring ice in tow of a tug from the Kennebec. She failed to show up yesterday, as expected. So, Baltimore was called upon for a loan.

#### **Anxiety Over Schooner.**

The new tug Advance of the Taylor fleet of this city, which has been cruising off Cape Henry since early in the week under orders to hook on to the first of the ice fleet coming here and hurry with the vessel to port, brought No. 16 to this city.

The schooner Maude Palmer is giving shipping men here something to think about. She sailed from Bangor, Me., August 2, and should have been here in ten days at the outside. Since leaving Bangor, she has not been reported, and the question is what has become of her.

There have been no storms to give her trouble. It is generally supposed that on the run down from the Maine coast, she stood so far out to sea that the wind has headed her off in shaping a course that would bring her to Cape Henry.

Her arrival there is expected at any time. In addition to the Palmer and the barge, the American Ice Company has the schooners Lyman M. Law, Gen'l E. S. Greeley and Stella B. Kaplan coming with ice. With these vessels in port, all danger of an ice shortage will be over.

WT, Mon. 4/17/11, p. 5. **Aged Keeper of the Pennifield's Lock Dead.** - Rockville, Md., April 17. - George Washington Pennifield, for many years keeper of Pennifield's lock below Seneca, will be buried tomorrow morning from the Darnestown Presbyterian Church. He died yesterday at the lock house, where for many years he was a familiar figure to local fishermen. He was eighty-one years old, and his death was due to advanced years, although hastened by a fall which he received several months ago, and which resulted in the dislocation of his hip.

He was born in Elizabeth City, Va. He came to Maryland when he was a young man, and was married to Miss Mary G. Fields, of Rockville. He used to tell with pride how when Grover Cleveland was President, he used to visit Pennifield's lock on his fishing trips after black bass.

ES, Tue. 4/18/11, p. 12. ROCKVILLE, Md., April 18, 1911, - The funeral of George Washington Pennifield, the aged keeper of Pennifield's lock, on the Chesapeake and Ohio canal, friend of Grover Cleveland and every true fisherman, who died Sunday as a result of injuries received by falling on the ice several weeks ago, took place at 11 o'clock this morning from the Presbyterian Church at Darnestown. The services were conducted by the pastor, Rev. O. A. Gillingham, and burial was in the cemetery near the church. The pallbearers were Richard H. Stokes, Albert J. Almoney, Judge Edward C. Peter, Joseph L. Claggett, George W. Mullican and William H. Rabbitt.

Sat. 4/22/11, p. 2.<sup>5</sup> The Board of Public Works Commissioners of the District of Columbia, President A. P. Gorman, of the Chesapeake and Ohio Canal, and a petition of 1,787 miners, met and looked over the proposed railroad crossing and connection at

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<sup>5</sup> *Frostburg Mining Journal*, Frostburg, Md.

Cumberland. No conclusion reached, however.

ES, Tue. 4/25/11, p. 21. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company lighters No. 35 and No. 95, from naval powder factory, Indian Head, Md., to Georgetown enroute to Cumberland, Md.

**Departures.**

Tug James O. Carter, towing two coal-laden canal barges from Georgetown to naval powder-making plant, Mattawoman creek.

ES, Thu. 4/27/11, p. 9. **ALONG THE RIVER FRONT - Arrivals** – Tug James O. Carter, towing Canal Towage Company boats Nos. 30 and 46, light, from Indian Head powder plant to Georgetown.

**Departures.**

Tug James O. Carter, towing two coal-laden boats from Georgetown to Mattawoman creek.

ES, Sat. 4/29/11, p. 16. **Washed Overboard and Drowned.** – Irving P. Davis, mate of the schooner Maria O. Teel, was washed overboard from the vessel in a gale off Frying Pan shoals early in the week and was drowned. Mr. Davis was a brother of Capt. William H. Davis, master of the Teel, and resided in Bath, Me. His wife and two children survive him. He has friends in this city, having been here several times with cargoes of ice from Maine.

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*Ibid*, p. 18. **ALONG THE RIVER FRONT – Departures** – Tug James O. Carter, towing two coal-laden lighters from Georgetown to naval powder factory at Indian Head, Md.

ES, Sun. 4/30/11, p. 24. J. Frank Medbery, financial secretary of the Inter-Canoe Club Association, which meets next month, and which includes members of the Anolostan, Potomac, Sycamore Island, High Island and Columbia clubs, and a host of unattached

paddling men, will announce the date of the first regatta in a few days. He wishes to inform local canoeists that the “canal pass cards” for 1911 are out and ready for distribution. These cards are a great convenience to sportsmen using the Chesapeake and Ohio canal, as they enable a man to negotiate a lock without going through any formalities other than producing his pass, the association paying the total way bill account at the end of the season.

ES, Mon. 5/1/11, p. 1. **Body of Dr. Gray Taken from Rock Creek is fully Identified.** No longer are the police handling as a mystery the disappearance of Dr. William A. Gray, retired druggist, who disappeared the afternoon of March 1. The discovery of Dr. Gray’s overcoat, sack coat and vest this morning, with the contents intact, following the finding yesterday afternoon of a decapitated body from the bed of Rock creek, made it certain that Dr. Gray was no longer alive.

How Dr. Gray managed to get into the water may never be known, but the police were able to offer an explanation of his having been decapitated. Mud machines have been working in Rock creek near where the Chesapeake and Ohio canal empties into that stream and directly over where the body and clothing were found. [Transcriber’s Note: The gruesome details of this story went on for several column inches and continued for several days. I stopped for brevity.]

Tue. 5/2/11, p. 11.<sup>6</sup> The schooner Katherine D. Perry, from Jacksonville for Portland, grounded in river Saturday and later floated with assistance of two tugs. (Perry reported sailed April 30.)

ES, Thu. 5/4/11, p. 25. **ALONG THE RIVER FRONT - Arrivals** – Canal barge Lucretia, from Alexandria, light, at

<sup>6</sup> *Philadelphia Inquirer*, Philadelphia, Pa.

Georgetown enroute to Seneca, Md.; tug Edith G. Winship, towing light coal-laden boats from river points, at Georgetown.

ES, Sat. 5/6/11, p. 8. **ALONG THE RIVER FRONT - Arrivals** – Tug Camilla, with a tow of two light coal boats from Indian Head

**Memoranda.**

Consolidation Coal Company barge No. 17 sailed from Vineyard Haven May 4, in tow for this city.

ES, Sun. 5/7/11, p. 29. **BREAK IN THE CANAL – Arrival of Coal-Laden Boats at Georgetown Prevented.** – A break in the Chesapeake and Ohio canal, about ninety miles from Georgetown, which occurred in the early part of the past week, has prevented the arrival of coal-laden barges at the Georgetown docks, and has tied up the coal-shipping business. Repairs have been made, and it is stated that boats are expected to reach Georgetown this afternoon or tomorrow. The receipts of coal at the Georgetown docks will be very heavy for the next few days, as the large number of boats that have been held up by the break will arrive in a bunch and things will be lively along the canal banks.

Consolidation Coal Company schooner barge No. 7, which arrived at Georgetown in the early part of last week, is lying at the Georgetown coal wharf with part of her cargo aboard, the break in the canal having prevented the completion of her loading. It is expected that she will be loaded and ready to sail tomorrow afternoon, and the tug Camilla will take her to the mouth of the river, where she will join a tow from Baltimore to New England points. Barge No. 12 is under orders to come here, but it is possible, in consequence of the accident to the canal, she may be sent to Baltimore and another barge sent here later in the week.

ES, Thu. 5/11/11, p. 22. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage

Company boats No. 55 and 93, light, from naval powder plant on Mattawoman creek to Georgetown.

**Departures.**

Tug Capt. Toby, towing two Canal Towage Company boats, coal-laden, for naval powder plant, at Indian Head, Md.

ES, Sun. 5/14/11, p. 8. **ALONG THE RIVER FRONT - Arrivals** – Consolidation Coal Company boats No. 10, No. 18 and No. 83, light, from naval powder plant at Indian Head, at Georgetown in tow of tug Camilla.

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**WASHED OVERBOARD AT SEA.**

**Irving P. Davis, Schooner Mate, Finds Watery Grave.** – Irving P. Davis, mate of the schooner Maria O. Teel, was washed overboard at sea while the schooner was on a trip from Baltimore to Jacksonville recently. The news reached this city in a letter from the mate's brother, Capt. William H. Davis, in command of the schooner, which now lies at Jacksonville.

Irving Davis went forward to the bow of the vessel in rough weather, and an unusually heavy wave sweeping over the bow, carried him with it clean over the decks to the stern and dropped him overboard. He sank before help could reach him.

Davis had friends in this city and Alexandria.

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**Ibis, p. 9. NO COAL BEING LOADED. – Large Barge Expected at Georgetown Early in the Coming Week.**

There are now no Consolidation Coal Company barges at Georgetown to load coal for New England points, but it is stated that a light barge is now on her way down the coast and should be here to begin loading early in the coming week. Schooner barge No. 7 of the Consolidation Company fleet was scheduled to come here early in this week, but at the last moment, owing to a break in the canal about ninety miles above Georgetown, her orders

were changed and the vessel went to Baltimore. Schooner barge No. 7, the last of the big fleet to load here, is now at sea on her way up the coast in tow of a big sea-going tug bound to Boston. The vessel was detained several days at this city in consequence of the accident to the canal tying up navigation, as there was not enough coal on hand at the Georgetown chutes to make up a cargo for the barge. It is estimates that twenty-five or more barges will load at Georgetown for New England this summer.

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*Ibid*, p. 29. **Tug Toby Ready for Service.** – The tug Capt. Toby, of the Taylor fleet, which has been lying out of service at the 10<sup>th</sup> street wharf for several days, to receive an overhauling, will be ready to return to service tomorrow morning, and will resume general towing work about the harbor and on the river in the vicinity of this city. While laid up, the engine of the tug was taken down and overhauled, boiler was cleaned and she was painted. The return to service of the Capt. Toby will relieve the D. M. Key and she will be laid up next week to receive minor repair work and be painted.

ES, Wed. 5/17/11, p. 21. **ALONG THE RIVER FRONT - Arrivals** – Schooner barge No. 16, light, from Boston, at Georgetown, to load coal for a New England point; tug Capt. Toby, towing lighter with coal from Alexandria to Mount Vernon and Marshall Hall Steamboat Company pier; two Consolidation Coal Company coal boats, light, from naval proving grounds at Indian Head, Md., to Georgetown.

**Departures.**

Tug Camilla, towing two coal-laden boats from Georgetown for naval powder-making plant at Indian Head, Md.

ES, Fri. 5/19/11, p. 22. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boats No. 7 and No. 59, coal from

Georgetown to naval powder plant at Mattawoman creek; tug Capt. Toby, from Indian Head, towing two light coal boats to Georgetown.

**Departures.**

Tug Camilla, light, for Point Lookout after Consolidation Coal Company barge No. 19 bound to this city; two Consolidation Coal Company lighters, coal from Georgetown to the naval proving grounds at Indian Head, Md.

**Memoranda.**

Consolidation Coal Company schooner barge No. 19 is on her way to this city to load coal for a New England point.

*Sun*, Sat. 5/20/11, p. 16. **NEW LIME INDUSTRY – Hydrating Plant to be Established at Potomac Quarries.** –

Maryland is fast taking rank with Ohio and Indiana as a foremost lime producing State, especially with arrangements completed in Baltimore yesterday for installing the first of a series of model hydrating plants at the Potomac quarries on the Chesapeake and Ohio Canal, in Washington county. This, it is said, will be one of the finest plants of the kind in the country and will have a yearly output of approximately 50,000 tons or 2,000,000 bags.

A second plant will follow as soon as the first is running to capacity, and as upward of 50,000,000 tons of 96 percent stone are available, the added wealth to the State may be appreciated.

ES, Sat. 5/20/11, p. 12. **COAL FOR NEW ENGLAND. – Shipments from Georgetown During the Coming Week to be Heavy.**

The movement of soft coal from this city to New England will be heavier than usual in the coming week, when it is expected two or three big barges will load and sail from Georgetown coal piers.

Barge No. 16, one of the big coal carriers belong to the Consolidation Coal Company of Boston, completed taking aboard a cargo of about 1,600 tons of the fuel from



the mines about Cumberland, Md., and in tow of the tug Capt. Toby, sailed for Point Lookout to join a tow going up the coast. Barge No. 19, which passed in the capes Thursday in tow of the steamer George's Creek from Boston, was taken in tow at Point Lookout early yesterday morning by the tug Camilla to be brought to this city. Down the river below Glymont the tugs Capt. Toby and Camilla met, and the Camilla taking the loaded barge from the Toby carried it to Point Lookout and the Toby brought the light barge here and placed her under the chutes to begin taking aboard her cargo today. A third barge is on her way to this city from New England and should pass in the capes early in the coming week.

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**ALONG THE RIVER FRONT – Arrivals.**

Consolidation Coal Company schooner No. 19, light, from a New England point to Georgetown to load coal for Boston; tug Camilla towing light barge from Point Lookout to Georgetown.

**Departures.**

Schooner barge No. 16, coal from Georgetown for a New England point; tug Capt. Toby, towing coal-laden barge from Georgetown for Point Lookout.

**Memoranda.**

Consolidation Coal Company barge has sailed from Boston for Georgetown to load coal.

ES, Sun. 5/21/11, p. 5. **COAL FOR INDIAN HEAD - First of the Winter Supply will be put in this week.** – The shipment of coal from Georgetown to the naval smokeless powder plant at the Indian Head proving grounds has been held up by a breakdown in the machinery at the coal handling plant of the government on Mattawoman creek, Md., but it is said that the boats will start running again this week. To meet the current coal consumption of the big plant and to accumulate a reserve supply in preparation for the winter when the river is frozen and barges cannot be towed to the plant, from four to six coal-laden boats, each

carrying over a hundred tons, are sent from Georgetown to Indian Head each week. The government has one of the most complete coal handling and storage plants in this section of the country on Mattawoman creek.

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*Ibid*, p. 10. **ALONG THE RIVER**

**FRONT - Arrivals** – Consolidation Coal Company schooner barge No. 19, light, from Boston, at Georgetown to load coal for a New England point.

ES, Thu. 5/25/11, p. 23. **ALONG THE RIVER FRONT - Arrivals** – Consolidation Coal Company lighters No. 57 and No. 60, light, from Mattawoman creek to Georgetown in tow of tug Capt. Toby.

**Departures.**

Consolidation Coal Company's boats No. 62 and No. 38, coal from Georgetown to Indian Head.

**Memoranda.**

Barge No. 8 of the Consolidation Coal Company fleet has sailed from a New England point to this city to load coal for Boston.

ES, Sun. 5/28/11, p. 19. **ALONG THE RIVER FRONT - Arrivals** – Schooner barge No. 8, of the Consolidation Coal Company fleet, light, at Georgetown to load soft coal for a New England point; Canal Towage Company's lighters No. 13 and No. 91, light, from the naval powder plant at Indian Head, Md., at Georgetown; tug Camilla, towing barge from Point Lookout to Georgetown; tug Capt. Toby, towing coal-laden lighter from Alexandria to Mt. Vernon and Marshall Hall Steamboat Company.

**Departures.**

Tug Capt. Toby, towing coal-laden lighters from Georgetown to Mattawoman creek, Md.

ES, Mon. 5/29/11, p. 4. **YACHT UNDERGOING REPAIRS – Candoc's Hull and Machinery in Need of Attention.**

The steam yacht *Candoc*, owned by the Chesapeake and Ohio Canal Company, is at Bennett's boatyard, to be hauled out for a general overhauling of her hull and machinery. The yacht is used by the canal company officials as a dispatch boat on the canal, and on pay days takes the paymaster along the waterway to gladden the hearts of the lock tenders and other employees.

Every year or two she is brought to Bennett's to be put in thorough order. The last time she was hauled out, her hull was made practically new, and it is thought that her stay on the railway this time will be but a short one. The name of the launch is made from the initial letters and the connection "and" of the C. and O. canal on which she is employed.

It is thought that she will be ready to return to service in the latter part of next week.

ES, Thu. 6/1/11, p. 13. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boats No. 69 and No. 90, light, from naval powder plant, Mattawoman creek, Md., to Georgetown; tug Camilla, towing coal boats from Indian Head to Georgetown.

**Departures.**

Tug Camilla, towing two canal barges with coal for naval powder plant, Mattawoman creek, Md.

ES, Fri. 6/2/11, p. 21. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company, boats No. 4 and No. 100, light, from naval powder plant on Mattawoman creek, Md., to Georgetown.

**Departures.**

Tug Camilla, towing two coal-laden boats from Georgetown for powder plant at Indian Head, Md.

ES, Sat. 6/3/11, p. 13. **ALONG THE RIVER FRONT – Memoranda.** – Consolidation Coal Company schooner barge No. 18 has sailed light from Boston for this city to load coal for a New England point.

ES, Sun. 6/4/11, p. 8. The power launch *Candoc*, belonging to the Chesapeake and Ohio Canal Co., which was out at Bennett's railway for attention to her hull and for painting, was completed early in the week and put overboard. She will return to service as a dispatch boat along the Chesapeake and Ohio canal between this city and Cumberland, Md.

ES, Mon. 6/5/11, p. 12. **ALONG THE RIVER FRONT - Arrivals** – Tug Camilla, towing two [light] coal-carrying boats from Indian Head to Georgetown.

**Departures.**

Tug Camilla, towing two C. C. Company coal boats from Georgetown to naval powder plant on Mattawoman creek, Md.

**Memoranda.**

Schooner Massasoit is chartered to load ice at a Maine point for Alexandria.

ES, Tue. 6/6/11, p. 18. **ALONG THE RIVER FRONT - Arrivals** – Tug Capt. Toby, towing Consolidation Coal Company's boats Nos. 3 and 14, light, from Indian Head for Georgetown.

**Departures.**

Tug Camilla, light, for Point Lookout after Consolidation Coal Company schooner barge No. 18, for Georgetown to load coal for a New England point.

ES, Wed. 6/7/11, p. 19. **ALONG THE RIVER FRONT - Arrivals** – Schooner barge No. 18, light, from Boston at Georgetown to load soft coal for a New England point; tug Camilla, towing barge No. 18 from Point Lookout to Georgetown.

**Departures.**

Schooner barge No. 8 of the Consolidation Coal Company fleet, coal, from Georgetown for a New England point to Point Lookout in tow of tug Camilla.

**Memoranda.**

Barge No. 16 of the Consolidation Coal Company fleet sailed from Boston June 3 in tow of tug Charles F. Mayer for this city.

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**Canal Boat Captain Robbed.**

James Benson, captain of the canal boat Alice May, told the police last night of the visit of an intruder to the cabin of his craft. The wet weather, he thought, prompted the theft of his oil coat, and while the robber was aboard the boat he also helped himself to a coat, vest and razor.

ES, Thu. 6/8/11, p. 21. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boats No. 8 and No. 85, light, from naval powder plant at Indian Head, Md., to Georgetown; tug Capt. Toby, towing two light canal boats from Mattawoman creek to Georgetown.

**Departures.**

Canal barge Ruby, from Georgetown to Alexandria, with railroad ties for shipment on barge Hearn for New York.

**Memoranda.**

Schooner barge No. 16, light, from Boston to this city, passed in the capes yesterday, and is due here tonight.

ES, Fri. 6/9/11, p. 20. **ALONG THE RIVER FRONT - Arrivals** – Schooner barge No. 16, light, from a New England point at Georgetown for the consolidation Coal Company.

**Departures.**

Two Consolidation Coal Company canal boats, coal from Georgetown for naval powder factory on Mattawoman creek; tug Camilla, towing barge for Mattawoman creek from Georgetown

ES, Sat. 6/10/11, p. 3. **ALONG THE RIVER FRONT – Arrivals** – Canal boat Ruby, light, from Alexandria for Seneca, Md., to load railway ties for Alexandria; tug Camilla,

towing canal boats No. 13 and No. 49, light, from Mattawoman creek to Georgetown.

**Departures.**

Tug Camilla, light, for the Kettle Bottoms after an ice-laden schooner for Alexandria.

**Memoranda.**

Schooner Massasoit is reported in the river with ice from Maine for Alexandria.

ES, Sun. 6/11/11, p. 25. **ALONG THE RIVER FRONT – Departures.** – Canal boat Seneca, railroad ties, from Chesapeake and Ohio canal point to Alexandria.

ES, Mon. 6/12/11, p. 8. **CARGO OF MAINE ICE – Schooner Massasoit Arrives at Alexandria with 1,200 tons Aboard.** – The four-masted schooner Massasoit, with about 1,200 tons of Maine ice aboard for the Mutual Ice Company of Alexandria, arrived at that port yesterday in tow of the tug Camilla, and the work of unloading the vessel was begun this morning. The ice the schooner has aboard will be used in the tanks of refrigerator cars carrying fruits and vegetables from the southern truck gardens to the big markets in the north.

Five vessels with Maine ice are expected to arrive at Alexandria in the next month or six weeks, and their cargoes will be used for this purpose. The Massasoit loaded on the Kennebec river and left Bath June 2. She made the run from Seguin light to Cape Charles in the quick time of five days, and was four days in the bay and river before the tugboat took her hawser and brought her up to Alexandria. On the voyage, the vessel experienced no rough weather until Saturday night, while coming up the river, when a northwest squall struck her and carried away a large awning. The force of the gale was sufficient to break heavy wooden awning supports six inches in diameter. No other damage was done. The Massasoit will go from Alexandria to Norfolk to load coal for an eastern point.

ES, Tue. 6/13/11, p. 6. **ALONG THE RIVER FRONT - Arrivals** – Tug Camilla, with a tow of lighters from Mattawoman creek to Georgetown.

**Departures.**

Schooner barge No. 16, coal from Georgetown for a New England point via Norfolk; tug Camilla, towing coal-laden barge from Georgetown for Point Lookout, enroute to a New England point.

*News*, Thu. 6/15/11, p. 5. **Boats Go Up in Smoke.** - Forty old canal boats, which have been lying at Cumberland in the basin for years went up in flames yesterday and the few white and negro families who had been using them for residences are looking for other quarters. The burning was in accordance with orders of the Health Department, which condemned them some time ago.

WT, Thu. 6/15/11, p. 3. **CANAL BOATS ARE BURNED. – Old Hulks at Cumberland, Md., Destroyed by Fire.** Forty old canal boats of the Chesapeake and Ohio Canal Company were burned yesterday at Cumberland, Md., by direction of the health officer, who recently condemned the rotten hulks, which had been lying in the tidal basin there for years.

The boats had been occupied by white and colored families, but under order of the health officer, all vacated except one old woman who requested to be allowed to stay until her setting hen hatched out her eggs. The boat was towed some distance from the burning craft and will be spared until the chicks are hatched.

The Central Fire Company was on hand with men and hoses to prevent the spread of the flames to surrounding property. C. C. Upgraff, of this city, protested against the burning of the boats, but as notice had been given for their removal, the health officer disregarded the complaint.

G. M. Nicholson, general manager of the company, is out of the city and his wife said last night that as far as she knows her husband had not been informed of the destruction of the boats.

ES, Fri. 6/16/11, p. 12. **ALONG THE RIVER FRONT – Departures.** – Canal barge No. 6, railroad ties from Seneca, Md., via Georgetown, at Alexandria for shipment to Newark, N. J., aboard barge Hearn; tug Capt. Toby, with a lighter in tow for Indian Head proving grounds.

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*Ibid*, p. 16. **Personal to River Men.**

Capt. George W. Torrey, master of the schooner Massasoit, unloading ice at Alexandria, who is paying his first visit to Washington in a number of years, spent Wednesday at Mount Vernon.

ES, Sat. 6/17/11, p. 5. **ALONG THE RIVER FRONT - Arrivals** – Tug D. M. Key, towing two light coal boats from naval powder factory at Indian Head, Md., to Georgetown; tug Winship, at Georgetown with a tow of light coal boats from river points.

**Departures.**

Schooner Massasoit, light, from Alexandria for Norfolk to load coal to a New England point.

ES, Thu. 6/22/11, p. 19. **MAKES RECORD GETAWAY – Schooner Massasoit Loads and Gets Out to Sea in Fast Time.** – The four-masted schooner Massasoit, Capt. George W. Torrey, which last week unloaded a cargo of ice at Alexandria, made a record getaway from Alexandria, and loading at Lambert's point, Norfolk, Va., is now at sea, bound to New London, Conn., which Capt. Torrey expects to reach before the end of this week. The big vessel was taken out of the dock at Alexandria Friday afternoon last, and at 8 a.m. next morning the tug dropped her anchor at Cobb point. Sunday afternoon about 2 o'clock

she got a wholesale breeze from the northwest, and at 11 o'clock that night she dropped anchor off the Thimble shoal light, in lower Chesapeake bay. Monday morning at 9 a.m., Capt. Torrey reported at Lambert's point and before noon the Massasoit was in the dock and ready for her cargo.

Tuesday morning, she finished loading, and the same afternoon passed out the capes on her way north, having in less than forty-eight hours gone from Cobb point to Norfolk, loaded more than 2,000 tons of coal, and gotten to sea. The Massasoit will probably return to Alexandria later in the season with another cargo of Maine ice.

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**SMOKESTACK KNOCKED OFF**

**Tug Camilla Collides with the Highway Bridge.** – The tug Camilla of the Taylor fleet is lying at the 10<sup>th</sup> street wharf minus her smokestack and its attached pipes, the result of a collision with the draw of the Highway bridge. The tug had docked a barge at Georgetown and was on her way to the 10<sup>th</sup> street wharf Monday, when the accident occurred. As the Camilla approached the bridge from the west, the tug Rosalie started through the draw from the east and as the Camilla was in the draw, the tender started to close it. Her stack struck the bridge and was ripped off and the pilot house missed a similar fate only by a few inches. No one aboard the tug was injured and the damage will be repaired and the vessel return to service tomorrow. It is stated that the draw tender of the Highway bridge states that he was watching the Rosalie pass and did not hear the Camilla blow to come through and did not know she was in the draw until after he started to close it. This is the first accident of the kind that has occurred in many years.

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**BIG SCHOONER UNLOADING**

**Edith had Aboard Over 1,700 tons of Phosphate Rock.** – The four-masted schooner Edith, Capt. Blake, which is lying at

Alexandria discharging a cargo of phosphate rock from Port Tampa, has completed unloading, and today in tow of a tug will leave Alexandria for a Chesapeake bay point to load coal for New England. The Edith had a good trip from Port Tampa to the Chesapeake, but was delayed in the mouth of the river by a heavy northwest gale that prevented the tugboat from bringing her up the river. The vessel had aboard more than 1,700 tons of the material.

The four-masted schooner Alice Holbrook, a well-known old trader to this city and Alexandria, will be the next vessel to bring ice to Alexandria. She is now at a Maine point loading, and should arrive here in the latter part of this month. She will be followed by three other vessels in the next month or six weeks.

ES, Fri. 6/23/11, p. 2. **ALONG THE RIVER FRONT - Arrivals** – Tug Capt. Toby, towing two light canal boats from Mattawoman creek to Georgetown; canal barge Ruby, light, from Alexandria, at Georgetown enroute to a canal point to load railroad ties.

**Memoranda.**

Schooner Massasoit has sailed from Norfolk for New London, Conn., with coal.

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**BARGE HERE TO LOAD.**

**Schooner Will Ship 1,600 Tons for New England Point.** – Schooner barge No. 10, one of the big vessels of the fleet of the Consolidation Coal Company, has been brought into port by the tug Camilla and berthed at the Georgetown coal piers to load. The vessel arrived at Point Lookout Sunday in a tow brought down from Boston for Baltimore, and was dropped at the mouth of the Potomac, where the tug picked her up and brought her here. No. 10 will take aboard about 1,600 tons of Cumberland coal and will go to a New England point.

Barge No. 18, which has been lying loaded at Georgetown for several days past

awaiting orders to sail, Saturday received orders to go to Boston and in tow of the Camilla she left here Sunday. Sunday night at Point Lookout, she joined a tow going from Baltimore to New England points and yesterday she passed out the capes of the Chesapeake enroute up the coast. No. 16, which left here last week for a New England point, has arrived at her destination and will probably return to this city to load another cargo of the fuel.

ES, Sat. 6/24/11, p. 13. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boats Nos. 80 and 81, light, from naval powder factory, Mattawoman creek, Md., to Georgetown.

**Departures.**

Canal barge No. 26, lumber to Brunswick, Md., by Johnson & Wimsatt; tug Toby, towing two coal-laden canal boats from Georgetown to Indian Head.

*Sun*, Sun. 6/25/11, p. 10. **WANTS PART OF TOWPATH – Western Maryland is Negotiating with Chesapeake and Ohio Canal.** – Cumberland, Md., June 24. – The Western Maryland Railway is negotiating with the Chesapeake and Ohio Canal Company for the purchase of a portion of the canal towpath between Central Station, in Cumberland, and the point east of Cumberland where the new Western Maryland tracks will cross the Potomac river. The railway company has been making surveys for extensive improvements, which will cost \$600,000. The present depot is to be demolished and a temporary passenger depot will be erected with an entrance on South Mechanic street.

ES, Sun. 6/25/11, p. 24. **ALONG THE RIVER FRONT – Departures.** – Tug Camilla, for Point Lookout after light barge No. 28, for Georgetown to load soft coal.

**Memoranda.**

Schooner Henry S. Little with ice for Alexandria, sailed from Bath, Me., 22<sup>nd</sup> instant.

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**DEPARTURE OF THE CAMILLA**  
**Tug will Bring Barge Here to Load with Coal.** – With the Southern Transportation Company's barge Rancocas in tow from Georgetown, the tug Camilla left here last night for the St. Mary's river, where the barge will be left to await the coming of one of the company's tugs that will take her to a Chesapeake bay point, where she will load. From the St. Mary's river, the Camilla will go to Point Lookout, at the mouth of the Potomac, to pick up schooner barge No. 23, which is bound from Boston to Georgetown to load coal, and the tug and her tow will arrive here tonight. Barge No. 10 of the Consolidation Company's fleet, which was brought to this city early in the past week to load coal, completed loading about the middle of the week and is lying at Georgetown waiting orders. It is expected she will be ready to go out tomorrow or Tuesday and will carry her cargo to a New England point. No. 23 will be ready to sail about the middle of this week.

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**WITH ICE ABOARD**  
**Schooner Bearing Tons of Cooling Material on Her Way Here.** – The schooner Henry S. Little, a well-known ice trader to this port, is to pay the Potomac a visit soon with ice aboard from the Kennebec river. She sailed from Bath, Me., June 22 for Alexandria with about 1,500 tons of the refrigerating material aboard and is expected to arrive about the last of this month. The ice she brings, like all the natural ice that has been brought to Alexandria this season, is to be used in icing refrigerator cars laden with fruits and vegetables from the southern states and bound to the big markets in the north.

The schooner Alice Holbrook, which was to have come to Alexandria from the Kennebec, has had her orders changed and

when she passes the capes her master will be instructed to take his cargo to Baltimore.

The schooner Gen'l E. S. Greeley has also been chartered to load ice for Alexandria and is now on the Kennebec taking her cargo aboard. She will probably arrive at the Virginia city early in July and will be followed by three or four other vessels during the month.

ES, Wed. 6/28/11, p. 19. **ALONG THE RIVER FRONT – Departures.** – Schooner barge No. 10, coal, from Georgetown, in tow of tug Camilla, for Point Lookout, enroute to Boston; tug Winship, towing coal-laden boats from Georgetown to Alexandria and river points; two Consolidation Coal Company's boats, with coal, from Georgetown to naval powder factory on Mattawoman creek, Md.

**Memoranda.**

Schooner Henry A. Little is loading ice on the Kennebec river for Alexandria.

ES, Thu. 6/29/11, p. 9. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boats No. 21 and No. 90, light, from naval powder factory, Mattawoman creek, Md.

**Memoranda.**

Schooner Henry S. Little, with ice from the Kennebec river for Alexandria, is expected to pass in the capes of the Chesapeake the latter part of this week.

ES, Fri. 6/30/11, p. 10. **Barge Leaves with Coal Cargo.** – Schooner barge No. 10,, one of the coal carriers of the Consolidation Coal Company of Baltimore, which arrived here more than a week ago to load about 1,400 tons of coal for a New England point, has sailed in tow for the mouth of the river, where she will join a tow from Baltimore to New England points. The barge will reach her destination the latter part of this week. Barge No. 23, which arrived here early in the week from Boston, complete taking aboard her cargo of 1,600 tons of the fuel and will leave here early

in the coming week to join a tow going up to New England points.

ES, Sun. 7/2/11, p. 25. **ALONG THE RIVER FRONT – Departures** – Tug Camilla, for the mouth of the river after ice-laden vessel for Alexandria.

**Memoranda.**

Schooner Henry S. Little, with ice from the Kennebec for Alexandria, passed in the capes of the Chesapeake yesterday; barge No. 16, with coal from Georgetown, passed Vineyard Haven, 29<sup>th</sup> instant in tow of tug Savage for Boston; schooner Gen'l E. S. Greeley sailed from the Kennebec, June 26, with ice for Alexandria.

**ICE FOR REFRIGERATING CARS**

**Vessels with Big Cargoes Expected at Alexandria Soon.** – Two vessels laden with ice will discharge at the plant of the Mutual Ice Company at Alexandria within the next ten days, and they will be followed later in the month by several other ice-laden schooners from Maine points. The four-masted schooner Henry S. Little, with about 1,200 tons of the refrigerating material aboard, passed in the capes of the Chesapeake yesterday, and is working her way up the bay to the mouth of the river, where the tug Camilla will pick her up and tow her to Alexandria. As the wind in the bay has been against her, she is not expected to reach Alexandria until tomorrow evening or Monday. The four-masted schooner Gen'l E. S. Greeley, another old trader to this city, has loaded ice on the Kennebec for Alexandria and sailed from Bath June 26. With favorable breezes, she should pass in the capes within the next day or two, and should be at Alexandria before the end of next week.

The ice these vessels will bring will be used in filling the tanks of refrigerator cars, laden with fruits and berries, on their way to the big markets in the north.

ES, Mon. 7/3/11, p. 11. **ALONG THE RIVER FRONT - Arrivals** – Schooner Henry S. Little, ice from the Kennebec to the Mutual Ice Company, at Alexandria; tug Camilla, towing schooner Little from Smith's point to Alexandria.

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**BRINGS ICE FROM MAINE.**

**Arrival of the Schooner Henry S. Little with 1,400 Tons.** – The four-masted schooner Henry S. Little, with about 1,400 tons of ice from the Kennebec river, Maine, arrived at Alexandria yesterday and is berthed at the pier of the Mutual Ice Company to unload. The vessel sailed from the Kennebec June 22, and had either very light or head winds from Seguin light at the mouth of the Kennebec to Cape Henry, which she passed Friday morning. The tug Camilla, of the Taylor fleet of this city, met the schooner below Smith's point, in Chesapeake bay, Saturday morning and brought her up the Potomac.

The schooner Gen'l E. S. Greeley will be the next vessel to unload ice at Alexandria. She sailed from the Kennebec June 26, and should be in port here before the end of the week. The schooner Little has been chartered to load coal at Georgetown for a New England point and about Saturday next, she will be taken to the piers of the Consolidation Coal Company to take aboard her cargo. She will be the first sailing vessel to load coal at Georgetown in two years, all the many thousands of tons that have been shipped from this city to New England points in that time having gone in the big barges of the Consolidation Coal Company.

ES, Tue. 7/4/11, p. 13. **ALONG THE RIVER FRONT – Memoranda.** – Schooner Gen'l E. S. Greeley is chartered to load coal at Georgetown for a New England point.

ES, Wed. 7/5/11, p. 18. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company's boats No. 12 and No. 24, light,

from naval powder plant at Indian Head to Georgetown.

**Departures.**

Tug Capt. Toby, towing two coal-laden canal boats from Georgetown to naval powder plant on Mattawoman creek, Md.; tug Edith G. Winship, with a tow of coal-laden boats from Georgetown for Alexandria.

**Memoranda.**

Schooner Gen'l E. S. Greeley is due at the capes of the Chesapeake with ice from Maine for Alexandria.

*News*, Thu. 7/6/11, p. 8. **BLACK BUGS POISON PEOPLE.** - Mosquitoes and bugs innumerable have settled some distance from the old canal basin near Cumberland, where several days ago the hulks of 40 old canal boats were set on fire and destroyed. It is thought that the insects that had been quartering along the stagnant canal basin were driven out by the fire.

Since then, they have made life miserable for many living near the old basin. Among the insects is a black bug that has caused more trouble than others where it has had a chance to bite anyone.

One bit a lady of North Cumberland on the cheek. A red swelling about the size of a cent piece appeared at once, and in its center was a small white spot. This later gave place to an ugly green spot of some size, which lasted for a day, causing great pain to the face, neck and head, the spot gradually becoming yellow and fading away as a bruise would. There have been several similar cases.

WT, Thu. 7/6/11, p. 3. **Bitten by Dog.**

Elmer Binner, who is employed on canal boat No. 31, of the Chesapeake and Ohio Canal Company, is suffering from wounds inflicted by a dog, supposedly mad. He was attacked about 2 o'clock yesterday afternoon. This morning Policeman C. H. Steinbraker saw the dog on the towpath opposite the Cabin John Bridge car barn and shot the animal.



ES, Fri. 7/7/11, p. 19. **ALONG THE RIVER FRONT - Arrivals** – Two Canal Towage Company boats, light, from naval powder factory at Indian Head to Georgetown; tug Winship, towing light coal-carrying boats from Alexandria for Georgetown.

**Departures.**

Tug Capt. Toby, towing three coal-laden boats from Georgetown, one for Alexandria, and two for Indian Head.

**Memoranda.**

Schooner barge No. 7 has sailed, light, from Boston for this city to load coal for a New England point.

ES, Sat. 7/8/11, p. 4. **Personal to River Men.** Capt. Peterson, master of the schooner Henry S. Little, who was on a visit to his family at Baltimore, has returned and is aboard his vessel at Georgetown.

Capt. James Kendrick, master of the Taylor tug James O. Carter, under charter to a dredging company on the James river, is in the city, having been called home by the serious illness of one of his children.

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*Ibid*, p. 13. **ALONG THE RIVER FRONT - Arrivals** –Schooner Henry S. Little, light, at Georgetown from Alexandria, to load soft coal to a New England point; tug Camilla, light, from the mouth of the river after delivering C. C. Co. barge No. 23 at Point Lookout; tug Camilla, at Georgetown with a light coal boat from Alexandria; tug Capt. Toby, with a tow of lighters from Mattawoman creek.

**Departures.**

Schooner barge No. 23, from Georgetown for Point Lookout, enroute to Boston with coal.

**Memoranda.**

Schooner Gen'l E. S. Greeley is due at the capes of the Chesapeake with ice from a Maine point for Alexandria.

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**COAL FOR NEW ENGLAND**

**Four-Masted Schooner Henry S. Little to Load Here.** – The four-masted schooner Henry S. Little, which completed discharging ice at Alexandria yesterday afternoon, was brought up to Georgetown by the tug D. M. Key and berthed at the pier of the Consolidation Coal Company to load about 2,000 tons of Cumberland coal for Boston, Portsmouth or Portland. This is the first cargo of coal to be loaded on a sailing vessel at the Georgetown coal piers in three years or longer, all of the many thousands of tons that have been shipped north having gone in the big barges of the Consolidation Coal Company, which controls coal shipments from this port.

The schooner Gen'l E. S. Greeley, which is on her way to Alexandria with ice, has also been chartered to load coal at Georgetown, and it is stated that it is probable that other schooners will be chartered later in the season.

Barge No. 23 of the Consolidation Company's fleet, which has been lying loaded at Georgetown for several days awaiting orders, sailed yesterday in tow of the tug Camilla for Point Lookout, where she will join a tow bound from Baltimore to New England points. Barge No. 6 is on her way from Boston to Georgetown and it is probable she will arrive here tonight or tomorrow. She will load about 1,600 tons of the fuel.

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**NO DANGER OF ICE FAMINE**

**Washington Dealers Sure of Ample Supply for All Emergencies.** – Managers of the various ice companies in Washington today declared that there is no danger of an ice famine in Washington; that the reserve supply in store is ample, and that the producing power of the several factories precludes any fear of a shortage this summer.

In addition to the large quantities manufactured daily in plants in this city and at the factory at Langdon, several schooners laden with ice have recently docked at the wharves to supply independent dealers.

What the managers are complaining of, however, is the terrific heat of the last few days, which has prostrated a number of their horses, thus causing irregular deliveries of ice.

ES, Mon. 7/10/11, p. 6. **ALONG THE RIVER FRONT - Arrivals** – Schooner Gen'l E. S. Greeley, ice from Kennebec river, at Alexandria for the Mutual Ice Company.

**Departures.**

Tug Camilla, for the mouth of the river after C. C. Co. schooner barge No. 10 for Georgetown.

**Memoranda.**

Schooner Maria O. Teel has sailed from the Kennebec river for Alexandria with ice; schooner barge No. 6 of the fleet of the Consolidation Coal Company will arrive at Georgetown tonight or tomorrow to load coal for a New England point; C. C. Co. barge No. 23, with coal from Georgetown, was picked up at Point Lookout by the tug Cumberland to be towed to Boston.

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*Ibid*, p. 18. **TAILOR ENDS HIS LIFE BY JUMPING INTO CANAL His Widow Claims the Body, which is Prepared for Shipment to Baltimore** – Mrs.

Volopecy, wife of Albert Volopecy, a tailor of Baltimore, came to this city today and claimed the body of her husband, who committed suicide in the Chesapeake and Ohio canal yesterday. This afternoon an undertaker prepared the body for burial and sent it to Baltimore.

It was about 2 o'clock yesterday afternoon when Volopecy reached a point a short distance from the Aqueduct bridge and conversed with George Whitecloud, captain of canal boat No. 91, telling the latter, a stranger to him, of his troubles.

"I want to cross the river here," Volopecy informed Capt. Whitecloud. "I don't want to ruin my good clothes. Would you mind letting me have an old pair of pants."

Capt. Whitecloud was willing to accommodate the stranger, and the latter soon donned the borrowed garment. The stranger then said he was in trouble and that he could no longer stand the worry. He then jumped into the canal.

William French, captain of boat 37, one of several boatmen on the towpath at the time Volopecy went overboard, went to the aid of Capt. Whitecloud. A net and pole were thrown to the struggling man, but the latter, declaring his life was his own, ordered away his would-be rescuers.

Soon the tailor was out of sight. The police were notified and search for the body was instituted. There was no sign of life when the body was recovered and it was taken to the morgue. Letters found in pockets of the clothing gave the identity of the deceased. Several of the letters were from business men, asking him to come to work for them.

Papers taken from the clothing showed the deceased carried insurance of \$1,000 in J. F. Wissner Conclave, No. 458, Order of Heptasophs. It is said that Volopecy had been employed in several Virginia cities from time to time, including Richmond, Norfolk, Charlottesville and Culpeper.

Coroner Nevitt made an investigation of the affair today and was convinced that Volopecy had committed suicide.

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**BRINGS CARGO OF ICE**  
**Schooner Greeley Arrives at Alexandria from Kennebec River.** – The four-masted schooner Gen'l E. S. Greeley, an old trader to this port, arrived at Alexandria Saturday night with about 1,500 tons of ice from the Kennebec river for the Mutual Ice Company. The work of unloading the cargo was started this morning and it is expected that before the end of the week the vessel will be ready to go to Georgetown to load Cumberland coal for a New England point.

The Greeley sailed from the Kennebec June 26 and had head winds all the way to the

Chesapeake. She passed Cape Henry early Wednesday morning without being reported and lay two days in the mouth of the river awaiting a tug boat. The Greeley is under the command of Capt. Brockett, well-known at this port as master of the schooner Helen H. Benedict.

While in command of that vessel, just prior to the Spanish-American war, Capt. Brockett rescued a large number of men from the steamer William H. Hawkins, which was on a filibustering expedition to Cuba, and which was in bad condition because of leaks. Ten minutes after the men were taken off the sinking vessel, she went down.

The schooner Maria O. Teel will follow the Greeley at Alexandria with ice. She should arrive about the middle of the coming week.

ES, Wed. 7/12/11, p. 16. **ALONG THE RIVER FRONT - Arrivals** – Consolidation Coal Company schooner barge NO. 6, light, from Boston, via Point Lookout, at Georgetown to load coal for Boston; Canal Towage Company boats No. 65 and 70, light, from naval powder factory at Indian Head, Md., to Georgetown; tug Camila, from Point Lookout towing light coal barge to Georgetown; tug Capt. Toby, towing two light coal boats from Indian Head to Georgetown; tug Edith G. Winship, with a tow of light canal boats from Alexandria.

#### **Departures.**

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

ES, Thu. 7/13/11, p. 3. **DISTRICT ICE SUPPLY SAID TO BE PLENTIFUL – Dealers Deny There is a Famine – More is being Consumed than Manufactured.** Although big ice manufactures and dealers of the District of Columbia deny that there is an ice famine or even an ice famine scare, the wave of heat which has swept the city recently

has certainly resulted in more ice being consumed than usual and the daily consumption of ice is greater than the manufactured output. The biggest ice firm in the city is making 7,000 tons a day, is selling 11,000, and has enough in the storehouse to last, at the preset rate of sales, about one month.

For the first time this season, a Maine schooner with her hold full of ice will drop anchor at this port within the next ten days. The vessel is the James W. Paul, Jr., a five-master, drawing twenty-three feet of water. It is possible the schooner is only one of three or four sailing vessels which will unload at the 9<sup>th</sup> street wharf of the American Ice Company, as Supt. Swart is having the hoisting machinery and runways on the platform overhauled for what would appear to be considerable work.

#### **Had Not Heard of Shortage.**

Acting Health Officer H. F. Sawtelle said today that he had no knowledge of an ice famine.

“Should an ice famine overtake us, I don’t see what the health office would have to do with it anyhow.” he said today. “We have nothing to do with the supply. We do make inspections of ice plants, but not daily or weekly inspections. We would not hear officially of any shortage in the ice supply.

“If there should be a shortage, and if it affected the storage of meat and food, there would be more condemnations of these articles. Bad meat is bad meat. We could not wink at bad meat because the ice supply was short. However, I really have heard nothing about any ice shortage.”

#### **Able to Supply District.**

Marion Hargrove, purchasing agent of the District of Columbia, who buys 1,000,000 pounds of ice a year, said today: “If there was a shortage of ice, I certainly would hear about it. I have talked with the biggest ice manufacturer in the city, and learn from him that the District is very nearly able to take care of itself. The ice plants here can probably

manufacture all the ice the city needs. But just because the hot weather has made a demand for ice a little more than the usual demand, the ice ships from Maine will undoubtedly be seen dropping into the harbor this month. That, I imagine, is more of a precaution than anything else."

*Sun*, Fri. 7/14/11, p. 5. **CANAL BANK GIVES WAY – Chesapeake and Ohio Idle to Harper's Ferry.** – Hagerstown, Md., July 13. – A bad break occurred on the Chesapeake and Ohio Canal two miles below Snyder's warehouse yesterday.

The water has been drawn off from Dam No. 4 to Harper's Ferry and boating has been suspended. It will require about 12 days to make repairs.

The opening in the canal bank is 110 feet long and extends 15 feet below the bottom of the canal. The break occurred on the towpath bank, which at that point is 12 feet across the top and 40 feet at the bottom.

The leak started some time ago, but the repair force was unable to check it. It grew larger until yesterday, when the big break occurred.

Boatman Charles Howard had just brought his vessel through when the bank gave way. A large sycamore tree was washed out by the roots.

In the attempt to repair the break, a scow fastened to a chain was used. The chain breaking, the scow drifted into the opening and had to be torn to pieces before it could be got out of the way.

Three hundred yards from the present one, a bad break occurred about five years ago.

*ES*, Fri. 7/14/11, p. 12. **BREAK IN CANAL – Shipments of Coal from Cumberland Temporarily Suspended.**

A serious break in the upper levels of the Chesapeake and Ohio canal has put a stop, temporarily, to coal shipments from Cumberland to Georgetown, and has tied up

the shipping of coal from Georgetown to New England points. The break, which occurred early in the week, is said to be quite serious, and it will be a week or ten days before any coal-laden boats resume deliveries at the Georgetown coal docks.

The non-arrival of the coal has upset the plans of the Consolidation Coal Company officials to load the schooner Gen'l E. S. Greeley and the Consolidation Coal Company schooner barge No. 6 with soft coal for Boston. The vessels will be taken to Baltimore to load, and a big tug arrived here today to take them away as soon as the Greeley completes unloading ice at Alexandria.

The schooner Henry S. Little, the first schooner to load coal here in three years, completed the taking aboard of 2,000 tons of the fuel Wednesday afternoon, and early yesterday morning she sailed in tow of the tug Camilla for Point Lookout, enroute to Portsmouth, N. H.

It is probable that other vessels which bring ice to this city and Alexandria this summer will be chartered to load coal at the Georgetown piers.

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*Ibid*, p. 19. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boats No. 90 and 102, light, from naval powder plant, Indian Head, Md., to Georgetown; canal boat No. 18, lumber from Johnson & Wimsatt, to United States engineers, Great Falls, Md.; tug Capt. Toby, with a tow of canal boats from Mattawoman creek, Md., to Georgetown.

**Departures.**

Schooner Henry S. Little, coal from Georgetown for Portsmouth, N. H., in tow of tug Camilla to Point Lookout; tug Capt. Toby, towing two coal-laden canal boats from Georgetown for Mattawoman creek.

*ES*, Sat. 7/15/11, p. 3. **DISCHARGES ICE CARGO – Schooner Gen. Greeley Leaves**

**for Baltimore to Load Coal.** – The schooner Gen'l E. S. Greeley, which brought a cargo of 1,500 tons of ice from the Kennebec river to Alexandria, completed discharging yesterday and, in tow of a tug from Baltimore, she left for that port to load coal for Boston. The four-masted schooner Maria O. Teel, which also has about 1,500 tons of Maine ice aboard, sailed from Bath for Alexandria July 6, and her arrival at the capes is looked for at any time. She should be at Alexandria early in the coming week. The Teel will be followed at Alexandria by the schooner Clarence H. Vennner, which should arrive within the next week or ten days. The ice these vessels are bringing is being used in the tanks of the refrigerator cars carrying fruits and vegetables to northern markets.

The schooner James W. Paul, Jr., which is on her way to this city with the first cargo of ice to be unloaded here this season, is expected to arrive the middle or latter part of the coming week. Preparations are being made at the 9<sup>th</sup> street wharf of the American Ice Company to unload her.

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*Ibid*, p. 10. **ALONG THE RIVER FRONT - Arrivals** – Tug Winship, at Georgetown with a tow of light, coal-carrying boats.

**Departures.**

Consolidation Coal Company schooner barge No. 6, light, from Georgetown for Baltimore to load coal for Boston; schooner Gen'l E. S. Greeley, light, for Baltimore, from Alexandria, to load coal for a New England point.

**Memoranda**

Schooner Maria O. Teel, with ice from the Kennebec for Alexandria, is due at the capes of the Chesapeake; schooner Clarence H. Venner is chartered to load ice at a Maine point for Alexandria.

ES, Sun. 7/16/11, p. 24. **PART OF CANAL DRY – Break Near Sharpsburg, Md., Causes Delay in Navigation** – The break in

the Chesapeake and Ohio canal, which has tied up navigation on that waterway and prevented shipments of coal from this city to New England points, occurred about two miles below Sharpsburg, Md., and the canal is dry from Dam No. 4 to Harper's Ferry, a distance of several miles. The break is said to be the most serious that has occurred in a number of years, and though the canal company has a large force of men repairing the damage, it will be about two weeks before navigation can be resumed.

According to reports, the hole in the bank is over a hundred feet long, and when it gave way the rush of the water cut gullies in the bottom of the canal fifteen feet below its level. The break is at a point along the Potomac, and the waters from the canal went into the river. A scow which was being used by the workmen in repairing the canal was carried into the river and will probably be lost.

It is stated, that there had been a leak in the canal bank at the point where the break occurred, and the canal employees had for several days been endeavoring to close it, but without success.

WT, Sun. 7/16/11, p. 3. The ice situation is much better now, and yesterday, Samuel A. Kimberly, manager of the American Ice Company, denied that there had been, or is likely to be, a famine in the city. He said that the company has been fully able to cope with the problem, and although the demand has been abnormally large, all orders have been filled. He said that some customers had become somewhat impatient because of slight delay in the delivery, caused by the effect of the excessive heat upon horses. The American Ice Company is selling 1,100 tons of ice a day, and has a supply of 10,000 tons in storage.

The ice schooner James W. Paul, Jr., which is bringing a consignment of the frozen blocks to the American Ice Company, is expected to arrive at Ninth street wharf about the middle of the week. Two large vessels

bringing cargoes of ice from Maine are expected at Alexandria within the next ten days. A number of ice boats have already visited that city this year. The ice taken there is used on the refrigerator cars carrying produce to the Northern markets.

ES, Mon. 7/17/11, p. 9. **ALONG THE RIVER FRONT – Memoranda.** Schooner Gen'l E. S. Greeley has arrived at Baltimore from Alexandria to load soft coal for Boston; Consolidation Coal Company schooner barge No. 6 has arrived, light, at Baltimore from this city to load soft coal for a New England point.

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*Ibid*, p. 16. **READY FOR LAUNCHING – Schooner Built at Bath, Me., Soon to go Overboard.** – Capt. A. J. Taylor and others of this city and Alexandria have received invitations to be present at the launching of the schooner Montrose W. Houck, which will take place at the yard of the G. G. Deering Company at Bath, Me., July 25. The Houck is a modern four-masted coasting schooner, and will be used in the ice, coal and lumber trade between Atlantic coast ports. The new craft is named after Montrose W. Houck, son of Alonzo Houck of Alexandria, who has been making his home in New York for a number of years past.

ES, Wed. 7/19/11, p. 17. **Personal to River Men.** – Capt. Frank Taylor of A. J. Taylor & Bro. left last night for Norfolk to look after the interests of the tugs Advance, Davis and Carter of the Taylor fleet, which are in service at Norfolk and on the James river.

Capt. Gaul is in command of the schooner Maria O. Teel, on her way to Alexandria with ice, in place of Capt. William H. Davis, who is spending a trip ashore at his home, Five Islands, Me.

ES, Thu. 7/20/11, p. 20. **WILL BRING CARGO OF ICE – Five-Masted Schooner Being Loaded in Maine for This City** – The

big five-masted schooner James W. Paul, Jr., which is to bring a cargo of Maine ice to this city from the Boothbay icehouse, it is stated, is not at sea bound here, but is loading and is expected to sail for this city this week. The vessel will be one of the largest schooners that has ever been in port here, and she will bring 2,200 tons of the refrigerating material to aid in preventing a shortage during the remaining weeks of the hot weather. Supt Swart, of the American Ice Company, is having the hoisting machinery and ice runways at the 9<sup>th</sup> street wharf storage houses put in condition for taking the cargo out of the vessel, which is expected to arrive here in the latter part of the month.

A message received by Capt. A. J. Taylor from Capt. Henry Davis of the tug Camilla, which is at the mouth of the river waiting for the schooner Maris O. Teel, which is coming to Alexandria with ice, stated that he has seen nothing of the vessel. The schooner is reported to have sailed from Kennebec July 6, and as the prevailing winds have been favorable, it was thought that she would be in the mouth of the river yesterday or Monday. As far as it is known, she has not yet passed the capes of the Chesapeake.

ES, Sat. 7/22/11, p. 11. **ON WAY FOR REPAIRS.** – The tug Capt. Toby of the Taylor fleet of this city, which is out on Bennett's railway, has had her hull repainted white and a new stern bearing is being placed in position today. She will be ready for launching this evening and will return to service Monday.

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**ICE ON WAY FROM MAINE. Vessel Bringing Supply to Refrigerating Cars at Alexandria.** – To fill the contract for supplying with ice the refrigerating cars that carry fruit from the south to the big markets in the north, the Mutual Ice Company of Alexandria is having the big four-masted schooner Charles G. Davenport towed from

the Kennebec to Alexandria. The vessel, in tow of an ocean tug, is on her way down the coast. From four to five days will be required to make the trip, and the vessel is expected to be at Alexandria and unloading early in the coming week. She has about 1,520 tons of the refrigerating material.

The schooner Maria O. Teel, Capt. Gaul, which sailed from the Kennebec July 6, for Alexandria, has not yet been reported as passing in the capes. She was looked for in the mouth of the Potomac early in this week, and the tug Camilla, of the Taylor fleet, has been at the mouth of the river for the past three days waiting to tow her to this city.

ES, Mon. 7/24/11, p. 4. The schooner Maria O. Teel, which sailed from the Kennebec July 6, for Alexandria, has not as yet been reported as passing in the capes. The tug Camilla has been at the mouth of the river for the past three days waiting to tow her to this city.

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*Ibid*, p.15. **ALONG THE RIVER FRONT – Memoranda.** – Schooner Maria O. Teel, reported coming to Alexandria with ice, had her orders changed and is at Baltimore.

ES, Wed. 7/26/11, p. 16. **THREE VESSELS LAUNCHED.** – **They Will be Used in Coasting and Potomac River Trade.** The four-masted schooner Montrose W. Houck, built for the southern lumber and phosphate rock trade, was launched yesterday at the yards of the New England Shipbuilding Company, at Bath, Me. The vessel will have a carrying capacity of about 1,700 tons, and will probably be seen at Alexandria with a cargo of ice aboard. She is owned by the Gardner G. Deering Company of Bath, and is named after Montrose W. Houck, a native of Alexandria, but who has been in business in New York for several years past. [Transcriber's Note: text about the other two vessels, not relevant to this report, were omitted for brevity.]

ES, Thu. 7/27/11, p. 5. **ICE-LADEN SCHOONER HERE. – The Charles G. Davenport Brings 1,500 Tons to Alexandria** – The big four-masted schooner Charles G. Davenport, laden with about 1,500 tons of ice from the Kennebec river, arrived at Alexandria yesterday and is today discharging her cargo. The vessel was towed from Bath to Alexandria by the Baltimore tug Tormentor at an expense of over \$1,000 in order to get her to Alexandria at the earliest possible moment so that there would be no shortage in the ice supply needed for icing refrigerator cars going from the southern farms with fruits and vegetables for the big markets in the north. The vessel was just eight days on the trip.

The Davenport is an old ice trader to this city and Alexandria, and has made many trips from Maine to the Potomac in past years. To prevent a shortage of ice at Baltimore, the five-masted schooner Magnus Manson, Capt. Tolloch, is on her way to that port in tow of the tug Margaret of Baltimore, and is expected to reach her destination in the early part of the coming week. The schooner James W. Paul, Jr., which is bringing ice here, is also expected to arrive about the middle of next week.

ES, Sat. 7/29/11, p. 3. **ALONG THE RIVER FRONT – Memoranda.** – Schooner James [W.] Paul, Jr., with ice for this city, passed in the capes Thursday; schooner Charles G. Davenport will go from Alexandria to Norfolk or Baltimore to load coal for a coast port

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*Ibid*, p. 11. **CARGO OF ICE EXPECTED – Schooner James W. Paul, Jr., on Its Way Here With 2,050 Tons.** The big four-masted [*sic*, five-masted] schooner James W. Paul, Jr., with 2,050 tons of ice from the Kennebec river aboard, passed in the capes of the Chesapeake Thursday morning, and is expected to arrive here this afternoon. As there was no towboat here available to send after the vessel, her master was advised to secure a tug at Norfolk to tow

her to this port, and it is thought he has done so. The Paul will be the first ice-laden vessel to arrive at this city this season, and for several days past Supt. Swart, of the American Ice Company has had a force of men busy overhauling the machinery used to hoist the blocks of ice out of the vessel, and the runways and platform over which it will be handled. It is stated that two other vessels will follow the Paul to this city, bringing in all over 6,000 tons of the refrigerating material. The three-masted [*sic*, four-masted] schooner Henry S. Little, which unloaded ice at Alexandria about a month ago, is chartered to bring another cargo there. She is expected to arrive about the middle of August, and will probably be the last ice-laden vessel to come there this year.

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The Taylor tugs Advance and James O. Carter, which are under charter to the Coastwise Dredging Company for service on the James river, are still employed there, and will probably remain on the work for several months to come. The vessels named are the largest tugs owned at this city, and the falling off in general towing work on Chesapeake bay and its tributaries made it necessary to put them in special service.

ES, Sun. 7/30/11, p. 24. **ALONG THE RIVER FRONT – Memoranda** – Schooner Maude Palmer, with ice for this city, sailed from a Maine port yesterday; schooner Henry S. Little has sailed from the Kennebec river with ice for the Mutual Ice Company at Alexandria; schooner Lyman M. Law is chartered to load ice at a Maine point for this city.

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**SCHOONER BRINGING ICE**  
**Recent Warm Spell Upset Calculations of Local Companies.** – The recent warm spell completely upset the calculations of the managers of the local ice companies, who had figured that the ice-making plants, with the

reserve supply that had been accumulated during the winter and spring months, would be able to take care of the demand this summer without bringing ice here from Maine. It has been found that at least 6,000 tons additional will be needed and vessels have been chartered to bring it here. This quantity will certainly be wanted, it is said, and should August be an unusually dry and hot month it may be necessary to bring other cargoes.

The big five-masted James W. Paul, Jr., with about 2,100 tons, is in the river and will arrive here early this morning. The five-masted schooner Maude Palme, one of the big vessels of the Palmer fleet, with 2,500 tons was scheduled to sail yesterday from her loading point in Maine, and the schooner Lyman M. Law is under charter to bring 1,700 tons to this port later in the season. The Law is at Bangor to discharge a cargo of coal and from that port will go to Boothbay, Me., to load the ice she will bring here. The schooner Henry S. Little is on her way from Maine to Alexandria with ice.

ES, Mon. 7/31/11, p. 14. **ALONG THE RIVER FRONT – Arrivals** - Schooner James W. Paul, Jr., ice from Boothbay, Me., at 9<sup>th</sup> street wharf for the American Ice Company.

#### **Memoranda**

Schooner Charles G. Davenport, at Alexandria, is chartered to load coal at Baltimore for Portland, Me.; schooner Magnus Manson, with ice from a Maine point, has arrived at Baltimore.

ES, Tue. 8/1/11, p. 16. **BREAK IS REPAIRED – Navigation Resumed on the Chesapeake and Ohio Canal** – The break in the Chesapeake and Ohio canal, at its upper end, which stopped navigation on that waterway, was repaired last week and navigation has been resumed. Several coal-laden boats which were caught above the break have arrived at Georgetown, and the large fleet, which was held up at Cumberland



and other points is now in motion and will arrive here during the week. Shipments of soft coal to the naval powder factory at Indian Head, Md., which were stopped by the non-arrival of the boats, will be resumed within a few days, and during the coming week one of the large barges of the Consolidation Coal Company will be loaded with coal at Georgetown for a New England point. This barge, No. 6, sailed from Portsmouth, N. H., in tow Saturday last and should be at Point Lookout by the middle of this week. Taylor's tug Camilla will meet the vessel at the mouth of the river and will bring her here.

ES, Wed. 8/2/11, p. 5. **ALONG THE RIVER FRONT – Departures** – Schooner Charles G. Davenport, light, from Alexandria for Baltimore to load soft coal for Portland.

**Memoranda.**

Consolidation Coal Company's schooner barge No. 10 sailed from Boston Saturday for Georgetown to load coal for a New England point.

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**Personal Notes of River Men.**

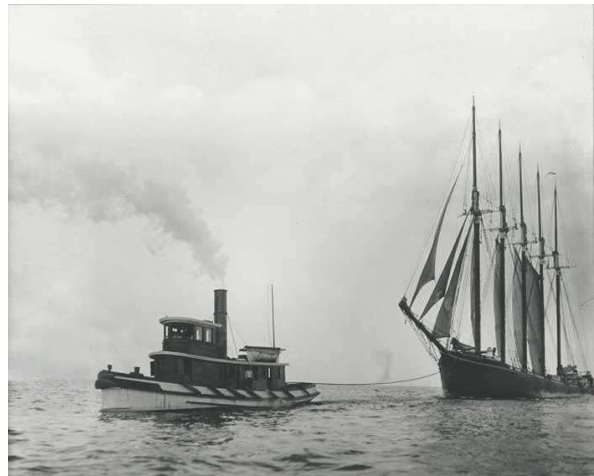
Capt. Meech, master of the schooner James W. Paul, Jr., who has been at Baltimore on a visit to his home, has returned to his vessel at this city.

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*Ibid*, p. 18. **BIG SCHOONER COMES HERE – The James W. Paul, Jr., One of Largest Coasting Vessels.** – The schooner James W. Paul, Jr., which is lying at the 9<sup>th</sup> street wharf of the American Ice Company, discharging a cargo of ice from North Boothbay, Me., is one of the largest coasting vessels ever in port here, and, though she brought only 2,050 tons of ice here, she is capable of carrying another thousand tons with ease. The work of unloading the vessel is being pushed, and it is expected she will be ready to leave here for Newport News, where

she is to load coal for Bangor, Me., Thursday afternoon or Friday morning.

The schooner, so Capt. Meech, her commander, states, had a quiet but fairly speedy trip from Seguin light to the mouth of the Potomac, the run being made in seven days. A day or two was lost after getting well up the bay waiting a tug to tow her to this city. This is the first visit the Paul ever has made to this port. She is a modern five-masted vessel and belongs to the Winslow fleet of Bath, Me. She was built at Verona, Me., in 1901, and is of 1,808 gross and 1,653 net tons register. Her length is 250 feet, beam 43 feet, and depth of hold 21.9. She carries a crew of eleven men.

The vessel has bright, roomy quarters for officers and men, her after-cabin being fitted out in the most comfortable manner for the convenience of those who have her in charge. She is steam-heated, and her power steam winch does all the heavy work of pumping, hoisting sails and the like.



[Transcriber's Note: the above photograph, courtesy of the Maine Historical Society, shows the James W. Paul, Jr. being towed in 1907; clearly having 5 masts.]

Thu. 8/3/11, p. 9.<sup>7</sup> Mr. Perry Sprague, having recovered from his recent illness, left July 25<sup>th</sup> to join the schooner Maude Palmer in Bangor as 1<sup>st</sup> officer for the voyage to Washington, D.

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<sup>7</sup> *Republican Journal*, Belfast, Me.

C., thence to Norfolk, Va., to load coal for Bangor.

ES, Thu. 8/3/11, p.19. **ALONG THE RIVER FRONT – Arrivals** – Tug Capt. Toby, light, from Mattawoman creek, where she delivered a coal-laden lighter; tug Edith G. Winship, with a tow of light coal-carrying boats from river points, at Georgetown.

#### **Departures**

Tug Capt. Toby, towing two coal-laden lighters from Georgetown for Indian Head for naval powder factory; tug Neptune of Baltimore, towing schooner Charles G. Davenport for Baltimore; tug Capt. Toby, towing two coal-laden lighters from Georgetown for Indian Head for naval powder factory.

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#### **COAL SHIPPING RESUMED.**

##### **Much Being Sent to Powder Plant at Mattawoman Creek.**

Shipments of Cumberland coal from Georgetown to the naval powder plant on Mattawoman creek, Md., which were held up by the break in the canal, were resumed yesterday, the tug Capt. Toby leaving here with tow boats in tow for the plant. From six to eight boats will be sent each week from this city to Mattawoman creek from now until cold weather comes, in order to accumulate a supply of the fuel at the coal tipple there large enough to run the powder plant and the other work at Indian Head throughout the winter without danger of a shortage.

The coal being sent to Indian Head comes down the Chesapeake and Ohio canal to Georgetown, and there is locked out into the river for the tugs of the Taylor fleet. During the shipping season, about 35,000 tons of the fuel are sent to Indian head.

ES, Fri. 8/4/11, p. 3. **TUG RETURNS TO SERVICE. – The Camilla Has Been Fitted with a New Propeller.** – The tug Camilla of the Taylor fleet of this city, which has been out

of service for the past week to be fitted with a new propeller and to have er machinery overhauled, completed repairs Wednesday and sailed with a lighter for Quantico. From there she went to the mouth of the river after barge No. 10 of the Consolidation Coal Company fleet, which is due here today to load soft coal for Boston.

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#### **ALONG THE RIVER FRONT**

##### **Memoranda** – Schooner Charles G.

Davenport has arrived at Baltimore from Alexandria to load coal for Bangor, Me.; schooner barge No. 10 of the Consolidation Coal Company fleet is due at Georgetown today to load coal for Boston.

ES, Sat. 8/5/11, p. 10. **ALONG THE RIVER FRONT - Arrivals** –Schooner barge No. 10, light, from Portsmouth, N. H., in tow of tug Camilla from Point Lookout, at Georgetown to load soft coal to a New England point.

#### **Departures.**

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

#### **Memoranda.**

Schooner Lyman M. Law is loading ice at a Maine point for this city; schooner Gen'l E. S. Greeley is chartered to load ice at a Maine point for this city.

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#### **AWAITING CARGO OF COAL**

##### **Schooner Barge Arrives Here from Portsmouth, N. H.**

Schooner barge No. 10 of the fleet of the Consolidation Coal Company, was brought into port yesterday and is berthed at the Georgetown coal piers to load soft coal for a New England point. This is the first vessel to come here in a month, since the break in the canal occurred, to load coal, and, it is stated, she will be followed by other barges of the Consolidation Coal Company's fleet, and that one or two of the big schooners that bring ice here may be chartered to take cargoes of

Cumberland coal to norther points. No. 10 was brought down the coast from Portsmouth, N. H., in a tow of barges bound to Baltimore, and at Point Lookout she was turned over to the tug Camila to be brought to this port. She will be loaded and ready to sail in the early part of the coming week.

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**MORE ICE VESSELS COMING**

**Five-Masted Schooner Paul May Finish Unloading Today.** – The work of discharging the big five-masted schooner James W. Paul, Jr., which is in progress at the 9<sup>th</sup> street wharf of the American Ice Company, will be completed late this afternoon or early tomorrow morning, and as soon as she is light the vessel will leave here in tow of a tug for Newport News, where she will load coal for Bangor, Me. The big schooner has had many visitors while in port here. The schooner Maud Palmer, which is to bring the largest cargo of ice that has come here in several years, sailed from Bangor for this city Wednesday last. With good weather, she should arrive at the capes of the Chesapeake early in the coming week. The schooner Lyman M. Law, which is to follow the Palmer at this port, is loading her cargo and will be at sea on her way here early in the coming week. She will probably arrive here before the Palmer completes unloading her cargo. The schooner Henry S. Little, which is to bring ice to Alexandria, is at sea from a Maine port, bound for Cape Henry. She will be the last vessel to bring ice to Alexandria this season.

ES, Sun, 8/6/11, p. 24. **ALONG THE RIVER FRONT - Arrivals** – Tug Capt. Toby, towing Canal Towage Company boats No. 18 and No.40, light, from Mattawoman creek to Georgetown.

**Memoranda.**

Consolidation Coal Company barge No. 6 sailed from Portsmouth, N. H., August 3, in tow of tug Savage, for this port.

ES, Mon. 8/7/11, p. 15. **ALONG THE RIVER FRONT - Arrivals** – Tug Winship, towing light Canal Towage Company boats from Alexandria and river points to Georgetown.

**Memoranda.**

Barge No. 6, from Portsmouth, N. H., for this city, passed Vineyard Haven 4<sup>th</sup> instant in tow of tug Savage; tug Southern is on her way to this city with a tow of coal-laden barges.

ES, Wed. 8/9/11, p. 17. **ALONG THE RIVER FRONT – Departures** – C. C. Company barge No. 10, from Georgetown for Boston with soft coal; tug D. M. Key, towing two coal-laden boats from Georgetown to naval powder factory at Indian Head, Md.; tug Camilla, for the mouth of the river with a coal-laden barge in tow and to bring back a light barge.

**Memoranda.**

C. C. Company barge No. 6 is due to arrive this morning to load coal for a New England point.

ES, Thu. 8/10/11, p. 18. **ALONG THE RIVER FRONT - Arrivals** – Schooner barge C. C. Co. No. 6, light, from Portsmouth, N. H., via Point Lookout, to load coal at Georgetown for a New England point; tug Capt. Toby, towing Canal Towage Company boats No. 30 and 37, light, from naval powder factory on Mattawoman creek to Georgetown.

**Departures.**

Tug Capt. Toby, towing coal-laden boats Nos. 54 and 89, from Georgetown to naval powder-making plant at Indian Head, Md.

**Memoranda.**

Schooner Maude Palmer is due at the capes of the Chesapeake with ice for this city.

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**FOUND LAUNCH LEAKING.**

**Capt. Davis of the Tug Capt. Toby Helped out Pleasure Party.**

As the tug Capt. Toby of the Taylor fleet of this city, was on her way down the river late

Tuesday night with a tow of barges for Indian Head, Capt. Davis, her master, off Fort Hunt, saw a red light being wildly waved and heard cries for help. He ran his tug over to the light and found it to be aboard an army launch from Fort Washington, which had become disabled and was leaking and in danger of sinking.

Aboard the launch were two women and several men, and while Capt. Davis did not think there was danger of their drowning, he dropped the lighters he had in tow and took the boat to Fort Washington. Then picking up his barges, he resumed the trip to Indian Head. Capt. Davis did not ascertain how the accident to the launch occurred or the names of those aboard her.

ES, Fri. 8/11/11, p. 11. **ALONG THE RIVER FRONT – Arrivals** – Tug Capt. Toby, towing light coal boats from Indian Head to Georgetown; tug Camilla, towing a barge for Nomini creek and to bring back schooner Maude Palmer with ice for this city.

**Memoranda.**

Gen'l E. S. Greeley, from Boston, 9<sup>th</sup> instant, for Bangor to load ice for this city; barge No. 10, with coal from Georgetown, is on her way to Boston in tow of tug Cumberland.

WT, Fri. 8/11/11, p. 8. **Big Cargo of Ice is on way to Capital** – The big three-masted Maude Palmer is eleven days out of Bath, Me., with a cargo of ice for Washington, and she is due off Cape Henry late this afternoon. The four-sticker Henry S. Little is also bringing a few thousand tons of the material that goes in juleps and the like.

The Maude Palmer will be met by the tug Camilla, of the Taylor fleet, in Hampton Roads and towed up the river. For a week there have been no ice schooners in the harbor.

ES, Sat. 8/12/11, p. 11. **ALONG THE RIVER FRONT – Arrivals** – Tug Capt. Toby, towing light coal boats from Indian Head to Georgetown.

**Memoranda.**

Schooner Gen'l E. S. Greeley, from Boston, 9<sup>th</sup> instant, for Bangor, to load ice for this city; barge No. 10, with coal from Georgetown, is on her way to Boston in tow of tug Cumberland.

**To Bring Ice Schooner Here.**

The tug Camilla, of the Taylor fleet, which left here yesterday afternoon towing the Southern Transportation Company barge Sassafra to Nomini creek, will remain in the mouth of the Potomac for a day or two to pick up the schooner Maude Palmer, with a cargo of ice, and bring her to this city. While no report has been received of the Palmer passing in the capes, vessels often pass at night unreported, and as the schooner has been nine days from Bath, it is thought probable that she will be along within the next forty-eight hours. She will be brought here as fast as the tug can tow her as soon as she gets in sight of the mouth of the river. The four-masted schooner Henry S. Little, with ice for Alexandria, is also reported to have sailed from her loading point in Maine several days ago.

ES, Sun, 8/13/11, p. 13. **ALONG THE RIVER FRONT – Memoranda** – Schooner Lyman M. Law is on her way to this city from a Maine point with ice.

Dr. Emery Bryant, of the Capital Yacht Club, went up the Chesapeake and Ohio Canal in his sloop George E. last Sunday. He will remain at Cumberland, Md., about two weeks.

**TO VISIT HOME PORT.**

**Tug Advance Will Probably Come here for First Time This Week.** – The new tug Advance, which has been employed as a tender to dredging machines of the Coastwise Dredging Company, working on government contracts for the improvement of the James river, during this week will probably pay her first visit to this city, her home port. The

Advance is owned by A. J. Taylor & Bro. of this city, and as soon as she was ready for service, she was sent to the James river to take up her charter. The work upon which she has been employed was finished Friday night and the tug released. She now will be employed in general towing work for a short time until another charter is arranged for her, and under instructions from Capt. A. J. Taylor, the Advance has gone to the capes of the Chesapeake to look out for ice-laden vessels bound here.

The Maude Palmer is due at the capes, and it is probable that the Advance will pick her up and bring her into port here within the next day or two. Several other ice-laden craft are also on their way to this city or Alexandria, and the Advance may come up the river with more than one behind her.

ES, Mon. 8/14/11, p. 4. **ALONG THE RIVER FRONT - Arrivals** – Tug Camilla, from the mouth of the Potomac with a tow.

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**Memoranda.**

C. C. Co. schooner barge No. 10 has sailed from a Maine port to this city with ice; schooner James W. Paul, Jr., with coal for Portsmouth, N. H., sailed from Newport News 12<sup>th</sup> instant; schooner Lyman M. Law sailed from Bangor with ice for this city August 11.

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*Ibid*, p. 8. **Big cargo of Ice is on Way to Capital.** – The big three-master Maude Palmer is eleven days out of Bath, Me., with a cargo of ice for Washington, and she is due off Cape Henry late this afternoon. The four-sticker Henry S. Little is also bringing a few thousand tons of the material that goes in juleps and the like.

The Maude Palmer will be met by the tug Camilla, of the Taylor fleet, in Hampton Roads and towed up the river. For a week there have been no ice schooners in the harbor.

WT, Tue. 8/15/11, p. 9. Maude Palmer will be one of the most welcome visitors to our city – that being the name of the three-masted schooner which is bearing a cargo of ice to the Capital from down East in Maine.

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**ICE VESSELS OVERDUE; DANGER OF SHORTAGE – Unless cargoes Arrive Soon, Consumers Will Have to Cut Supply**

Thousands of tons of ice enroute to Washington in sailing vessels now long overdue may cause a serious shortage of the commodity in this city, according to local dealers. While an actual famine in ice is not apprehended, it is confidently predicted that should the schooners due in this port fail to unload their cargoes before the end of the week consumers will have to content themselves with far less than their usual supply.

The managers of the local ice company are becoming anxious as to the whereabouts of the big four-masted schooner Maude Palmer, which is on her way to this city with ice from the Penobscot river, Maine, needed to meet the demand here. It was thought the schooner would have been in port unloading before this time.

**Sailed August 2.**

The vessel sailed from Bangor, August 2 and under ordinary conditions should have reached here Friday or Saturday of last week.

Nothing has been heard from her since she sailed, and tug boatmen here are at a loss to understand what has become of her.

There have been no storms to give her trouble, and the general supposition is that she tacked far out to sea and the wind headed her on return and prevented her laying a course back to Cape Henry. The big tug Advance is at Cape Henry waiting for the vessel, and as soon as she comes in sight she will be brought here as fast as steam can bring her.

**Other Cargoes on Way.**

Barge No. 16 of the Consolidation Coal Company fleet has sailed from a Maine port

with ice for this city, and is expected to be here tomorrow afternoon or Thursday morning.

The schooner Lyman M. Law is also on her way to this port from Maine with ice, and should be here some time during the coming week. The schooner Gen'l E. S. Greeley, which will follow the Law, will arrive here in the latter part of the month. In all, the American Ice Company will receive about 7,000 tons of ice within the next three weeks.

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*Ibid*, p. 17. The Maude Palmer, a three-masted schooner from Bath, Me., left nearly two weeks ago for Washington with 1,000 tons of ice on board, but she has not yet been sighted at Cape Henry. A tug is lying in Hampton Roads under steam, ready to bring her up the river the moment she enters the bay. Her cargo is consigned to the American Ice Company.

WT, Wed. 8/16/11, p. 4. **LOADED ICE BOATS ON WAY UP RIVER TO CHECK FAMINE – Tug Piedmont Coming with String of Barges, More Coming.** – With 1,600 tons of ice on board, enough to supply Washington for twenty-four hours, a string of barges trailed past Cape Henry this morning behind the tug Piedmont and headed up the river. They will arrive before daylight tomorrow.

They will be the first consignment of ice reaching Washington in more than a week, and when the news that the Piedmont was sighted at the entrance to the Chesapeake was flashed to the American Ice Company today it relieved anxiety on the part of dealers whose supplies were diminishing.

The freight schooner Maude Palmer, bringing 2,600 tons more, is sixty miles northeast of the capes, bowling along with a stiff breeze behind her. She is expected to signal for a tug late tonight, and the Camilla,

of the Taylor flotilla, has been lying under steam waiting in Lynnhaven bay for her for three days.

Strung up the coast between the Chesapeake and Bath, Me., is a line of half a dozen schooners and barges bringing a total of 10,000 tons of ice to relieve a near famine that Washington dealers have been trying to fight off. Ice men asserted emphatically this morning that the appearance of the long-expected craft has put an end to the danger for the present.

Thu. 8/17/11, p. 7.<sup>8</sup> **The Decline in Shipbuilding.** – Shipbuilding in Maine seems to have reached its lowest ebb this year, there being at present only two sailing vessels of more than fifty tons register on the stocks, while only two good-sized vessels have been launched. The Kelley-Spear Company, Bath, recently launched a four-masted schooner of 704 tons gross register, and the G. G. Deering Company has launched the four-masted schooner, Montrose W. Houck. Percy & Small, Bath, have a four-master of 1,300 tons capacity on the stocks, and the G. G. Deering Company is to build a large coal barge, while the Kelley-Spear Company has contracts for four barges, one for the Commercial Towboat Company of Boston and three for the Staples Coal Company of Boston and Fall River. At Phippsburg, in the Bath district, F. S. Bowker has a three-masted schooner under construction.

WT, Thu. 8/17/11, p. 7. **Fear of an Immediate Ice Shortage Dispelled.** – Towing a string of barges with enough ice on board to supply all immediate demands, the tug Piedmont arrived at the American Ice Company wharves at the foot of Ninth street at 5 o'clock this morning from Bath, Me.

The schooner Maude Palmer, bringing 2,600 tons, will pass Cape Henry this morning about 11 o'clock, and a tug is waiting to bring

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<sup>8</sup> *Republican Journal*, Belfast, Me.

her to Washington. Ice dealers said today that the arrival of the barges and schooner, with half a dozen other ice craft on the way, has saved the city from a dangerous shortage. The barges arriving this morning brought nearly 2,000 tons.

ES, Thu. 8/17/11, p. 17. **AVERTS ICE FAMINE – Schooner Barge Makes Port With 1,600 Tons Aboard.** – A scarcity in the ice supply for Washington, caused by the failure to make port of ice-laden vessels from Maine, has been relieved by calling upon the stores in Baltimore. Now that the peril has been provided against, the arrival of a barge with 1,600 tons of ice makes assurance doubly sure that there will be for some time enough ice to go around.

There has been an unusually great demand for ice, due to the exceptional heat of the summer. With the big output of a large ice-manufacturing plant cut off, by the breaking down of the plant, and delay in the arrival of ice-laden craft, the supply got so low that there was alarm of famine among the dealers.

Several carloads of ice were provided by Baltimore, and this supply has tided over the emergency.

#### **Schooner Reaches Port.**

The arrival this morning of schooner barge Consolidation Coal Company No. 16, with 1,600 tons of ice from the Penobscot river, Me., has further relieved the situation. Before the barge is unloaded, other vessels of the ice fleet will be in port and ready to unload.

The non-arrival of the big four-masted schooner Maude Palmer, which was due here the latter part of last week with over 2,600 tons of Maine ice, kept the managers of the local ice company on the anxious seat. The breaking down of the ice plant, combined with the unusually heavy demand brought the supply in the local storehouses down to a point that caused the ice men to lose some sleep.

Aboard vessels coming to this city are over 10,000 tons of ice. It was confidently expected that one or more of the schooners would be here and unloading by this time.

As a matter of precaution, however, barge No. 16, one of the big vessels of the Consolidation Coal Company's fleet, was chartered to bring ice in tow of a tug from the Kennebec. She failed to show up yesterday, as expected. So, Baltimore was called upon for a loan.

#### **Anxiety Over Schooner.**

The new tug Advance, of the Taylor fleet of this city, which has been cruising off Cape Henry since early in the week under orders to hook on to the first of the ice fleet coming here and hurry with the vessel to port, brought No. 16 to this city.

The schooner Maude Palmer is giving shipping men here something to think about. She sailed from Bangor, Me., August 2, and should have been here in ten days at the outside. Since leaving Bangor, she has not been reported, and the question is what has become of her.

There have been no storms to give her trouble. It is generally supposed that on the run down from the Maine coast, she stood so far out to sea that the wind has headed her off in shaping a course that would bring her to Cape Henry.

Her arrival there is expected at any time. In addition to the Palmer and the barge the American Ice Company has, the schooners Lyman M. Law, Gen'l E. S. Greeley and Stella B. Kaplan coming with ice. With these vessels in port, all danger of an ice shortage will be over.

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*Ibid.* p. 18. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boats Nos. 54 and 89, light, from the naval powder-making plant at Indian Head, to Georgetown.

#### **Departures.**

Tug Capt. Toby, towing two coal-laden boats from Georgetown to Indian Head; schooner barge No. 6, to Point Lookout, enroute to Boston, with coal from Georgetown.

**Memoranda.**

Barge No. 16, with ice from Maine, is due here today for the American Ice Company.

Thu. 8/17/11, p. 4.<sup>9</sup> **CARGO OF ICE**

The schooner Henry S. Little, with a cargo of ice for the Mutual Ice Company is expected to arrive here during the next few days. A string of barges loaded with ice are in the river bound for Washington.

ES, Fri. 8/18/11, p. 16. **BIG TUG**

**ATTRACTS – First Visit of the New**

**Advance to Her Home Port.** – The big sea-going tug Advance, the latest and largest addition to the fleet of A. J. Taylor & Bro. of this city, paid her first visit to her home port yesterday, when she brought the ice-laden barge No. 16 from the capes on a hurry order to supply ice to Washington householders. The Advance was built at the shipyard of M. M. Davis & Son, at Solomon's Island, Md., and was fitted with her boiler and machinery at the works of the Maryland Steel Company at Sparrow's Point, Md. She went into commission early in April last, under charter to the Coastwise Dredging Company of Norfolk, working on a government contract for the improvement of the James river. This contract has just been completed and the tug is engaging in general towing work for a short time while another charter that will take her to New England waters is being arranged for her.

The Advance is a wooden hull boat 116 feet long, 24 feet beam and 13 feet deep in the hold. She is fitted with steam steering gear, electric lights, steam heat, and a powerful searchlight is mounted on the top of her pilot house. Her triple expansion engines will develop over 700 horsepower and she has a speed of about fifteen miles an hour. As a

towing boat she has the reputation of being the smartest vessel on Chesapeake bay, and her bringing a barge laden with 1,600 tons of ice from below Point Lookout to this city in ten hours is a feat that has not been equaled in the annals of tow boating on the Potomac. The vessel has roomy quarters for her officers and crew and is a fine boat in every respect. While lying in port yesterday she had numerous visitors, all of whom were attracted by her size and finish. The Advance is under the command of Capt. Ollie Crowder of this city, and Capt. Bob Brown, a well-known engineer on local tugboats, is in charge of her engine room. The Advance left here last night for the capes of the Chesapeake to continue her search for the ice-laden schooners Maude Palmer and Lyman M. Law.

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**ALONG THE RIVER FRONT - Arrivals –**

Schooner barge No. 16, Consolidation Coal Company, ice from the Penobscot river, Maine, to American Ice Company, at 9<sup>th</sup> street wharf; tug Advance, towing ice-laden barge from Cape Henry to this city; tug Edith G. Winship, towing light coal-carrying boats from river points to Georgetown; tug Camilla, from the mouth of the river with a tow.

**Memoranda.**

C. C. Company barge No. 10, is at Lynn, Mass., with coal from this city.

ES, Sat. 8/19/11, p. 6. **SCHOONER WITH ICE ABOARD - Four-Master Brings 1,600 tons to Alexandria Piers.** – The four-masted schooner Henry S. Little, laden with about 1,600 tons of Maine ice, arrived at Alexandria yesterday afternoon, in tow of tug Camilla, consigned to the Mutual Ice Company. Capt. Peterson made a good trip down the coast, leaving Maine after the schooners Maude Palmer and Lyman M. Law and beating them both to the Chesapeake by over forty-eight hours. This is the second cargo of ice the Little has brought to Alexandria, this season,

<sup>9</sup> *Alexandria Gazette*, Alexandria, Va.



and her previous trip she loaded coal at Georgetown for Portsmouth, N. H.

The ice aboard the Little will be used in filling the tanks of the refrigerator cars going from the south to the big markets in the north with fruits and vegetables aboard. It is stated that the Little will probably be the last ice-laden vessel to unload at the Alexandria piers this season, the ice-making plant there being expected to take care of the situation until the cool weather comes.

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*Ibid.* p. 11. **ALONG THE RIVER FRONT – Arrivals** – Schooner Henry S. Little, at Alexandria, with ice from a Maine point for Mutual Ice Company; Canal Towage Company's boats No. 6 and No. 87, light, from Indian Head, at Georgetown; tug Camilla, with an ice-laden schooner, from the mouth of the river, at Alexandria.

**Departures.**

Tug Capt. Toby, towing two coal-laden boats from Georgetown to naval powder plant at Indian Head, Md., tug Camilla, light, for the mouth of the river after ice-laden vessel bound here.

**Memoranda.**

Schooner Katherine D. Perry is chartered to load ice at a Maine point for this city; schooner Gen'l E. S. Greeley sailed yesterday from the Kennebec with ice for this city.

ES, Sun. 8/20/11, p. 22. **ALONG THE RIVER FRONT - Arrivals** – Canal boat No. 3, from Seneca, Md., at 10<sup>th</sup> street wharf with railroad ties for L. A. Clarke & Son.

**Memoranda.**

Schooner Henry S. Little, at Alexandria, is chartered to load coal at Newport News for a New England point; schooner Montrose W. Houck is chartered to load ice at a Maine point for this city.

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*Ibid.*, p. 23. **ICE SUPPLY NOW AMPLE. – Big Schooner Expected in Port Today with 2,600 tons Aboard.** – The big

schooner Maude Palmer, laden with 2,600 tons of ice from Bangor, Me., for the American Ice Company at this city, which passed the capes of the Chesapeake Thursday at 4 p.m., is somewhere between this city and Hampton Roads, but exactly where is not known. The tug Camilla left here Friday afternoon for the mouth of the river to bring her here and she will certainly be in port sometime today.

Barge No. 16, which is discharging at the 9<sup>th</sup> street wharf of the American Ice Company, will be unloaded tomorrow, and the Palmer will take her place at the chutes to discharge. It is expected that before the Palmer completes discharging, the schooner Lyman M. Law, which sailed from the loading point in Maine over two weeks ago, will be in port ready to discharge. The Maude Palmer was expected to arrive here exactly one week ago, and her failure to come up to expectations made it necessary to bring ice here from Baltimore to prevent a shortage.

The schooner Gen'l E. S. Greeley is at sea, bound here with ice from the Kennebec, and the schooners Stella B. Kaplan and Katherine C. Perry and the new schooner Montross W. Houck, are all under charter to bring ice to this city, and, unless cold weather comes and they are not sent to other ports, they will be here before the middle of September. Nearly 12,000 tons of ice from the Maine ice fields are on the way to this city consigned to the American Ice Company. The four-masted schooner Henry S. Little, which arrived at Alexandria Friday with ice from Maine, sailed from the Kennebec, August 9, and made the run to Alexandria in nine days. She would have been there sooner, but was delayed by inability to secure a tug to tow her out of the Kennebec when loaded. So heavy is the demand for ice, in spite of the coming of cool weather, that not a pound of the cargo of barge No. 16 has been stored in the 9<sup>th</sup> street wharf ice-houses, but as fast as it is taken from the vessel it is placed on wagons and sent out to fill orders.

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**Personal to River Men.**

Capt. Frank Taylor has gone to Norfolk, Va., to arrange for the charter of the new tug Advance, for service of several months in New England waters.

Joseph Nash has been appointed engineer of the Taylor tug Capt. Toby, employed in general towing work on the river in the vicinity of this city.

Capt. George Dudley, formerly master of the schooner Edward E. Briery, is in command of the big four-masted schooner Maude Palmer, which has a cargo of ice aboard for this city.

ES, Mon. 8/21/11, p. 15. **BIG CARGO OF ICE HERE – Schooner Maude Palmer in Port with 2,600 tons Aboard.** – The big schooner Maude Palmer, with over 2,600 tons of Maine ice aboard, was brought into port yesterday afternoon by the tug Camilla, and was docked at the 9<sup>th</sup> street wharf of the American Ice Company to discharge. The work of taking the ice out of the vessel will be started this afternoon or tomorrow morning, as soon as barge No. 16 is unloaded.

The Palmer is the vessel for which the managers of the ice company have been looking for the past eight days, and the non-arrival of which necessitated the bringing of several carloads of ice from Baltimore to assist in meeting the local demand. The long trip of the Palmer, it is stated, was caused by calms and head-winds that tried the patience of Capt. Dudley and his crew. The Palmer brings the largest cargo of ice that has arrived here in several years. She is one of the largest four-masted vessels afloat, but is one of the smallest vessels of the Palmer fleet, to which she belongs. About four days will be required to unload the vessel, and by that time it is thought that the Lyman M. Law will be here with a cargo of ice.

ES. Tue. 8/22/11, p. 6. **BREAK TIES UP SHIPPING. – Chesapeake and Ohio Canal Out of Business Until Repairs are Made.**

Another break in the banks of the Chesapeake and Ohio canal, in its upper reaches, has again tied up navigation on that waterway, and only the boats that were on this side of the break before the accident occurred can get to this city before repairs are made. The non-arrival of the coal will prevent the prompt loading of schooner barge No.16, which went up to Georgetown yesterday to take aboard 1,000 tons of bituminous [coal] for a New England point, and will stop for a few days the shipping of coal to the naval powder plant at Indian Head, Md.

It is stated that the break is not as large as the one which occurred about a month ago and can be quickly repaired. It is expected that service on the canal will be resumed the latter part of this week.

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*Ibid*, p. 15. **MORE ICE COMING Schooner Lyman M. Law on Way Here with Big Cargo.** – The four-masted schooner Lyman M. Law, with about 1,700 tons of Maine ice, passed the capes of the Chesapeake late Sunday afternoon, and the tug Camilla, which brought the Maude Palmer here, returned to the mouth of the Potomac to tow the Law to this port. It is expected that the tug and her tow will arrive here sometime this afternoon or tonight. The Law sailed from Bangor, August 11 and made the average summer run down the coast. The schooner Gen'l E. S. Greeley, which sailed from the Penobscot the latter part of last week, is expected to arrive here early in the coming week and, as has been stated, three other big vessels, all ice-laden, will follow her to this city. The work of unloading the 2,600 tons of ice the Maude Palmer brought was begun at noon yesterday, but it will be the latter part of the week before she is discharged and ready to go to Baltimore or Newport News for a cargo.

ES, Wed. 8/23/11, p. 17. **ALONG THE RIVER FRONT - Arrivals** – Schooner Lyman M. Law, ice from Bangor, Me., at 9<sup>th</sup> street wharf for the American Ice Company; Canal Towage Company boats No. 16 and No. 64, light, from naval powder plant at Indian Head to Georgetown; tug James O. Carter, from service on the James river.

**Memoranda.**

Schooner Gen'l E. S. Greeley, with ice for this city, sailed from Bangor the 21<sup>st</sup> instant; barge No. 16 has been taken to Georgetown to load soft coal for a New England point.

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**NO DANGER OF ICE SHORTAGE**

**Total of 7,800 Tons in Port and on the Way.**

There is no danger of a shortage in the ice supply at this city, and the managers of the local ice companies are sleeping easy for the first time in several weeks. In port here and within reaching distance are three vessels with over 6,000 tons of ice, and at sea is another vessel with about 1,800 tons aboard that should be here in the coming week.

The schooner Lyman M. Law, with 1,700 tons arrived here yesterday afternoon and was berthed alongside the Maude Palmer at the 9<sup>th</sup> street wharf of the American Ice Company. The schooner Stella B. Kaplan was in the mouth of the river yesterday afternoon, a telephone message having been received by Taylor Brothers, from Rock Point, requesting a tug be sent to bring her to this city. The schooner is expected to arrive here this afternoon or tonight. The schooner Gen'l E. S. Greeley, with ice for this port, sailed from Bangor, Me., August 21 and should arrive here about the first of the coming month.

The cool weather has caused a let up in the demand and some of the ice now being taken from the Maude Palmer has been stored in the ice houses on the 9<sup>th</sup> street wharf for future use.

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**Personal to River Men**

Capt. Peterson, master of the schooner Henry S. Little, discharging ice at Alexandria, has returned from Baltimore, his home, where he went to spend a few days.

Capt. George Dudley, master of the schooner Maude Palmer, is an old trader to this port, but this is the first time he has been here in several years, and he is renewing acquaintances along the river front.

WT, Thu. 8/24/11, p. 5. **Ice Ship Arrives with Cargo Almost Intact.** – With nearly 2,600 tons of ice aboard, the schooner Lyman M. Law, from Penobscot, reached the American Ice Company's dock this morning at 2:39 o'clock, in tow of the tug Camilla.

Northerly winds and little hot winds prevented any great shrinkage of the cargo. The vessel is lying alongside the schooner Maude Palmer, which still has 1,000 tons undischarged. There is a total of 12,000 tons of ice on the way to Washington.

ES, Thu. 8/24/11, p. 14. **ALONG THE RIVER FRONT - Arrivals** – Canal boat Alice May, from Alexandria, at Georgetown, enroute to Chesapeake and Ohio canal point.

**Memoranda.**

Schooner Lyman M. Law will load soft coal at Georgetown for a New England point; schooner Maude Palmer is chartered to load coal at Sewell's Point, Va., for Bangor, Me.

ES, Fri. 8/25/11, p. 17. **CANAL BREAK REPAIRED – Navigation Resumed on Waterway; Coal-Laden Boats Arrive.**

The break in the upper levels of the Chesapeake and Ohio canal which occurred last week, and which tied up navigation on that waterway, has been repaired and coal-laden boats are now coming into Georgetown from the Cumberland coal region. Two coal-laden boats with fuel for the naval powder-making plant at Indian Head, Md., were sent down yesterday in tow of tug D. M. Key, and regular shipments will be made from now on.

The big schooner barge No. 16, which brought ice here, is under the coal chutes at Georgetown taking aboard a cargo of about 1,600 tons of the fuel for Boston; and the schooner Lyman M. Law, which is discharging ice at the 9<sup>th</sup> street wharf, will be taken to Georgetown to load soon. Another of the big Consolidation Coal Company's barges is expected here early in next week, and she will follow No. 16 under the chutes.

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**SCHOONER LADEN WITH ICE**  
**Arrival of Four-Master with 1,600 Tons Aboard.** – The four-masted schooner Stella B. Kaplan, Capt. Merritt, with about 1,600 tons of Maine ice aboard, was brought into port yesterday morning and is lying at the 9<sup>th</sup> street wharf of the American Ice Company, awaiting her turn to unload. The vessel had a fairly rapid trip down the coast and passed in Cape Henry early in the week. She was at the mouth of the river a couple of days waiting for a tug.

There are now lying at the 9<sup>th</sup> street wharf three big ice-laden vessels, the Maude Palmer, Lyman M. Law and the [Stella B.] Kaplan. The Palmer will complete discharging in the early part of the coming week. The three vessels brought nearly 6,000 tons of natural ice for use in this city.

It has been several years since three ice vessels were in port here at one time, and the sight is making the old-timers think of the days before the making of ice by artificial means, when it was not an uncommon sight to see a dozen three-masters and four-masters lying in port here at one time.

WT, Sat. 8/26/11, p. 6. **Crew Selling Shark's Teeth While Unloading.** – After unloading half of her ice cargo at the foot of Ninth street, the schooner Maude Palmer was towed to Georgetown, where her hold will be emptied.

In the meantime, Captain Darby and his crew are selling shark's teeth. On the way down the coast, the crew trolled for shark with

a few pounds of pork and a big hook. They caught a twenty-foot specimen.

WP, Sat. 8/26/11, p. 3. **Canal Break Is Repaired.** – Coal-laden canal boats operating between Cumberland and Washington are again running on schedule. Traffic was tied up for about a week by a break in the upper levels of the canal, but the damage has been repaired.

ES, Sat. 8/26/11, p. 11. **ALONG THE RIVER FRONT – Departures** – Schooner Henry S. Little, light, from Alexandria for Newport News to load coal for a New England point.

**Memoranda.**

Tug Advance has sailed from Baltimore enroute to Providence, R. I., via Norfolk; Montrose W. Houck has sailed from the Kennebec with ice, reported for this city.

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**Personal to River Men.**

Capt. Ollie Crowder, master of the Taylor tug Advance, who passed a few days with his family here, before sailing aboard his tug for Providence, R. I., where the Advance will go into service, left for Baltimore yesterday to join the vessel.

Capt. Merritt, master of the schooner Stella B. Kaplan, in port here with ice, is renewing acquaintances along the river front. This is Capt. Merritt's first visit to this port in several years.

Capt. A. J. Taylor, managing owner of the Taylor tugs, who was in Baltimore superintending the work done on the Advance, in preparation for her going north for service, has returned to his home in this city.

Capt. Merritt, master of the schooner Stella B. Kaplan, at this city with ice, was in Baltimore yesterday on business connected with his vessel. Capt. Chatfield, master of the schooner Lyman M. Law, also paid a visit to Baltimore yesterday.

ES, Mon. 8/28/11, p. 9. **ALONG THE RIVER FRONT – Departures** – Two coal-laden boats from Georgetown for naval powder plant at Indian Head, Md., in tow of tug James O. Carter; schooner Maude Palmer, light, for Norfolk to load coal for Bangor, Me.

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**ICE CARGO IS UNLOADED.**

**Maude Palmer Ready to Sail – Other Shipping News Notes** – The work of removing the last of the ice from the big schooner Maude Palmer, at the 9<sup>th</sup> street wharf of the American Ice Company, was completed early yesterday morning. The slush ice left aboard the vessel was removed this morning, and the vessel will be ready to sail as soon as the tug arrives for her. Capt. George Dudley, master of the Palmer, has arranged for a tug to come to this city from Norfolk to tow the Palmer to Sewell's Point, at Norfolk, where she will load coal for Bangor, Me. The ice the Palmer had aboard was found in excellent condition despite the fact that it had been in her hold more than three weeks.

The discharging of the cargo aboard the schooner Lyman M. Law will be started as soon as the Palmer is out of the way, and it is expected she will be ready to go to Georgetown to take aboard a cargo of soft coal for a New England point about Thursday. It is stated the schooner Montrose W. Houck, which is reported coming here with ice, will not bring her cargo here, but probably will go to Baltimore. The schooners Greeley and Katherine D. Perry will come here and unload at the 9<sup>th</sup> street wharf.

ES, Tue. 8/29/11, p. 5. **Along the River.** Capt. Frank Posey, formerly mate of the tug Camilla, has returned from a fishing trip to Nanjamoy creek, Charles county, Md.

Mrs. Chatfield, wife of Capt. Chatfield, master of the schooner Lyman M. Law, has come from her home in Massachusetts to spend a week with her husband aboard the

schooner while the vessel is discharging ice and loading coal at this port.

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*Ibid*, p. 16. **ALONG THE RIVER FRONT – Memoranda.** – Schooner Katherine D. Perry, Capt. Garfield, sailed from Bangor, August 27, with ice for this city; schooner Maude Palmer has arrived at Norfolk from this city to load coal for Bangor, Me.

ES, Wed. 8/30/11, p. 10. **SAILS WITH COAL CARGO. – Schooner Barge of Consolidation Co. Weighed Anchor Yesterday.** – Schooner barge No. 16 of the fleet of the Consolidation Coal Company, which has been lying at Georgetown for the past ten days to load about 1,600 tons of soft coal for a New England point, completed her cargo Monday, and in tow of the tug Camilla she left here yesterday for Point Lookout, where she will be turned over to one of the big tugs of the Consolidation company to be taken up the coast to her destination.

There are now no large vessels at the Georgetown coal piers to load soft coal, but tomorrow afternoon or Friday the four-masted schooner Lyman M. Law, which is discharging ice here, will be taken to Georgetown to load Cumberland coal for Boston, Portsmouth or Portland. She will be the second coasting schooner to load at Georgetown this year.

While it has not been decided, it is stated that it is probable that the schooner Stella B. Kaplan, which is at the 9<sup>th</sup> street wharf with ice, will also be chartered to load coal at Georgetown for a New England point. A big schooner barge of the C. C. Co. is also expected to arrive here shortly, after a load of coal.

ES. Thu. 8/31/11, p. 13. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boats No. 58 and No. 59, light, from the naval powder-making plant on Mattawoman creek, Md., at Georgetown; tug Camilla from the mouth of the river with a

tow; tug James O. Carter, with a tow from Indian Head, at Georgetown.

**Memoranda.**

Schooner Gen'l E. S. Greeley is due at the capes of the Chesapeake with ice for this city; schooner Henry S. Little has arrived at Newport News, from Alexandria, to load coal for a New England point

ES, Fri. 9/1/11, p. 16. **WILL OVERHAUL VESSELS** – Bennett has the power boat of the schooner Lyman M. Law at his boatyard to rebuild and make ready for the installation of its engine. The boat will be complete and ready to turn over to Capt. Chatfield before the schooner sails in the early part of next week. While lying at Bangor loading ice for this city, the boat caught fire and before the flames were extinguished, its entire stern had been burned away. It was put in the hands of a boatbuilder at that port, but the vessel sailed before it was completed and Capt. Chatfield brought it here to be put in condition for service.

ES, Sat. 9/2/11, p. 11. **TONS OF ICE IN CARGO – Four-Masted Schooner Arrives in Port from Penobscot River.** – The big four-masted schooner Gen'l E. S. Greeley, Capt. Brackett, arrived in port yesterday with about 1,600 tons of ice from the Penobscot river, consigned to the American Ice Company. She is berthed at the 9<sup>th</sup> street wharf to unload as soon as the schooner Stella B. Kaplan discharges. The Greeley sailed from Bangor, Me., August 21 and had a good trip down the coast. She passed in the capes in the early part of the week, and was in the mouth of the river when the tug Camilla picked her up to bring her to this city. Capt. Brackett reports having felt the recent heavy northeast storm while coming up the bay.

The schooner Lyman M. Law, which has been lying at the 9<sup>th</sup> street wharf for the past ten days, completed the discharging of ice and was this morning taken to Georgetown to

load a cargo of coal for a New England point. But one more ice-laden vessel, the schooner Katherine D. Perry, is expected to come here this season. She is now at sea and should arrive at the capes of the Chesapeake early in the coming week.

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*Ibid*, p. 19. **ALONG THE RIVER FRONT – Arrivals** – Schooner Gen'l E. S. Greeley, ice from Bangor, Me., at 9<sup>th</sup> street wharf for the American Ice Company; tug Camilla, with an ice-laden vessel in tow from the mouth of the river; Canal Towage Company boats No. 1 and No. 26, light, from naval powder plant at Indian Head, Md., to Georgetown, in tow of tug James O. Carter.

**Memoranda.**

Schooner Maude Palmer has sailed from Sewell's Point, Norfolk, Va., with coal for a New England point.

Sat. 9/2/11, p. 4.<sup>10</sup> p. 4. **SCHOONER IN DISTRESS** – The coal-laden schooner Henry S. Little was sighted in distress several miles out from the Delaware breakwater yesterday and the steam pilot boat Philadelphia went to her assistance and took off Captain Haskell and the crew of eight men. The schooner left Newport News August 27 for Boston and was caught in the northeast storm. The captain and crew had been at the pumps for 24 hours and were exhausted when rescued by the pilot boat. The schooner was towed into Delaware Bay and anchored in the harbor. The Little brought a cargo of ice from the Kennebec to the Mutual Ice Company of this city a few weeks ago.

ES, Sun. 9/3/11, p. 25. **ALONG THE RIVER FRONT - Arrivals** – Tug Edith G. Winship, at Georgetown with a tow of canal barges, enroute to Chesapeake and Ohio canal points.

**Departures.**

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<sup>10</sup> *Alexandria Gazette*, Alexandria, Va.

Tug [James O.] Carter, towing two coal-laden boats from Georgetown to Mattawoman creek.

**Memoranda.**

Schooner Maude Palmer sailed from Norfolk with coal for Providence, R. I., August 31.

**Personal to River Men.**

Capt. Chatfield, master of the schooner Layman M. Law, has as his guest his cousin, Edwin Webb of Fishkill, N. Y. Mr. Webb is aboard the schooner for a [illegible].

ES, Mon. 9/4/11, p. 17. **VESSEL KNOWN HERE – Rescued Schooner Little a Recent Visitor to the Potomac.** – The four-masted schooner Henry S. Little, which was towed into Delaware breakwater in a sinking condition Friday, the result of her encounter with the gale on the coast, was a recent visitor to the Potomac, having discharged ice at Alexandria about two weeks ago. From Alexandria she went to Newport News and loaded coal for Boston, and was on her way up the coast when she encountered the storm. The Little discharged two cargoes of ice at Alexandria in the past season, and brought many tons of the refrigerating material to this city. She was commanded by Capt. Peterson of Baltimore, who took charge of her about six months ago. Although the vessel is leaking badly and is otherwise damaged, it is possible that she will unload and repair at Philadelphia, or her owners may have her towed to Boston, her destination, to discharge and repair.

**ALONG THE RIVER FRONT**

**Memoranda.**

Schooner Katherine D. Perry, with ice from Bangor for this city, at Salem, Mass, 1<sup>st</sup> instant; schooner Montrose Houck, reported coming here with ice, has arrived at Baltimore.

ES, Tue. 9/5/11, p. 18. **ALONG THE RIVER FRONT – Memoranda.** Schooner Lyman M. Law has been taken to Georgetown

to load coal for a New England point; schooner Katherine D. Perry, ice from Bangor to Washington, was at Hyannis, Mass., September 3.

*Ibid*, p. 19. **ON MARINE WAYS.**

**Repairs to Yawl Almost Finished.** – [The power yawl belonging to the schooner Lyman M. Law, which has been at Bennett's boatyard to have a new stern put on it to replace the old one, which was destroyed by fire at Bangor, Me., about a month ago, is nearly completed. The vessel will be ready to turn over to Capt. Chatfield, master of the Law, within the next day or two. Practically all the wood work has been completed and the installing of the engine is in progress. The Law is at Georgetown to load coal for a New England point.

Tue. 9/5/11, p. 4.<sup>11</sup> **NEWS OF RIVER FRONT.** – The new four-masted schooner Montrose W. Houck, laden with about 1,700 tons of ice from Bangor, has arrived at Baltimore on her maiden trip, under the command of Capt. Colbeth. The Houck was scheduled to take her cargo to Washington, but instead she was sent to Baltimore. The Houck is named after Montrose W. Houck, a former resident of Alexandria, and son of Alonzo Houck. Mr. Houck has been in business at New York for a number of years. The new craft, which is a fine specimen of modern coasting schooner, is owned by Gardner G. Deering & Co., of Portland, Me. She was built at the yards of the New England Shipbuilding Company, at Bath, and was purchased on the stocks of the Deering company. The official measurements of the vessel are 196 feet 1 inch long, 39 feet beam, 19 feet molded depth, with a gross tonnage of 1,104 tons, and 903 net, giving her a dead weight capacity for 1,700 tons.

The four-masted schooner Henry S. Little, which was towed into Delaware

<sup>11</sup> *Alexandria Gazette*, Alexandria, Va.

breakwater in a sinking condition Friday, the result of her encounter with the gale on the coast, was a recent visitor to the Potomac, having discharged ice at Alexandria about two weeks ago. From Alexandria she went to Newport News and loaded coal for Boston, and was on her way up the coast when she encountered the storm.

ES, Wed. 9/6/11, p. 19. **ALONG THE RIVER FRONT – Departures.** – Tug James O. Carter, towing two coal-laden boats to naval powder factory at Indian Head, Md.

ES, Thu. 9/7/11, p. 11. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boats No. 30 and No. 48, light, from Indian Head, at Georgetown.

ES, Fri. 9/8/11, p. 14. **Schooner Damaged**  
As the four-masted schooner Stella B. Kaplan, which early yesterday morning finished discharging ice at the 9<sup>th</sup> street wharf of the American Ice Company, was being shifted to allow the ice-laden schooner Gen'l E. S. Greeley to be berthed next to the wharf to unload, she had a slight collision with the Greeley, breaking several after awning supports and cracking the rail. The Kaplan was unharmed in the accident. The damage done the Greeley will be repaired here before she leaves for Baltimore to load coal.

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*Ibid*, p. 18. **ALONG THE RIVER FRONT – Arrivals** – Tug Winship, with a tow of light canal boats from river points, at Georgetown; schooner Ruth A. Price, fertilizer, at Georgetown to Littlefield – Alyord & Co., for shipment to canal points.

**Memoranda.**

Schooner Gen'l E. S. Greeley is chartered to load soft coal at Baltimore for Boston; schooner Katherine D. Perry, with ice from the Penobscot river, will arrive here in the coming week.

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**TAKES CARGO OF COAL**

**Schooner Law Leaves Today for New England Port.** – The four-masted schooner Lyman M. Law, Capt. Chatfield, which unloaded ice at this city last week, completed the loading of a cargo of about 2,000 tons of soft coal at Georgetown today, and this morning, in tow of the tug Camilla, she will start for the mouth of the Potomac enroute to Portsmouth, N. H. The sailing of the Law will leave the coal loading docks at Georgetown empty of large vessels, but it is understood that one or more big sea-going barges of the Consolidation Coal Company will arrive here next week, to load for Boston. While it is not known definitely, it is stated to be probable that another schooner that brings ice to the American Ice Company will be ordered to load coal at the Georgetown docks for a New England point. So far this season only two coasting schooners have loaded at Georgetown, the remainder of the coal having been carried in the Consolidation Coal Company barges.

ES. Sat. 9/9/11, p. 6. **ALONG THE RIVER FRONT – Arrivals** – Tug James O. Carter, towing two light coal-carrying boats from Indian Head to Georgetown.

**Departures.**

Schooner Lyman M. Law, coal from Georgetown for Providence in tow of tug Camilla to the mouth of the Potomac.

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*Ibid*, p. 11. **CLEAR OF ICE-LADEN CRAFT.** – **Ninth Street Wharf to Receive but One More Cargo** – The big four-masted schooner Gen'l E. S. Greeley will complete the discharging of her cargo of 1,600 tons of Maine ice early in the coming week and will then go to Baltimore to load coal for Boston, and with her departure the ice dock at the American Ice Company, at the foot of 9<sup>th</sup> street southwest, will be clear of ice-laden craft for the first time in two months.



The schooner Katherine D. Perry will be the last vessel to unload here this season, the officials of the ice company calculating that with her cargo and what they have in storge, with the output of the ice plants, will take care of the demand for refrigerating material here until cold weather comes. The schooner Katherine D. Perry has been at sea for ten days, and her early arrival at the capes of the Chesapeake is expected.

The schooner Stella B. Kaplan, which finished unloading ice in the early part of the week, and which has been lying here awaiting a charter, it is stated, will go to Newport News today to load coal for a New England port.

ES, Sun. 9/10/11, p. 5. **MORE ICE ON THE WAY HERE – The Schooner Perry Will Bring the Last Cargo of the Season.**

The four-masted schooner Stella B. Kaplan, Capt. Merritt, which unloaded ice here last week will sail Monday in tow of the tug Carter of the Taylor fleet, for the mouth of the river, enroute to Norfolk, where she will load soft coal for Savannah. The sailing of the Kaplan will leave only the schooner Gen'l E. S. Greeley in port, and she will complete unloading and be ready to sail by the middle of the week.

It is reported that the schooner Katherine D. Perry, with ice from Maine for this city, is in the mouth of the river, and it is expected that the tug Camilla, which left here Friday with a coal-laden schooner from Georgetown, will bring the Perry up the river today. The cargo of Maine ice the Perry has aboard, will be the last that will be brought here this season. Seven schooners and a big barge have discharged ice here this season; and this in spite of the fact that the officials of the local ice company had calculated that it would [not] be necessary to bring any natural ice to this city this summer. The total of the cargoes brought by these vessels was over 10,000 tons.

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*Ibid*, p. 27. **ALONG THE RIVER FRONT – Departed.** – Tug Carter, towing schooner Kaplan to the mouth of the river.

**Memoranda.**

The Peerless will sail from Baltimore today to this city to tow schooner Greeley to that point; schooner Stella B. Kaplan is chartered to load coal at Lambert's Point, Va., for Savannah at private terms; schooner Katherine D. Perry, with ice, will arrive here tonight in tow of tug Camilla.

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*Ibid*, p. 26. **WILL SAVE THE LITTLE – After Discharging Cargo She Will Be Docked and Repaired.** – The

schooner Henry L. Little, which was towed into Delaware breakwater in a sinking condition, will not be lost, as was first feared. The owners of the craft have had a big pump and boiler placed on the schooner and with this equipment to keep her free of water, she was started up the coast in tow for destination at Boston. After discharging the coal cargo, she will be docked for repairs and in a month or six weeks will return to service in good condition. The Little is well-known at this port and Alexandria. She brought two cargoes of coal [*sic*, ice] to Alexandria this season and went from there to Newport News to load coal for Boston, and it was on this trip she got in trouble.

ES, Mon. 9/11/11, p. 3. **ALONG THE RIVER FRONT – Arrivals** – Schooner Katherine D. Perry, ice from Bangor, Me., at 9<sup>th</sup> street wharf, for the American Ice Company; tug Camilla, from Point Lookout, towing schooner Perry.

**Departures.**

Schooner Gen'l E. S. Greeley, light, for Baltimore to load coal for Boston; tug James O. Carter, towing two coal-laden boats from Georgetown to naval powder plant at Indian Head; tug Camilla, towing a light schooner to the mouth of the river enroute to Norfolk.

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**SHOALED BY SEDIMENT**

**Result of the Recent Freshet on the Georgetown Channel.** Tugboat masters who tow deep-laden vessels in and out of Georgetown channel report that the sediment from the recent freshet has shoaled the channel several inches and that vessels drawing over twenty-one feet have trouble in coming out of from Georgetown on a good high water.

The schooner Layman M. Law, which was brought out from the Georgetown coal piers Friday evening last, was brought across the shoal spot by the tug Camilla without stopping, but she was steered with difficulty and it looked for a minute or two as if she was going to stick. She was drawing a little less than twenty-one feet and was taken out on the full moon tide, which runs high.

The shoal spot in the channel is between the black buoys above the Highway bridge, about off the old 17<sup>th</sup> street sewer outlet, and is about a hundred feet long.

Since the channel was dredged about three years ago, it has filled two or three feet and tugboat masters advise vessels loading coal at Georgetown not to make the draft over twenty-one feet. The shoaling of the channel is to be brought to the attention of the United States engineer's office, and an effort will be made to have it dredged to 24 feet to conform to the depth at the junction of the Washington and Georgetown channels.

ES, Tue. 9/12/11, p. 8. **ANOTHER ICE CARGO – Schooner Perry Will Not Be Last to Bring Frozen Stock.** – The four-masted schooner Katherine D. Perry, which arrived here yesterday morning with ice from Bangor, Me., is at the 9<sup>th</sup> street wharf of the American Ice Company discharging, and is the only large seagoing vessel in port. The Perry had a moderately good trip down the coast, but met with many head winds and calms. She passed in the capes of the Chesapeake Friday, and early Sunday morning was picked up by the

tug Camilla, at the mouth of the Potomac, and towed to this city. The vessel sailed from Bangor under the command of Capt. Garfield; but, desiring a vacation ashore, he turned the command of the schooner over to Capt. Snow of Vineyard Haven, and Capt. Snow brought her down the coast and to this city. Capt. Snow is an old trader to this city in ice vessels, but this is his first visit here in several years.

The schooner Gen'l E. S. Greeley, Capt. Brackett, completed the discharging of her cargo of ice here yesterday and, in tow of the Baltimore tug Peerless, has sailed for that port to load coal for Boston.

It is stated that the cargo of ice the Perry has aboard was to be the last one to be brought here this year, but it is now reported that the continuation of the warm weather will make it necessary for another cargo to come.

ES, Thu. 9/14/11, p. 22. **ALONG THE RIVER FRONT – Memoranda.** – Schooner barge No. 5 is on her way to this city to load coal for Boston; schooner Katherine D. Perry is chartered to load coal at Norfolk for a New England point.

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**IN SERVICE MANY YEARS**

**Capt. Snow, Master of Schooner, Afloat After Long Vacation** – Capt. Snow, master of the schooner Katherine D. Perry, was formerly master of the schooner Young Brothers and aboard her brought ice to this city for many years. While lying at Boothbay in the spring of last year, loading ice, the ice house caught fire and before his vessel and the schooner Henry L. Peckham, which was lying near, could be moved, both vessels were totally destroyed by the flames. Since the burning of his schooner, Capt. Snow has been ashore, his recent trip to this city being the first he has made aboard a schooner since the burning of his vessel.

Capt. A. J. Taylor, managing owner of the Taylor fleet of tugs of this city, has

returned from a visit to Harper's Ferry; where his wife is spending a few weeks.

Fri. 9/15/11, p. 12.<sup>12</sup> **ABOUT TUGS AND TOWS** – Peerless arrived yesterday, towing the schooner Gen'l E. S. Greeley (light) from Washington, D. C.

ES, Sat. 9/16/11, p. 8. **BARGE TO LOAD COAL – Consolidation Coal Company to take 1,600 Tons from Georgetown.** – Schooner barge No. 5 of the fleet of big coal carriers belonging to the Consolidation Coal Company was brought into port Thursday and docked at Georgetown to load about 1,600 tons of soft coal from the Cumberland mining region for a New England point. The barge was brought down the coast by one of the large tugs of the company and at Point Lookout was turned over to the tug Camilla to be brought here. She is the first barge to load here in about a month, but it is stated that several others will be brought to this port to load before the close of the coal-shipping season, when the canal closes early in November.

The schooner Lyman M. Law, the last vessel to load coal at this port for New England, passed out the capes of the Chesapeake the middle of the week bound to Portsmouth, N. H. It is understood that the coal shipped from this city in the remainder of the shipping season will be exclusively aboard barges.

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*Ibid*, p. 10. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boat No. 67, railroad ties from Seneca, Md., at 10<sup>th</sup> street wharf for L. A. Clarke & Son.

**Memoranda.**

Schooner Maude palmer has arrived at Portland, Me., with coal from Norfolk; schooner Gen'l E. S. Greeley has arrived at Baltimore from this city to load coal for Boston; schooner L. M. Law, with coal from

Georgetown for Portsmouth, N. H., passed out the capes of the Chesapeake, Wednesday; schooner Stella B. Kaplan has arrived at Norfolk from this city to load coal for Savannah.

ES, Sun. 9/17/11, p. 26. **ALONG THE RIVER FRONT – Arrivals** – Canal Towage Company's boats No. 12 and No. 72, light, from naval powder plant at Indian Head, Md., at Georgetown; tug Edith G. Winship, at Georgetown, with light coal boats from Alexandria and river points.

**Departures.**

Schooner Katherine D. Perry, light, for Norfolk to load coal for a New England point; tug Capt. Toby, towing two coal-laden boats from Georgetown for Indian Head.

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**DISCHARGES LAST ICE CARGO**  
**Schooner Leaves to Load Coal for New England Port.**

The four-masted schooner, Katherine D. Perry, which unloaded about 1,860 tons of the Maine [ice] at the 9<sup>th</sup> street wharf of the American Ice Company, completed the discharging of her cargo yesterday and sailed for Norfolk to load coal for a New England port. She is the last ice vessel to come here this season, and may be the last to come here at all, as the managers of the American Ice Company are figuring that under normal conditions the output of the ice plants will supply the local demand. This, however, was their calculation for the present summer, but they were forced to bring about 12,000 tons from Maine in the past two months, and even now it is not at all a sure thing that they will not have to call upon Baltimore for ice before the hot weather is over. The bringing of the Maine ice here was due to the unprecedented hot summer and to the fact that one of the largest ice-making plants in the city met with an accident that put it out of commission, so that it could not be repaired in time to be of service while the

<sup>12</sup> *Baltimore American*, Baltimore, Md.

heavy demand for ice was on. Seven schooners and a big barge, more vessels than have brought ice here in several years, unloaded at the 9<sup>th</sup> street wharf this summer.

ES, Mon. 9/18/11, p. 18. **ALONG THE RIVER FRONT – Departures.** – Canal barge No. 67, light from 10<sup>th</sup> street [wharf] to Georgetown enroute to a Chesapeake and Ohio canal point.

**Memoranda.**

Schooner Katherine D. Perry has arrived at Norfolk, light, from this city to load coal for a New England point.

ES, Wed. 9/20/11, p. 10. **SCHOONER WRECKED ON TREACHEROUS SHOALS – Temporary Skipper in Command When She is Sunk in Hampton Roads.** – NORFOLK, Va., Sept. 20. Striking the shoals near the “tail of the Horseshoe,” in Hampton Roads Monday night, the four-masted schooner Stella B. Kaplan was pounded so hard by the high seas that seams opened and two hours later she sank in four fathoms of water. Her crew of nine men, including Capt. Dow, took to the lifeboats and were picked up at daybreak by the tug Intrepid and brought to Norfolk.

Behind the sinking of the Kaplan and her probable total loss, is a broken-hearted skipper, Capt. William Merritt, who, up until Monday morning was master of the Kaplan, asked Capt. Dow to take the schooner to Savannah for him so he could pay a long-deferred visit to his home in Portland, Me. Capt. Merrill left for home Monday, while his schooner lay at anchor in Hampton Roads. He shook hands with Capt. Dow as he left the vessel.

**Capt. Merritt’s Farewell**

“Take care of yourself and the old boat.” a sailor heard Capt. Merritt shout to his friend, Capt. Dow.

“Bet your life.” the latter shouted back to him.

Six hours later the Kaplan was a total wreck. Capt. Dow and Capt. Merritt are lifelong friends. Capt. Dow was temporarily out of a berth when Capt. Merritt asked him to take his schooner south.

Capt. Dow is heartbroken. He almost wept when he told how a terrific current took the Kaplan to the treacherous shoals. Capt. Dow came all the way from Melrose, Mass., to take the Kaplan south for his friend.

The Kaplan was bound to Savannah with 1,600 tons of coal. Efforts will be made to raise the schooner.

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*Ibid*, p. 20. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boats No. 17 and No. 92, light, from Indian Head, at Georgetown.

**Departures.**

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

Thu. 9/21/11, p. 9.<sup>13</sup> Mr. Perry Sprague arrived home last Thursday from Portland for a fortnight’s vacation from the schooner Maude Palmer, of which he is first officer. He will rejoin the vessel when she is ready for sea.

ES, Thu. 9/21/11, p. 23. **ALONG THE RIVER FRONT - Arrivals** – Tug Winship, at Georgetown with light coal boats from Alexandria for canal points.

**Departures.**

Tug Capt. Toby, towing two coal-laden boats from Georgetown to Mattawoman creek.

**Memoranda.**

Consolidation Coal Company schooner barge No. 5 is loaded at Georgetown and waiting orders to sail

ES, Fri. 9/22/11, p. 18. **WRECKED ON SHOALS – Schooner Kaplan, Last to**

<sup>13</sup> *Republican Journal*, Belfast, Me.

**Deliver Ice Here, a Total Loss.** – The four-masted schooner *Stella B. Kaplan*, which went ashore on the Tail of the Horseshoe shoal in lower Chesapeake bay, and which will be a total loss, was one of the last vessels to discharge ice at the 9<sup>th</sup> street wharf of the American Ice Company. She left here about a week ago for Norfolk, under the command of Capt. W. W. Merritt, and loaded coal there for Savannah. At Norfolk, Capt. Merritt turned the command of the schooner over to Capt. Dow, in order to spend a vacation ashore, and outward bound from Norfolk she went on the shoal. The vessel grounded in calm weather, but a heavy roll from the eastward caused her to pound on the hard sand bar, and she is supposed to have broken her keel, and yesterday only her masts were showing above the water. The *Kaplan* was an old trader to this point, having brought many cargoes of ice here and taken coal away.

The *Kaplan* was a four-masted schooner, 189½ feet long, 40 feet 3 inches beam and 18 feet depth of hold; built at Bath, Me., by the New England Shipbuilding Company in 1891. She was 1,097 tons gross register. W. Merritt of Portland was the managing owner.

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*Ibid*, p. 19. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boats No. 13 and No. 59, light, from naval powder plant, Indian Head, Md., to Georgetown.

**Departures.**

Schooner *Greenleaf Johnson*, light, from Georgetown for Norfolk to load [coal] for a New England point; tug *Camilla*, with light schooner in tow for the mouth of the river.

Sat. 9/23/11, p. 10.<sup>14</sup> **WITH THE SHIPPING** Capt. L. J. Merritt, the regular commander of the schooner *Stella B. Kaplan*, which was sunk near the Tail-of-the-Horse-Shoe last Sunday while under the command of Captain Dow, a

friend of the captain, arrived in Norfolk yesterday.

Captain Merritt is looking after the arrangements under way for raising the vessel or stripping her of everything of any value.

ES, Sun. 9/24/11, p. 27. **ALONG THE RIVER FRONT - Arrivals** – Tug *Edith G. Winship*, at Georgetown, towing light coal-carrying boats bound up the Chesapeake and Ohio canal.

**Memoranda.**

Consolidation Coal Company schooner barge No. 5 will sail in tow of the tug *Camilla* for Point Lookout, enroute to Boston, with coal from Georgetown.

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**Personal Notes of River Men.**

Joseph Nash, engineer of the Taylor tug Capt. Toby, has resigned and will take charge of the engine room at Kerman's Theater for the winter.

Capt. A. J. Taylor has returned from a visit to Baltimore, where he went in the interests of the large tugs of his fleet.

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**SCHOONERS BEING REPLACED.**  
**Many Steam Colliers Now Used for Coal-Carrying Trade.** – Steam colliers and barges are rapidly taking the places of sailing vessels in the Atlantic coast coal-carrying trade and it is only a question of a year or two before schooners will be out of the business altogether and their owners will have to look for other freight to maintain them.

ES, Mon. 9/25/11, p. 15. **ALONG THE RIVER FRONT – Departures** – Tug Capt. Toby, towing two coal-laden boats from Georgetown to naval powder plant, Mattawoman creek, Md.; schooner barge No. 5, coal from Georgetown for Boston, in tow of tug *Camilla* to Point Lookout.

<sup>14</sup> *Virginian-Pilot*, Norfolk, Va.

ES, Tue. 9/26/11, p. 19. **ALONG THE RIVER FRONT – Departures.** – Tug Winship, towing coal-laden boats from Georgetown to river points.

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**TAKES CARGO OF COAL**

**Schooner Barge on the Way to New England Port.** – Schooner barge No. 5 of the fleet of the Consolidation Coal Company, which arrived here about ten days ago to load coal for a New England point, left yesterday in tow of the tug Camilla for Point Lookout, enroute to her destination “down east.” At Point Lookout she will join a tow of coal-laden barges going from Baltimore to Boston and other points, and will go up the coast in their company.

The sailing of No. 5 leaves the Georgetown coal docks empty of vessels loading for northern ports for the first time in several weeks. Several tows of light barges are on their way to the Chesapeake from New England, and it is understood that from them a barge or two will be sent to this city to load.

Only about a month or six weeks of the coal-shipping season remains, as the canal closes down on the coming of cold weather, when there is danger of a freeze.

ES, Thu. 9/28/11, p. 22. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boats No. 15 and No. 86, light, from naval powder factory at Indian Head to Georgetown.

ES, Fri. 9/29/11, p. 4. **Powder Under Inspection** – Every bit of powder in the navy is under almost constant inspection. When a lot of powder is made, it is given an “index” number, and the department knows where every grain of it goes. Samples of that index are kept at the Indian Head powder factory, and also at the magazines from which powder is issued to the ships. When harmful changes are noted in powder, the order goes out instantly to every ship and magazine for the

return of all of that index number to Indian Head, where it is ground up and worked over into new stock.

So, the Navy Department officials feel that the American bluejacket can rest assured that, at least so far as spontaneous combustion is concerned, he is in no danger of being blown up by his own powder.

ES, Sat. 9/30/11, p. 5. **Personal Notes of River Men.** – Capt. A. J. Taylor, managing owner of the Taylor tugs, who has been at Baltimore for the past week superintending work being done aboard the tug M. M. Davis, has returned, and is at his office on the river front.

Capt. William H. Davis, master of the schooner Maria O. Teel, who has been spending the summer at his home at Five Islands, Me., while Capt. Trippe made a trip for him, will return to the command of the schooner now at Portland, Me.

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*Ibid*, p. 12. **ALONG THE RIVER FRONT – Arrivals** – Tug Capt. Toby, towing two light canal boats from the Indian Head powder plant to Georgetown.

**Departures.**

Canal boats No. 48 and No. 67, coal from Georgetown to Indian Head, in tow of tug Capt. Toby.

ES, Mon. 10/2/11, p. 14. **ALONG THE RIVER FRONT – Arrivals** – Tug Camilla, towing light coal boats from Indian Head to Georgetown.

**Departures.**

Two Consolidation Construction Company boats, coal from Georgetown for naval powder plant, Mattawoman creek, Md.; schooner Gen'l E. S. Greeley, with coal from Baltimore for Boston, at Saunderstown September 29.

ES, Thu. 10/5/11, p. 23. **BARGE WILL LOAD COAL – No. 21 of C. C. Co. Fleet Being Towed Here.** – Schooner barge No. 21,

one of the big coal carriers of the fleet of the Consolidation Coal Company of this city and Baltimore, is on her way here in tow of one of the big tugs of the company's fleet to load coal from the Cumberland mines for a New England point.

About ten days ago, when barge No. 5, the last to load here, completed taking aboard her cargo and sailed, it was reported in the tugboat officers that she would be the last vessel to load coal at Georgetown docks this season, and that all the coal coming down the canal would be used to supply the naval powder plant at Indian Head, Md., and the local demand.

It is now stated, however, that one or two more barges will be loaded here before the coming of cold weather and the shutting down of the canal. No. 21 is due at Point Lookout tomorrow, and the tug Camilla will be waiting for her, and will have her here Friday afternoon.

ES, Mon. 10/9/11, p. 10. **ALONG THE RIVER FRONT - Arrivals** – Schooner barge No. 6, light, from Boston, via Point Lookout to load coal at Georgetown for a New England point; tug Winship, at Georgetown with a tow of light canal boats from Alexandria; tug Capt. Toby, towing Canal Towage Company boats from Indian Head, at Georgetown.

#### **Departures.**

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

Fri. 10/23/11, p. 4.<sup>15</sup> The Messrs. Knott, who started their limestone quarries below town sometime ago, have begun the shipment of stone to Georgetown by way of the Chesapeake and Ohio Canal. There is a strong demand there for the product of these excellent quarries.

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The Cumberland *Times* says Merton & Sons have laid the keel for a new canal boat at their basin and are making repairs as speedily as possible on others. There is a general demand along the canal for boats and they are being loaded as fast as they come in.

ES, Sun. 10/29/11, p. 29. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boats No. 71 and No. 90, light, from naval powder plant at Indian Head, to Georgetown; tug Camilla, at Georgetown with a tow of light coal boats from Indian Head.

#### **Departures.**

Tug Capt. Toby, with a tow of coal-laden boats from Georgetown to a down-river point

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#### **Personal Notes of Rivermen.**

Capt. Frank Taylor of A. J. Taylor & Bro., tugboat owners of this city, has returned from Providence, R. I., where he went to look after the tug *Advance* of the Taylor fleet, which is in service as tender to dredging machines employed in harbor improvement work there.

ES, Tue. 10/31/11, p. 19. **ALONG THE RIVER FRONT – Departures** – Tug Camilla, towing two coal-laden boats from Georgetown to naval powder plant at Indian Head, Md.

Thu. 11/2/11, p. 6.<sup>16</sup> **Shipping Items**  
Capt. George W. Torrey of Deer Isle, who has recently been in command of the four-masted schooner *Massasoit*, has been advanced by his owners, the Weavers of New Haven, Conn., to the command of the five-masted schooner *Magnus Manson*. The *Manson* is a five-master of 1,763 tons, built at Bath in 1904, and is considered one of the finest vessels of her class afloat.

Sun, Thu. 11/2/11, p. 13. **MRS WHALEN FOUND DROWNED** – Boyds, Md., Nov. 1. – Mrs. John Whalen, whose home is near

<sup>15</sup> *The Shepherdstown Register*, Shepherdstown, WV.

<sup>16</sup> *Republican Journal*. Belfast, Me.

Dickerson, was found dead in the Chesapeake and Ohio Canal at Campbell's Lock [Lock 27] about 4 o'clock this morning.

Her husband has attended this lock for the past 10 years. It seems that Mrs. Whalen had been much worried over the condition of one of her children, which has been ill for some months, and that she left her bed and while delirious walked into the canal lock. Her husband found her there several hour later.

Mrs. Whalen was 50 years old and has many relatives in Washington, D. C., Baltimore and Montgomery county. She was a Miss Fannie Collier and is survived, besides her husband, by several children. She was a sister of former Sheriff John W. Collier, of this county, who died about a year ago in Washington.

ES, Fri. 11/3/11, p. 16. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boats No. 53 and No. 84, light, from naval powder plant at Indian Head to Georgetown.

**Departures.**

Tug Camilla, towing two coal-laden boats from Georgetown to Mattawoman creek.

ES, Sun. 11/5/11, p. 9. **SUIT FOR POSSESSION – Litigation Over Ground Claimed by C. & O. Canal in Cumberland CUMBERLAND**, Md., Nov. 4. – In the ejectment suit of Hugh L. Bond, et. al., trustees of the Chesapeake and Ohio canal, against Margaret Murray, the third day of the trial the defendant filed an equitable plea so as to get in certain testimony, and the plaintiff demurred. The court overruled the demurrer and the plaintiff took judgment on the demurrer. This ended the case until the court of appeals can decide whether the equitable plea was good or bad.

The plaintiff claims title to certain pieces of land near South Cumberland, including a piece now occupied by the defendant. The title is based on the original

condemnation, and it is alleged that those now occupying the ground are squatters.

The defendant claims the plaintiff cannot locate the line of condemnation, declaring that the papers are lost, and further contends that the canal company long ago abandoned the property now in dispute, and that the defendant has good title by right of possession. There are many legal points in the case and it has been hotly contested because there are several similar cases pending

Col. George A. Pearre and ex-Judge Ferdinand Williams represent the plaintiff and Richard T. Semmes and D. Lindley Sloan the defendant.

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*Ibid*, p. 29. **ALONG THE RIVER FRONT - Arrivals** – Canal Towage Company boats No. 17 and No. 69, light, from Mattawoman creek coal wharf, at Georgetown.

**Departures.**

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

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*Ibid*, p. 62. Mr. G. L. Nicholson of Georgetown, manager of the Chesapeake and Ohio canal, has owned many fine dogs which have won their share of field trial stakes. He has two young ones in the trainer's hands now, which he hopes will add fresh laurels to his kennels.

ES, Mon. 11/6/11, p. 9. **ITS OWN HIGH EXPLOSIVES – Government to Establish Manufactory in New Jersey.** Having perfected the manufacture of smokeless powder and embarked upon the production of that important naval requisite on a large scale at the Indian Head powder factory, the Navy Department is now about to enter upon the business of making its own high explosives. To this end the sum of \$20,000 has been set apart for the construction of a plant at Picatinny arsenal, N. J., and at that place, under the direction of naval officers, will be



manufactured the various mysterious, enormously high explosive compounds used to fill the naval shells.

At present these explosives are purchased, and it is hoped that by a demonstration of the actual cost of their production, the government will be enabled to obtain much better terms from contractors.

Wed. 11/8/11, p. 10.<sup>17</sup> **ABOUT TUGS AND TOWS** – Laurretta Spedden arrived yesterday towing the schooner Maria O. Teel (light) from Portland.

ES, Wed. 11/8/11, p. 6. **POWDER PLANT FUEL SUPPLY – Shipments of Coal to Indian Head Closed until Spring.** – Shipments of soft coal from Georgetown to the naval powder plant on Mattawoman creek and to the naval proving grounds at Indian Head, Md., which have been moving constantly since early in the spring, are over for the season, the last shipment having been made in two canal boats the latter part of last week.

In order to get a big supply of coal on hand at the naval coal tipple on Mattawoman creek, Md., shipments are started almost as soon as the Chesapeake and Ohio canal opens to navigation in the spring. The coal is brought down the canal in Canal Towage Company barges, and the boats are locked out into the river to be taken to Indian Head by the tugs of the Taylor fleet. From four to six boats, each containing over a hundred tons of coal, have been taken to the coal storage point each week, so that by the time cold weather comes and it is difficult to get canal boats to Indian Head, the supply on hand will be sufficient to run it through the winter and until the shipping season opens in the spring.

It is stated that this point has now been reached and that there are on storage at Indian Head several thousand tons of the fuel, sufficient to run the plant for several months to come.

ES, Thu. 11/9/11, p. 23. **Personal to River Men.** – Capt. George W. Torrey, known here as master of the schooner Massasoit, which brought ice to Alexandria in the past summer, has been promoted to the command of a five-masted schooner Magnus Manson, the largest vessel of the Benedict-Mason Marine Company's fleet of New Haven. Capt. Torrey is one of the youngest masters in charge of a five-masted coasting vessel in the Atlantic coast service. The Manson is now at Philadelphia loading coal for Portland, Me.

Capt. Frank Taylor, junior member of A. J. Taylor & Bro., tugboat owners of this city, has gone to Baltimore to look after the interests of the tug M. Mitchell Davis, in service at that port.

ES, Sun. 11/12/11, p. 29. **TO REMOVE SUNKEN SCHOONER - The Stella B. Kaplan is Considered Dangerous to Shipping.** – The wreck of the four-masted schooner Stella B. Kaplan, which went ashore on the Tail-of-the-Horseshoe shoal in lower Chesapeake bay, about three months ago, while outbound from Norfolk with coal for Savannah, and was lost, is to be removed, the United States engineer office at Norfolk having contracted with a wrecking firm at Lewes, Del., for the purpose. The Stella B. Kaplan discharged a cargo of ice here and from this city went to Norfolk to load, and it was on her way out from Norfolk that she was lost. Capt. Merritt, the master and managing owner of the vessel and who was aboard her while in this city, was not in the schooner at the time, having turned the command over to another master for the trip, while he spent a vacation at his home.

It is stated that the revenue cutter service officials looked at the vessel and deemed it unwise to blow it up with dynamite, as the 1,700 tons of coal she as aboard would cause an obstruction. The contractors, it is

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<sup>17</sup> *Baltimore American*, Baltimore, Md.

stated, are to remove the cargo of the vessel and to leave no obstruction on the shoal. The work is to be started next Thursday and is to be completed December 5.

During the operations the contractors are to maintain four buoys to guide shipping, and these buoys between sunset and sunrise will be marked by red lanterns. The masts and end of the flying jib boom of the Kaplan are all that show above the water. It is supposed that the seas lifting and pounding her down on the hard sand have crushed her hull.

ES, Mon. 11/13/11, p. 18. **ALONG THE RIVER FRONT - Arrivals.** – Tug Edith G. Winship, with a tow of light coal-carrying boats from down-river points.

ES, Sat. 11/18/11, p. 16. **ALONG THE RIVER FRONT - Arrivals** – Tug Winship, with a tow of light coal-carrying boats at Georgetown from Alexandria.

**Departures.**

Canal boats No. 50 and No. 99, lumber from Johnson & Wimsatt, to points on Chesapeake and Ohio canal.

ES, Sun. 11/19/11, p. 28. The naval authorities are asking for bids for the rebuilding of the pier on the Potomac, at Indian Head, Md., and it is understood work on the structure will be started in the early spring. The old wharf is to be torn up and the piling now supporting the structure is to be cut off under water and capped with new piles, new sills and decking are to be laid, and when completed the wharf will be a new structure, practically as strong as the day when first built.

A pneumatic tide float, so constructed that water power hoists will raise and lower it to the level of the lighters, will be a feature of the new pier and will add much to the convenience in handling freight cars to and from the lighters that bring them from the navy yard to Indian Head.

ES, 11/24/11, p. 14. **ALONG THE RIVER FRONT - Arrivals** –, from Seneca, Md., via Chesapeake and Ohio canal, at 9<sup>th</sup> street for Clarke & Son; tug Camilla, towing barge from mouth of the Potomac; tug Fortuna, with a tow of five coal-laden barges, at Georgetown.

ES, Sat. 11/25/11, p. 5. **ALONG THE RIVER FRONT – Departures** – Canal barge No. 84, lumber from 12<sup>th</sup> street wharf to Brunswick, Md, and other points on the Chesapeake and Ohio canal; tug Winship, with a tow of coal boats from Georgetown to Alexandria.

ES, Sun. 11/26/11, p. 33. **ALONG THE RIVER FRONT - Arrivals** – Tug Minerva, at Georgetown, with light canal boats in tow for Chesapeake and Ohio canal points.

**Departures.**

Canal barge Ruby, light, from 10<sup>th</sup> street wharf to Georgetown enroute to canal points.

ES, Sun. 12/3/11, p. 2. **C. & O. CANAL CLOSES – Water Kept in Levels to Enable Boats to Reach Home.** – CUMBERLAND, Md., Dec. 2. – The Chesapeake and Ohio canal has closed for the season. The last boat of the present year, No. 102, James Eaton, captain, was loaded out Wednesday. Water will be kept in the levels until some time next week, to enable the boatmen who are on their way home to reach their destination.

Notwithstanding that boating was held up upon several occasions by breaks, the season on the canal was unusually good. The steam dredge in charge of William Walters has arrived in Cumberland for the winter, and the work of dredging out the headwaters is progressing.

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*Ibid*, p. 16. **SCHOONER TOTAL LOSS – Big Four-Master Abandoned on the Cape Charles Shoals.** – The big four-masted schooner Joseph G. Ray, which stranded on

the Cape Charles shoals, inside Chesapeake bay, about ten days ago, will be a total loss and will be abandoned by her owners. She will eventually be removed by the government authorities as a menace to navigation.

The hulks of two fine four-masted schooners, former traders to this city, are now lying on shoals in lower Chesapeake bay with only their masts showing above the water. The Ray is one and the other is the schooner Stella B. Kaplan, which in the summer unloaded a cargo of ice here and went to Newport News to load coal. Outward bound from Newport News for Savannah, she struck on the Tail-of-Horseshoe shoal, in the Chesapeake, and in a heavy roll from the ocean crushed her keel. She had to be abandoned.

The engineer in charge of keeping the Chesapeake open to navigation has advised army engineer officials to put the removal of the Kaplan out on contract, and it is thought the same report will be made in the case of the Ray.

Capt. Hichborn, master of the Ray, places the loss of his vessel, it is said, on the fact that the lightship marking the shoals had been shifted since his last visit to the Chesapeake, and he, being unaware of the change, sailed his big schooner on the same courses he used before, thinking the lightship was in her old position.

ES, Wed. 12/6/11, p. 14. **ALONG THE RIVER FRONT - Arrivals** – Canal boat No. 75, on the Eastern branch, with railroad ties from a Chesapeake and Ohio canal point.

**Departures.**

Canal boat No. 75, from the Eastern branch, at Georgetown, enroute to Seneca or Brunswick, Md.

ES, Fri. 12/8/11, p. 23. **NEW PIER AT INDIAN HEAD – Work will be done by L. A. Clarke & Son of this City.** L. A. Clarke & Son, of this city, were the lowest bidders on

the rebuilding of the government pier at Indian Head, and although the contract has not been awarded, it is stated that they will get it. The local firm underbid Sanford & Brooks of Baltimore a little over a hundred dollars, and as the work is to be done at a bad time of the year and involves the installation of new features, the bids show that the estimate men of the firms did some close figuring. The contract calls for the rebuilding of the pier and the putting in of a new hydraulic apron to connect the car float with the railroad tracks on the proving grounds. The pier is to be torn down, the old piles cut off below low water and capped and, on this structure, the new piers will be rebuilt. As the workmen will have to hunt shelter every time a big gun is tested at the proving grounds, it is expected that the full five months will be required to complete the work.

ES, Sun. 12/10/11, p. 32. **CANAL TRADE NEARLY OVER – Water Will Be Let Out of Chesapeake & Ohio in About a Week.**

Navigation on the Chesapeake and Ohio canal between this city and Cumberland, Md., except for a few boats bound from Georgetown to points on the upper part of the waterway, is over, and about the middle of this week the water will be withdrawn from the canal, and the long ditch will remain empty until next spring, when all danger of a freeze is over. The last boat laden with coal from Cumberland, No. 102, arrived here a day or two ago, and it is stated that all boats that are to return to Cumberland and points in the vicinity of that city are on their way up the canal, and as they pass the levels, the water will be let out of the canal into the Potomac river and other streams that receive it.

Notwithstanding that navigation was held up on the canal on two or more occasions by breaks in the banks, the season was a very successful one. During the winter months a large force of men will be employed deepening the waterway in spots where it has

shoaled, and the bank at all weak spots will be made strong. A steam dredge is at Cumberland, and during the next three months the headwaters of the canal will be deepened and improved.

*Sun*, Wed. 12/13/11, p. 11. **C. AND O. CANAL CLOSSES DOWN – Fish to be Taken Out and placed in the Potomac.**

Hagerstown, Md., Dec. 12. – The Chesapeake and Ohio Canal, which has closed for the season, had a fair year. During the year 131,340 tons of merchandise, practically all coal, were hauled from Cumberland to Georgetown, 33,389 tons to Williamsport and 1,742 tons to intermediate points, making 166,462 tons in all.

It required 1,445 boat loads to carry this tonnage and 5,708 railroad cars were dumped at the Cumberland wharf.

Boat No. 50, Captain J. Renner, of Sharpsburg, holds the year's record, having made 20 round trips between Cumberland and Georgetown.

The Canal Towage Company will make extensive improvements in the canal during the winter. The bed will be dredged in many places and the retaining walls strengthened. The system of locks at Old Town will be replaced with modern locks of concrete. Next season is expected to be one of heavy hauling.

*ES*, Wed. 12/13/11, p. 6. **SAVING THE CANAL FISH – Preparations for Transferring Stock to the Potomac River.**

HAGERSTOWN, Md., Dec. 13. – The Chesapeake and Ohio canal, which has closed for the season, had a fair year. Water will be drawn off the canal this week, when fish of all kinds will be taken out and dumped into the Potomac river by the United States fish commission, assisted by Maryland and District of Columbia Fish and Game associations.

Capt. Harran has arranged to have three separate parties, each led by an officer of

the fish commission, to carry on the work. They will carry seines, and as the fish are taken out, they will be dumped in barrels. The fish will then be carried to the nearest point on the river and set free again. About four days will be consumed in the work, which will cost the government about \$500.

From records of past years, when the same work was conducted, it is expected that more than 20,000 fish are in the canal between Georgetown and Cumberland. Most of them are supposed to be between Harper's Ferry and Seneca.

Last year the work of removing the fish was not successful. A sudden cold spell came on just before it was started and the water in the canal was frozen for several days and thousands of fish died.

*ES*, Sun. 12/17/11, p. 22. **NEW PIER AT INDIAN HEAD – Clarke, Winston & Co.**

**Get Contract at Bid of \$12,750.** – Clarke, Winston & Co., of this city, have been awarded the contract for the rebuilding of the big pier on the Potomac at the naval proving grounds at Indian Head, Md., and as soon as the contracts are signed, preparations for the work will be started. Under the contract for the work, the new pier must be completed and ready to turn over to the government within five months after signing of the contract, and it is expected that practically all this time will be taken on the work.

Ice may interfere, and every time one of the big guns being tested on the proving grounds is fired the workmen will have to seek shelter or run the risk of being injured by flying pieces of metal from the shells and plates, so that they not only work under a disadvantage, but it is said that they are in the protection vaults fully half the time. The decking of the old wharf is to be removed entirely and the piles will be cut off below the water and capped. On this structure the new wharf will be erected. A new feature of the wharf will be a hydraulic apron, so constructed

that it can be raised and lowered to the level of the car floats, in order to connect then with the railroad tracks ashore. It is expected that the wharf-building outfit will leave this city for Indian Head early in the coming month. The contract price for the work is \$12,750.

ES, Fri. 12/22/11, p. 11. **TWO WRECKED SCHOOONERS – Goucher Probably Will be Destroyed and the Perry Stripped.** –

The hulk of the four-masted schooner Samuel J. Goucher, which was abandoned several weeks ago, and which afterward went ashore on the New Hampshire coast, was floated by a high water early in the week, and became a serious menace to the safety of vessels in the vicinity of the Isle of Shoals. The cutter Androscoggin went in search of the derelict, and finding it, towed it into Portland, Me. As the schooner is much damaged and not worth repairing, it is probable that she will be destroyed by the engineer department of the army as a menace to navigation.

The four-masted schooner Katherine D. Perry, which went ashore on the shoals of the Virginia coast a short distance above Cape Charles early in this week, is a total wreck, and is being stripped of everything of value. She has broken in half and is rapidly going to pieces. The Katherine D. Perry was an old trader to this port.

Fri. 12/22/11, p. 16<sup>18</sup> **ADVERTISEMENT**

# WRECK SALE

**We will sell for the Merritt & Chapman Derrick and Wrecking Co., at their Storehouse, foot of avenue B, Atlantic City, Friday, December 22nd, at 11 o'clock**

**all of the material saved from schooner Katherine D. Perry consisting of sails, covers, compass, Rope, Tools, Paint, Oil, Stove, etc., terms cash.**

**All sails in good condition.**

**All goods must be removed within 48 hours.**

**ANDERSON AUCTION CO.  
Auctioneers.**

de21-2t

[Transcriber's Note: the above advertisement ran only Dec. 21 & 22. Presumably the auction was held as advertised.]

ES, Sun. 12/31/11, p. 21. **ROCKVILLE, Md., Dec. 30.** – In felling a tree on the farm of Samuel Case, near Potomac, this county, about 4 o'clock yesterday afternoon, Samuel Elliott, aged twenty-eight years, who was employed by Mr. Case, was instantly killed. In falling, the tree lodged in another. Mr. Elliott attempted to cut it loose, and, as he did so, the butt end swung around and struck him, knocking him down and falling on him. His neck was broken and the upper portion of his body was badly mashed.

For a number of years, Mr. Elliott was in charge of what is known as Gibbs' lock, on the Chesapeake and Ohio canal, and was well acquainted with the fishermen who visit that point. He is survived by his wife, who was formerly Mrs. Sipes, and several stepchildren.

<sup>18</sup> *Virginian Pilot*, Norfolk, Va.

# Canal Trade - 1911

Schooner Katherine D. Perry – Trips in 1911				
Departed/Sailed	Date	Destination	Arrived	Date
Jacksonville, Fl.	1/7/1911	New York, N. Y.		
Philadelphia, Pa.	2/4/1911	Portland, Me.		
Portsmouth, N. H.	2/15/1911	Portland, Me.	Portland, Me.	2/19/1911
Portland, Me.		Newport News, Va.	Newport News, Va.	3/1/1911
Newport News, Va.	3/4/1911	Mayport, Fl.	Jacksonville, Fl.	3/11/1911
Portland, Me.			Newport News, Va.	4/2/1911
Newport News, Va.	4/5/1911	Mayport, Fl.		
Jacksonville, Fl.	4/30/1911	Portland, Me.	Vineyard Haven, Me.	5/11/1911
Vineyard Haven, Me.	5/11/1911	Portland, Me.	Portland, Me.	5/12/1911
Portland, Me.	6/20/1911	New York, N. Y.		
New York, N. Y.		Norfolk, Va.	Norfolk, Va.	7/17/1911
Norfolk, Va.	7/21/1911	Salem, Ma.		
Bangor, Me.	8/27/1911	Washington, D. C.	Alexandria, Va.	9/11/1911
Washington, D. C.	9/17/1911	Norfolk, Va.	Norfolk, Va.	9/18/1911
Norfolk, Va.			Vineyard Haven, Me.	10/8/1911
Portland, Me.	11/1/1911	Norfolk, Va.	Norfolk, Va.	11/7/1911
Norfolk, Va.		Portland, Me.	Boston, Ma.	11/23/1911
Portland, Me.	12/13/1911	Norfolk, Va.	Norfolk, Va.	
Norfolk, Va.				

The above data collected from: *Republican Journal*, Belfast, Me., *Boston Herald*, Boston, Ma., *Philadelphia Inquirer*, Philadelphia, Pa., *Baltimore American*, Baltimore, Md., *Virginian-Pilot*, Norfolk, Va., and *Tampa Tribune*, Tampa, Fl., all newspapers, in addition to the data reported herein.

# Canal Trade - 1911

Schooner Montrose W. Houck – Trips in 1911				
Departed/Sailed	Date	Destination	Arrived	Date
Bangor, Me.		Alexandria, Va.	Baltimore, Md.	9/4/1911
Baltimore, Md.		Norfolk, Va.	Norfolk, Va.	12/7/1911
Norfolk, Va.	12/14/1911	Tampa, Fl.	Tampa, Fl.	12/15/1911
Schooner Maude Palmer – Trips in 1911				
Brunswick, Ga.		New York, N. Y.	New York, N. Y.	1/5/1911
Bangor, Me.			New York, N. Y.	1/28/1911
Norfolk, Va.	2/2/1911	Portsmouth, N. H.	Vineyard Haven, Me.	2/16/1911
Vineyard Haven, Me.	2/16/1911	Portsmouth, N. H.	Portsmouth, N. H.	2/24/1911
Portsmouth, N. H.	3/17/1911	Norfolk, Va.	Baltimore, Md.	3/27/1911
Baltimore, Md.	4/14/1911	Portsmouth, N. H.	Vineyard Haven, Me.	
Vineyard Haven, Me.		Portsmouth, N. H.	Portsmouth, N. H.	4/16/1911
Portsmouth, N. H.	4/22/1911	Newport News, Va.	Newport News, Va.	4/24/1911
Newport News, Va.	4/28/1911	Boston, Ma.	Bangor, Me.	5/9/1911
Bangor, Me.		Newport News, Va.	Newport News, Va.	5/22/1911
Newport News, Va.		Bangor, Me.	Bangor, Me.	6/18/1911
Newport News, Va.		Bangor, Me.	Bangor, Me.	6/22/1911
Newport News, Va.	7/6/1911	Bangor, Me.		
Bangor, Me.	8/2/1911	Washington, D. C.	Washington, D. C.	8/20/1911
Washington, D. C.	8/28/1911	Norfolk, Va.	Norfolk, Va.	8/29/1911
Norfolk, Va.	8/31/1911	Bangor, Me.		
Newport News, Va.	9/26/1911	Bangor, Me.	Bangor, Me.	10/11/1911
Bangor, Ma.	10/16/1911	Newport News, Va.	Newport News, Va.	10/26/1911
Newport News, Va.	11/2/1911	Bangor, Me.	Bangor, Me.	11/23/1911
Bangor, Me.	11/29/1911	Newport News, Va.		
Norfolk, Va.	12/15/1911	Portland, Me.		

The above data collected from: *Republican Journal*, Belfast, Me., *Boston Herald*, Boston, Ma., *Philadelphia Inquirer*, Philadelphia, Pa., *Baltimore American*, Baltimore, Md., *Virginian-Pilot*, Norfolk, Va., and *Tampa Tribune*, Tampa, Fl., all newspapers, in addition to the data reported herein.

# Canal Trade - 1911

Schooner James W. Paul, Jr. – Trips in 1911				
Departed/Sailed	Date	Destination	Arrived	Date
Newport News, Va.	12/31/1910	Portland, Me.	New Haven, Ct.	1/9/1911
New Haven, Ct.	1/16/1911	Norfolk, Va.		
Norfolk, Va.			Boston, Ma.	1/30/1911
Boston, Ma.	2/16/1911	Newport News, Va.	Newport News, Va.	2/22/1911
Newport News, Va.	2/24/1911	Portland, Me.		
Norfolk, Va.			New Haven, Ct.	3/6/1911
New Haven, Ct.	3/13/1911	Norfolk, Va.		
Norfolk, Va.	3/18/1911	Providence, R. I.	Providence, R. I.	4/6/1911
Norfolk, Va.			Providence, R. I.	4/17/1911
Providence, R. I.			Norfolk, Va.	5/8/1911
Norfolk, Va.	5/10/1911	Bangor, Me.	Bangor, Me.	5/21/1911
Bangor, Me.	6/18/1911	Portland, Me.		
Portland, Me.			Norfolk, Va.	6/25/1911
Norfolk, Va.	7/1/1911	Portsmouth, N. H.		
Cape Henry, Va.	7/28/1911	Baltimore, Md.		
N. Boothbay, Me.		Washington, D. C.	Washington, D. C.	8/2/1911
Washington, D. C.	8/6/1911	Newport News, Va.	Newport News, Va.	8/8/1911
Newport News, Va.	8/12/1911	Portsmouth, N. H.		
Bangor, Me.	8/29/1911	Newport News, Va.		
Newport News, Va.	9/10/1911	Bangor, Me.	Bangor, Me.	9/25/1911
Bangor, Me.	9/30/1911	Newport News, Va.	Newport News, Va.	10/5/1911
Cape Henry, Va.	10/6/1911	Hampton Roads, Va.		
Newport News, Va.	10/12/1911	Bangor, Me.		
Cape Henry, Va.	10/19/1911	Newport News, Va.		
Bangor, Me.	11/6/1911	Newport News, Va.		
Newport News, Va.	11/16/1911	Portland, Me.		
Norfolk, Va.	12/13/1911	Boston, Ma.	Boston, Ma.	12/25/1911

The above data collected from: *Republican Journal*, Belfast, Me., newspaper, *Boston Herald*, Boston, Ma., newspaper, and *Virginian-Pilot*, Norfolk, Va., newspaper, in addition to the data reported herein.



# Canal Trade - 1911

Schooner Henry S. Little – Trips in 1911				
Departed/Sailed	Date	Destination	Arrived	Date
			Saunderstown, R.I.	1/24/1911
Salem, R. I.	1/26/1911	Philadelphia, Pa.	Baltimore, Md.	2/2/1911
Baltimore, Md.	2/4/1911	Boston, Ma.	Vineyard Haven, Ma.	2/12/1911
Vineyard Haven, Ma.	2/16/1911	Boston, Ma.	Boston, Ma.	2/17/1911
Sparrows Point, Va.	3/25/1911	Boston, Ma.		
Boston, Ma.	4/8/1911	Philadelphia, Pa.		
Philadelphia, Pa.	4/17/1911	Boston, Ma.	Boston, Ma.	4/27/1911
Portsmouth, Ma.	5/7/1911	Philadelphia, Pa.	Newport News, Va.	5/15/1911
Newport News, Va.	5/15/1911	Wiscasset, Me.	Vineyard Haven, Ma.	6/1/1911
Vineyard Haven, Ma.	6/1/1911	Wiscasset, Me.	Wiscasset, Me.	6/3/1911
Wiscasset, Me.	6/15/1911	Kennebec, Me.	Bath, Me.	
Bath, Me.	6/22/1911	Alexandria, Va.	Alexandria, Va.	7/3/1911
Alexandria, Va.	7/12/1911	Portsmouth, N. H.	Portsmouth, N. H.	7/24/1911
Kennebec, Me.		Alexandria, Va.	Alexandria, Va.	8/19/1911
Alexandria, Va.	8/26/1911	Newport News, Va.	Newport News, Va.	9/1/1911
Newport News, Va.	9/1/1911	Boston, Ma.		
Philadelphia, Pa.	10/6/1911	Portland, Me.	Boston, Ma.	10/15/1911
Boston, Ma.	10/25/1911	Philadelphia, Pa.		
Boston, Ma.	11/22/1911	Philadelphia, Pa.	Boston, Ma.	12/12/1911
		Jacksonville, Fl.	Boston, Ma.	12/19/1911
Boston, Ma.		Philadelphia, Pa.	Philadelphia, Pa.	12/27/1911

The above data collected from: *Republican Journal*, Belfast, Me., newspaper, *Boston Herald*, Boston, Ma., newspaper, and *Virginian-Pilot*, Norfolk, Va., newspaper, in addition to the data reported herein.

# Canal Trade - 1911

Schooner Gen'l E. S. Greeley. – Trips in 1911				
Departed/Sailed	Date	Destination	Arrived	Date
Boston, Ma.	12/30/1910	Newport News, Va.	Newport News, Va.	1/10/1911
Newport News, Va.	1/13/1911	New Haven, Ct.	Boston, Ma.	1/21/1911
New York, N. Y.	2/8/1911	Newport News, Va.	Newport News, Va.	2/13/1911
Newport News, Va.	2/15/1911	Boston, Ma.	Boston, Ma.	2/26/1911
N. Boothbay, Me.		Alexandria, Va.	Alexandria, Va.	4/3/1911
Alexandria, Va.	4/13/1911	Newport News, Va.	Newport News, Va.	4/16/1911
Newport News, Va.	4/28/1911	Boston, Ma.	Bangor, Me.	5/5/1911
Bangor, Me.	5/9/1911	Newport News, Va.	Newport News, Va.	5/21/1911
Newport News, Va.	5/24/1911	Bangor, Me.	Bangor, Me.	6/6/1911
Newport News, Va.	6/7/1911	Bangor, Me.	Bangor, Me.	6/12/1911
Kennebec, Me.	6/26/1911	Alexandria, Va.	Alexandria, Va.	7/8/1911
Alexandria, Va.	7/14/1911	Baltimore, Md.	Baltimore, Md.	7/17/1911
Baltimore, Md.	7/19/1911	Boston, Ma.	Boston, Ma.	7/25/1911
Boston, Ma.	8/9/1911	Bangor, Me.	Fort Point, Me.	8/11/1911
Kennebec, Me.	8/18/1911	Alexandria, Va.	Washington, D. C.	9/1/1911
Baltimore, Md.			Boston, Ma.	10/3/1911
Boston, Ma.	10/11/1911	Norfolk, Va.	Norfolk, Va.	10/18/1911
Norfolk, Va.	10/19/1911	New Haven, Ct.	New Haven, Ct.	
New Haven, Ct.	11/3/1911	Norfolk, Va.	Norfolk, Va.	11/8/1911
Norfolk, Va.	11/9/1911	New Haven, Ct.	New Haven, Ct.	11/21/1911

The above data collected from: *Republican Journal*, Belfast, Me., newspaper, *Boston Herald*, Boston, Ma. newspaper, and *Virginian-Pilot*, Norfolk, Va., newspaper, in addition to the data reported herein.

# Canal Trade - 1911

Schooner Massasoit – Trips in 1911				
Departed/Sailed	Date	Destination	Arrived	Date
Brunswick, Ga.	1/1/1911	New York, N. Y.		
Newport News, Va.	1/13/1911	Savannah, Ga.	Savannah, Ga.	1/19/1911
Philadelphia, Pa.	5/11/1911	Bangor, Me.	Portland, Me.	5/22/1911
Maine		Alexandria, Va.	Alexandria, Va.	6/12/1911
Alexandria, Va.	6/16/1911	Norfolk, Va.	Norfolk, Va.	6/19/1911
Norfolk, Va.	6/20/1911	New London, Ct.		
Philadelphia, Pa.			Guayanilla, P. R.	8/23/1911
Norfolk, Va.	11/20/1911			
Fernandina, Fl.	10/11/1911	New York, N. Y.		
New Haven, Ct.			Norfolk, Va.	12/8/1911
Norfolk, Va.	12/24/1911			
Schooner Clarence H. Venner – Trips in 1911				
Philadelphia, Pa.			Portland, Me.	1/25/1911
Portland, Me.		Boothbay Harbor, Me.	Boothbay Harbor, Me.	2/14/1911
Boothbay Harbor	2/14/1911	Alexandria, Va.	Alexandria, Va.	2/25/1911
Alexandria, Va.	3/3/1911	Baltimore, Md.	Baltimore, Md.	
Baltimore, Md.		Bucksport, Me.		
Newport News, Va.		Bucksport, Me.	Fort Point, Me.	3/27/1911
Bucksport, Me.	4/14/1911	Philadelphia, Pa.		
Philadelphia, Pa.		Bath, Me.	Bath, Me.	5/3/1911
Boston, Ma.	8/20/1911	Baltimore, Md.		
Sergeantsville			Baltimore, Md.	9/6/1911
Portland, Me.			Sanderstown	12/4/1911
Sanderstown,	12/5/1911	Portland, Me.		

The above data collected from: *Republican Journal*, Belfast, Me., *Boston Herald*, Boston, Ma., *Philadelphia Inquirer*, Philadelphia, Pa., *Baltimore American*, Baltimore, Md., *Virginian-Pilot*, Norfolk, Va., and *Tampa Tribune*, Tampa, Fl., all newspapers, in addition to the data reported herein.

# Canal Trade - 1911

Schooner Stella B. Kaplan – Trips in 1911				
Departed/Sailed	Date	Destination	Arrived	Date
Baltimore, Md.			Fernandina, Fl	1/4/1911
Fernandina, Fl.	1/12/1911	Brunswick, Ga.	Brunswick, Ga.	1/13/1911
Brunswick, Ga.			New York, N. Y.	2/6/1911
New York, N. Y.	2/24/1911	Brunswick, Ga.		
Baltimore, Md.	4/15/1911	Key West, Fl.	Key West, Fl.	4/26/1911
Kennebec, Me.		Washington, D. C.	Washington, D. C.	8/24/1911
Washington, D. C.	9/11/1911	Norfolk, Va.	Norfolk, Va.	9/13/1911
Norfolk, Va.	9/19/1911	Savannah, Ga.		
Schooner Lyman M. Law – Trips in 1911				
New Haven, Ct.	1/11/1911	Norfolk, Va.		
Boston, Ma.			Newport News, Va.	2/10/1911
Newport News, Va.			Boston, Ma.	2/26/1911
Boston, Ma.	3/5/1911	Norfolk, Va.		
Newport News, Va.	3/10/1911	New Haven, Ct.	New Haven, Ct.	3/22/1911
New Haven, Ct.	3/29/1911	Norfolk, Va.		
New York, N. Y.	4/6/1911	Newport News, Va.	Newport News, Va.	4/10/1911
Newport News, Va.	4/12/1911	New Haven, Ct.	New Haven, Ct.	4/19/1911
New London, Ct.	5/8/1911	Norfolk, Va.		
Jacksonville, Fl.	5/31/1911	New York, N. Y.	New York, N. Y.	6/12/1911
New York, N. Y.	6/29/1911	Baltimore, Md.	Norfolk, Va.	7/6/1911
Norfolk, Va.	7/7/1911	Bangor, Me.	Bangor, Me.	7/25/1911
Norfolk, Va.	7/12/1911	Bangor, Me.	Fort Point, Me.	7/24/1911
Bangor, Me.			Norfolk, Va.	8/20/1911
Norfolk, Va.	8/20/1911	Washington, D. C.	Washington, D. C.	8/24/1911
Washington, D. C.	9/9/1911	Providence, Ct.	Portsmouth, N. H.	9/23/1911
New York, N. Y.	11/19/1911	Baltimore, Md.	Jacksonville, Fl.	12/9/1911

The above data collected from: *Republican Journal*, Belfast, Me., *Boston Herald*, Boston, Ma., *Philadelphia Inquirer*, Philadelphia, Pa., *Baltimore American*, Baltimore, Md., *Virginian-Pilot*, Norfolk, Va., and *Tampa Tribune*, Tampa, Fl., all newspapers, in addition to the data reported herein.

# Canal Trade - 1911

Schooner Maria O. Teel – Trips in 1911				
Departed/Sailed	Date	Destination	Arrived	Date
New York, N. Y.			Baltimore, Md.	2/11/1911
Fernandina, Fl.	3/12/1911	Portland, Me.	Portland, Me.	3/23/1911
Portland, Me.	4/15/1911	Norfolk, Va.		
Baltimore, Md.		Jacksonville, Fl.	Jacksonville, Fl.	
Jacksonville, Fl.		Bath, Me.	Bath, Me.	6/6/1911
Bath, Me.	7/6/1911	Alexandria, Va.	Baltimore, Md.	7/22/1911
Fernandina, Fl.		Jacksonville, Fl.	Jacksonville, Fl.	8/20/1911
Jacksonville, Fl.	9/1/1911	Portland, Me.	Portland, Me.	9/30/1911
Portland, Me.	10/28/1911	Baltimore, Md.	Baltimore, Md.	11/7/1911
Baltimore, Md.	11/11/1911	Mayport, Fl.	Jacksonville, Fl.	11/26/1911
Schooner Charles Davenport – Trips in 1911				
Baltimore, Md.	1/31/1911	Boston, Ma.		
Fernandina, Fl.		Philadelphia, Pa.		
Bangor, Me.			Newport News, Va.	5/2/1911
Kennebec, Me.			Alexandria, Va.	7/26/1911
Alexandria, Va.	8/2/1911	Baltimore, Md.	Baltimore, Md.	8/4/1911
Baltimore, Md.	8/4/1911	Bath, Me.		
Kennebec, Me.	9/1/1911	Baltimore, Md.		
Baltimore, Md.			Bath, Me.	10/3/1911

The above data collected from: *Republican Journal*, Belfast, Me., *Boston Herald*, Boston, Ma., *Philadelphia Inquirer*, Philadelphia, Pa., *Baltimore American*, Baltimore, Md., *Virginian-Pilot*, Norfolk, Va., and *Tampa Tribune*, Tampa, Fl., all newspapers, in addition to the data reported herein.

# Canal Trade - 1911

Rig	Name	Gross Tonnage	Net Tonnage	Length, feet	Breadth, Feet	Depth, Feet	Crew	When Built	Where Built	Home Port	Owner	Decks	Masts
Sch	Number Five	909	796	192.7	34.7	17	4	1898	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Six	910	793	192.3	35.1	17	4	1898	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Seven	898	790	193	34.9	17	4	1898	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Eight	924	810	193.6	34.9	17.1	8	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Nine	909	794	192.8	35.1	17	4	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Ten	897	804	189.2	35.3	17.2	4	1898	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Twelve	930	809	194	35.1	17.2	4	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Fourteen	927	807	192.8	35	17.4	4	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Fifteen	912	796	192.1	34.8	17.3	4	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Sixteen	929	808	192.6	34.8	17.3	6	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Seventeen	935	813	192.7	35	17.4	4	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Eighteen	936	817	189.3	35.1	18.1	8	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Nineteen	932	823	189	35.1	18	4	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Twenty	940	831	190.3	35.3	18.1	4	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Twenty-One	905	773	196	34.3	17.5	4	1901	Baltimore, Md.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Twenty-Three	1,035	929	207	34.2	18.4	4	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Twenty-Four	1,566	1,520	227	38.1	19.6	5	1906	Camden, N. J.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Twenty-Five	1,566	1,520	227	38.1	19.6	5	1906	Camden, N. J.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Twenty-Seven	1,290	1,290	207.3	34.6	20.5	5	1911	Camden, N. J.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Katherine D. Perry	1,125	1,015	193	40.4	21.6	9	1891	Camden, Me.	New York, N. Y.	G. G. Derring Co.	2	4
Sch	Montrose W. Houck	1,104	903	191.1	39	19		1911	Bath, Me.	Bath, Me.			
Sch	Maude Palmer	1,745	1,485	231.6	42.6	23.5	9	1900	Bath, Me.	Boston, Ma.			
Sch	James W. Paul, Jr.	1,808	1,653	250	43	21.9	12	1901	Verona, Me.	Philadelphia	Est. James W. Paul, Jr.	2	5
Sch	Henry S. Little	1,096	984	195.2	41	19.1	6	1889	Bath, Me.	New York, N. Y.			
Sch	Gen'l E. S. Greeley	1,306	1,198	218.9	40	18.2	9	1894	Westhaven, Ct.	New Haven, Ct.	Benedict-Mason M Co.	2	4
Sch	Massasoit	1,377	1,212	216.8	43.1	21	9	1889	Bath, Me.	New Haven, Ct.			
Sch	Clarence H. Venner	934	814	184.7	38	20.4	8	1890	Newburyport, Ma.	Hyannis, Ma.			
Sch	Stella B. Kaplan	1,078	1,024	199.6	40.3	18	8	1891	Bath, Me.	Portland, Me.	Benedict-Mason M Co.	2	4
Sch	Lyman M. Law	1,300	1,154	211.1	40.3	18.1	9	1890	Westhaven, Ct.	New Haven, Ct.			
Sch	Maria O. Teel	1,125	982	197.9	40.2	18.9	8	1890	Newburyport, Ma.	Boston, Ma.			
Sch	Charles Davenport	1,297	1,157	199.2	41.8	20.8	10	1890	Bath, Me.	Portland, Me.			4
St. s	Capt. Toby	20	14	46.9	14.4	5.7	3	1906	Solomons, Md.	Washington, D. C.	A. J. Taylor & Bro.		
St. s	Camilla	40	20	68	16.2	7.6	5	1877	Baltimore, Md.	Washington, D. C.	A. J. Taylor & Bro.		
St. s	Edith Goddard Winship	36	24	63.3	16	6.1	4	1897	Baltimore, Md.	Baltimore, Md.	Consolidation Coal Co.		
St. s	James O. Carter	26	17	58	13.6	3.6	3	1896	Solomons, Md.	Washington, D. C.	A. J. Taylor & Bro.		
St. s	Piedmont	90	49	83.6	20.5	9.1	5	1892	Baltimore, Md.	Norfolk, Va.			
St. s	Advance	167	113	107.5	22.7	11.9	8	1911	Solomons, Md.	Washington, D. C.	A. J. Taylor & Bro.		