

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE NEWS
and
THE FREDERICK POST
two Frederick County, Md. newspapers
and
THE WASHINGTON POST
THE WASHINGTON HERALD
THE WASHINGTON TIMES
and
EVENING STAR
four District of Columbia newspapers
1912

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Canal Trade - 1912

A. PREFACE

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

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

Articles taken from *The News* are marked with *News* preceding the story, those from *The Frederick Post* are marked with FP, those from *The Washington Post* are marked with WP, those from *The Washington Herald* are marked with WH, those from *The Washington Times* are marked with WT and those from the *Evening Star* are marked by ES preceding the article. I have purposely included duplicate articles from different newspapers, when I could find them, so as to reveal different facts and bias [vicious mule my \$@#!, you whip a mule and he/she will kick you!].

This is an edited report. The **Along the River Front** articles were much longer, they were edited to only include arrivals and departures of canal boats.

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

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Transcribed November 2015
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Canal Trade 1912.

WP, 1/10/12, p. 12. Mrs. Catherine Young, 41 years old, wife of a locktender on the Chesapeake and Ohio canal, was found dead yesterday morning on Cabin John bridge by the proprietor of the hotel there. The body was taken to Georgetown University Hospital, where surgeons said she had been dead for several hours. Coroner Nevitt was notified, and declared Mrs. Young, who was thinly clad, had died from exposure to the cold.

News, Mon. 1/29/12, p. 2. **James Wallace**
James Wallace, 69 years old, died at the Alleghany Hospital, in Cumberland, from pneumonia. Mr. Wallace had been ill five weeks. He was a native of Frederick, but had lived in Cumberland nearly all his life. He was once a boatman on the Chesapeake and Ohio canal. He also served on the Cumberland police force.

WP, Wed. 2/26/12, p. 3. **UPPER POTOMAC IN FLOOD - River Is Overflowing the Lowlands at Williamsport** - Hagerstown, Md., Feb. 27. - The Potomac River, responding to the inflowing of a great volume of water from heavy rains and melting snow, is on a rampage and at flood height at Hancock and Williamsport.

Measurements taken today show a rise of from 12 to 15 feet in the stream.

The river is overflowing the lowlands at Williamsport and has nearly reached the top of the towpath bank of the Chesapeake and Ohio Canal below the town.

The sudden rise dislodged the immense ice pack above dams Nos. 5 and 6, between Williamsport and Cumberland, and the mass is moving off safely.

Several gorges formed, but were broken up, while the current has thrown tons of ice upon the banks.

So far, no great damage has been done.

ES, Sun. 3/3/12, p. 8. **C. & O. Canal May Resume Soon.** - While no definite time has been set for the resumption of traffic on the Chesapeake and Ohio canal, it is expected it will be opened for navigation within three weeks. All the locks along the line are being repaired and boats of the Canal Towing Company are being put in condition.

FP, Thu. 3/7/12, p. 1. **PROSPECTS FOR CANAL SEASON.** - Boatmen and others interested in canalling are going over plans and prospects for the coming season on the old Chesapeake and Ohio Canal. According to present prospects, there will be more going on and about the canal this season than since away back in the palmy days of the early seventies.

The new boatyard at Cumberland will be equipped with modern appliances to make the building and repairing of boats more economical. Electric motors will be installed for drawing the boats to the dry docks. Power for this work in the old yards was supplied by mules. Besides the improvements to the boatyard it is stated that the coal-loading wharf will be practically rebuilt and will be supplied with concrete piers and other permanent improvements.

There are nine new canal boats in the Cumberland boatyard now ready for service and these with the number of good boats tied up for the winter at Cumberland and Williamsport, Sharpsburg and Georgetown will assure plenty of vessels to carry all the coal and other freight that may be offered the canal for eastward shipment.

WP, Sat. 3/16/12, p. 10. **Gas Company Selects Officers** - At a recent meeting of the board of directors of the Georgetown Gas Light Company, G. L. Nicolson, a director,

and general manager of the Chesapeake and Ohio Canal Company, was made vice president of the gas company, to succeed Maurice J. Adler, deceased. Henry Flather, cashier of the Riggs National Bank, was made a director, to fill the vacancy created by the elevation of Mr. Nicolson to the vice presidency.

ES, Sat. 3/16/12, p. 3. **Train Traffic Suspended.** – The Potomac river at Williamsport was twelve feet above normal and was rapidly rising last night. Chesapeake and Ohio canal boatmen are securing their boats, anticipating an eighteen-foot rise. Families living along the river are preparing to move to places of safety.

Conococheague creek has overflowed and the Cumberland Valley railroad stopped running trains on the Waynesboro-Chambersburg division. Two trains were caught by the flood, which has done considerable damage.

ES, Sun. 3/17/12. p. 30. The tug Edith Goddard Winship, belonging to the Consolidation Coal Company, is lying out of commission at the wharf of Stephenson & Bro., at the foot of 7th street, waiting the opening of the Chesapeake and Ohio canal, when her services will be in demand. During the winter the tug was given a thorough overhauling and is ready for service when wanted.

ES, Fri. 3/28/12, p. 3. **BUILDING PERMITS** – the following building permits were issued today: To Chesapeake and Ohio Canal Company, to build mule sheds along canal, between 30th and K streets northwest; builder, R. W. Derby; estimated cost, \$850.

News, Fri. 4/5/12, p. 6. **C. & O. Canal Reopened** - The Chesapeake and Ohio Canal was formally reopened yesterday for

the season, which promises to be one of the most prosperous in many years. The first boat of the season was loaded with coal yesterday morning at Cumberland for Victor Cushwa & Sons, Williamsport, and will arrive at Williamsport Friday. A fleet of boats left Williamsport yesterday for Cumberland, and boats are moving from every point along the waterway. Navigation has begun with unusual activity. Several new concrete locks were constructed during the winter and general improvements made. Over a hundred boats will be operated on the canal this year by the Canal Towing Company, and large contracts have been signed for hauling coal.

ES, Sun, 4/7/12, p. 5. **Boat Coming Down The Canal** – The first coal-laden canal boat to come down the Chesapeake & Ohio Canal from the Cumberland, Md., mining region is expected to arrive at Georgetown early in this week, and from then on there will be a continuous stream of coal-laden boats arriving at Georgetown docks of the Consolidated Coal Company.

The boats were loaded last week, and Wednesday the first one left Cumberland for this city. The tug Edith Goddard Winship, which has been laid up since the close of navigation on the canal last fall, will go into commission tomorrow under the command of Capt. Tom Selectman, in readiness for towing the coal boats to coal handling wharves about this city and Alexandria as fast as they arrive.

Since the close of navigation last year, the managers of the canal have made a number of improvements in the waterway along its upper reaches, and have strengthened its banks along its entire length so as to prevent washouts should the spring and summer prove very rainy. The latter part of this month, it is understood, the shipments of coal to the naval powder plant at Indian Head, Md., will be resumed.

Ibid, p. 8. **News Briefs.**

Boating started for the season on the Chesapeake and Ohio canal Thursday. The first boat to be loaded was the No. 13 of the Canal Towage Company, Capt. Charles Fox. It started with 116 tons of coal for Georgetown. Up to noon yesterday nine boats had been loaded.

ES, Sun. 4/14/12, p. 29. **Coal Cargoes Pass Through Canal.** – During the first week the Chesapeake and Ohio canal has been opened over 100 boats loaded with coal have cleared for Georgetown and Williamsport.

ES, Sun. 5/5/12, p. 34. **To Resume Coal Shipments.** – Shipments of soft coal from this city to Boston and other points in New England, aboard the big schooner barges of the Consolidation Coal Company, which were discontinued last fall when the Chesapeake and Ohio canal was closed for the season, are to be resumed, and barge No. 9 will load the first cargo of the season. No. 9 reached here yesterday afternoon in tow of the tug Camellia from Point Lookout, and was docked under the coal chutes at Georgetown to start loading.

The barge was brought down the coast from Boston by one of the big sea-going tugs of the Consolidation Coal Company's fleet, in company with a number of other barges bound for Baltimore, and was dropped at Point Lookout for the local tug to pick her up and bring to this city. It is understood that from now until the close of the shipping season next fall, from four to six barges will be loaded with coal at Georgetown, and two or three sailing schooners may also get cargoes of the fuel here for New England points.

The Consolidation Coal Company's barges will each take away about 1,600 tons of the fuel.

ES, Fri. 5/10/12, p. 22. **Along the River Front. – Arrivals.** – Whale-back barge Bangor, light, from Norfolk, at Georgetown to load coal for a New England point; tug Triton, towing whale-back barge Bangor, from Norfolk to Georgetown; canal barge Ruby, at Alexandria with railroad ties from a Chesapeake and Ohio canal point.

Departures.

Schooner barge No. 9, in tow for Point Lookout, from Georgetown, enroute to Boston with coal; tug Camilla, towing coal-laden barge, from Georgetown to the mouth of the river enroute to a New England point; tug Carter, towing coal-laden boats from Georgetown for naval powder plant, Indian Head, Md.

ES, Sun. 5/12/12, p. 26. **Along the River Front. – Arrivals.** – The boat Ruby, from Alexandria, at Georgetown enroute to a Chesapeake and Ohio canal point; Canal Towage Company boats No. 25 and No. 100, light, from naval powder plant, Mattawoman creek, Md. at Georgetown; tug D. M. Key, towing coal-laden barge from Alexandria to dredge Dewey, Eastern branch; tug Winship, at Georgetown with a tow of light coal-carrying boats from Alexandria.

ES, Sun. 5/19/12, p. 11. **Bangor Completes Loading.** – The whaleback barge Bangor, belonging to the Harper Transportation Company of Boston, the only vessel of her type to load coal at Georgetown, has completed the taking aboard of about 2,000 tons of soft coal, and as soon as the tug that is to tow her arrives, she will start for Norfolk to join a tow going up the coast.

The Bangor is a type of vessel largely used on the Great Lakes, but, becoming too small for ore and grain carrying, has been sent to the Atlantic coast for service as a coal carrier. She was built at Superior, Wis., in 1893, and registers 1,265

net tons. It is reported that whaleback barges will be frequent visitors to this city for coal cargoes.

In the coming week one of the large schooner barges belonging to the Consolidation Coal Company will arrive here and will load at the Georgetown piers. The coal that will be placed in these vessels for transportation to New England points comes from the mines in the vicinity of Cumberland, Md., and is brought to this city in canal boats down the Chesapeake and Ohio canal. It is probable that a vessel or two that will bring ice to Alexandria may load coal at Georgetown during the summer, but by far the bulk of the fuel will be handled in coasting barges.

ES, Tue. 5/21/12, p. 19. **Out on Marine Ways** – The power launch Candoc, owned by the Chesapeake and Ohio Canal Company and used as a pay boat and for inspection work by officials of the canal company, is out on the railway at Bennett's for hull repairs and caulking. The launch will be ready to go overboard before the end of the week, and as soon as launched will return to service on the canal.

ES, Sat. 5/25/12, p. 12. **Out for Repairs**
The launch Candoc, belonging to the Chesapeake and Ohio Canal Company, which was early in the week put overboard from the marine railway at Bennett's, was yesterday again taken from the water to close a leak, which was not discovered when she was on the railway before.

ES, Sun. 5/26/12. p. 7. **The Shipments Active.** – The big seagoing barge Charles C. Hearn, which has been lying at Alexandria for the past two weeks loading a cargo of about 18,000 railroad ties, which L. A. Clarke & Son of this city will send to Boston, will complete her cargo and be ready to leave the latter part of this week.

The ties the big vessel is putting aboard are being taken to Alexandria by rail from interior points in Virginia, over the Southern railroad, from up the Chesapeake and Ohio canal by boat and from river and bay points by vessel.

ES, Mon. 5/27/12, p. 18. **Along the River Front – Arrivals** – C. C. Company schooner barge No. 15, light, from Boston, at Georgetown, to load coal for a New England point; two C. T. Company boats from Indian Head at Georgetown, in tow of tug Capt. Toby.

Departures

Canal barge No. 33, lumber for Cumberland, Md., via the Chesapeake and Ohio canal.

FP, Wed. 5/29/12, p. 2. **DEATH OF VICTOR CUSHWA** - Hagerstown, Md. - Victor Cushwa, a leading citizen of Western Maryland, died last night at his home in Williamsport, aged 79 years. For several weeks his condition was critical. Death was due to poisoning caused by organic cancer.

He was born at Dry Run, near Clear Spring. In early life he learned the trade of tanner and currier and in 1854 engaged in business for himself. Selling his tannery, he became manager of the Washington County Leather Manufacturing Company, of Hagerstown. The plant was later destroyed by fire, after which he acquired a half interest in the coal business of the late Charles Embry & Son, at Williamsport.

In 1880 Mr. Cushwa bought his partners' interest and six years later started a branch in Hagerstown, where he erected a large warehouse. Later his sons, Victor M., David K., and C. Frank Cushwa and his son-in-law, M. Emmet Cullen, were taken in as partners. C. Frank Cushwa and Mr. Cullen died several years ago, and he turned the entire business over to his sons, Victor M. and David K.

In addition to the extensive warehouses in Hagerstown and Williamsport the firm owns a warehouse at Powell's Bend on the Chesapeake and Ohio Canal, and a large brick manufacturing establishment at Williamsport. Its trade amounted to a quarter of a million dollars annually.

Mr. Cushwa held a number of positions of trust, being appointed a receiver of the Chesapeake and Ohio Canal, a director in the Potomac Valley Railroad Company and director of the Washington County Mutual Insurance Company.

Mr. Cushwa's first wife was Miss Mary Ann Kreigh, daughter of William Kreigh, and his second, Miss Catherine E. Moore, daughter of Deputy Register of Wills Thomas E. Moore. He served one term as county commissioner, having been elected by the Democrats. He was a member of the Catholic church.

Surviving are his second wife and the following children by his first wife: Mrs. Marguerite Cullen; Mrs. Frances Leiter, wife of Dr. James William Leiter; David K. Cushwa, all of Williamsport; Victor Cushwa, president of the Hagerstown Board of Trade; and Mrs. N. Bruce Martin, of Waynesboro. Dr. Victor F. Cullen, superintendent of the State Sanatorium at Sabillasville, is a grandson. The funeral will be held Thursday morning.

Daniel Bowers.

Hagerstown - Daniel Bowers, aged 78 years, a Union veteran, died yesterday at his home at Sharpsburg, this county of paralysis. Mr. Bowers served in the Potomac Home Brigade and was a member of Antietam Post, G. A. R. For a number of years, he operated boats on the Chesapeake and Ohio Canal. His widow and two sons survive.

ES, Fri. 5/31/12, p. 3. The launch Candoc, belonging to the Chesapeake and Ohio

Canal Company, which is out on the larger railway at Bennett's boatyard, is having all the unsound planking and timbers removed from her hull and new material put back. The launch was hauled out several days ago and temporary repairs were made, but after she was put overboard her owners determined to have her hull rebuilt and this work is now in progress.

ES, Fri. 5/31/12. p/ 7. **Schooner Barge Departs.** – Schooner barge No. 15 of the fleet of the Consolidation Coal Company, used in the transportation of the coal from Chesapeake Bay ports to Boston, Lynn, Portsmouth, Providence and other points in New England, yesterday completed the loading of a cargo of soft coal at Georgetown, and, in tow of the tug Camilla, she left here in the afternoon for Point Lookout. This morning she joined a tow of barges coming down from Baltimore and in company with them will be carried up the coast to her destination.

No. 15 has aboard about 1,600 tons of the fuel from the mines in the Cumberland (Md.) region, which were brought to Georgetown in boats by way of the Chesapeake and Ohio canal. She probably will return to this city in about three weeks or a month to load another cargo.

Barge No. 21, which is discharging ice at Alexandria, will be brought up to Georgetown the coming week to take aboard a cargo of the fuel for a port in New England. It is stated that three or four barges will load coal here each month during the summer.

WH, Sun. 6/2/12, p. 1. **RUNAWAY MULE DRAGS PROSTRATE BOATMAN QUARTER OF A MILE.**

Winifred, a big black mule of the typical canal boat variety, better known as No. 94, almost killed Joseph Sanbower,

twenty-one years old, of Shepherdstown, W. Va., yesterday afternoon by dragging the man for nearly a quarter of a mile along the towpath of the Chesapeake and Ohio Canal.

Sanbower had tied a rope to his belt with the other end attached to a halter on the mule, and when Winifred, either frightened or feeling frisky, started along the towpath at full speed the man was jerked from his feet and dragged. Sanbower rolled into the canal and was pulled back to the path, Winifred never lessening her speed.

Sanbower caught hold of the rope, and lying face downward was pulled the last half of the distance. This probably saved his life. The man's clothes were torn off, his face was cut and bruised and covered with dirt, and he was badly used up when a patrol wagon arrived from the Seventh Precinct Station. Sanbower was removed to Georgetown University Hospital.

Physicians found no bones broken, but they say Sanbower will not be able to walk for a week. Winifred was stopped by a party of canal boatmen near the reservoir in the Conduit Road.

WP. Sun. 6/2/12, p. 2. **HITCHED HIMSELF TO MULE.** - Lack of knowledge of the vagaries of a canal boat mule nearly cost Joseph Sanbower, 21 years old, of Shepherdstown, W. Va., his life yesterday afternoon. While allowing the mule to graze alongside of the reservoir on the Conduit road, young Sanbower, who is employed on Canal Boat No. 94, tied the rope attached to the halter of the animal to a belt about his waist.

Frightened by the blast of a stationary engine at work in the neighborhood, the mule dashed up the road dragging Sanbower a distance of a quarter of a mile, covering his head and body with painful cuts and bruises. He was taken to Georgetown University Hospital in the wagon of the Seventh precinct. The

physicians there said he was not seriously injured.

The mule was stopped by several laborers who were working on the road.

ES, Tue. 6/4/12, p. 20. **Return to Service**

The rebuilding of the hull of the steam launch Candoc, belonging to the Chesapeake and Ohio Canal Company, has been completed at Bennett's boatyard and she was put overboard at high water yesterday and will return to service at once. She is used by the Chesapeake and Ohio canal officials for inspection and other business trips on the canal.

ES, Thu. 6/13/12, p. 22. **Along the River Front. – Arrivals** – Canal barge Ruby, at Alexandria with railroad ties from Chesapeake and Ohio canal points.

Departures.

Tug James O. Carter, with a tow of two coal-carrying boats from Georgetown for Indian Head.

WT, Sun. 6/30/12, p. 8. **Body of Man Killed by Mule is sent home.** – The body of James E. Keesucker, who was kicked on the head by a mule and instantly killed yesterday afternoon on the towpath of the Chesapeake and Ohio canal, near Cabin John Bridge, was sent to his home in Baltimore today.

Keesucker, who was forty-five years old and a member of the International Association of Bridge, Structural and Ornamental Iron Workers, leaves a wife and six children. A vicious mule on a canal boat, on which he was employed, crushed his skull with a kick when he was applying the whip to it.

ES, Sun. 6/30/12, p. 26. **Canal Grain Boat Finished.** – The Chesapeake and Ohio canal grain boat, which was out on the marine railway at Bennett's boatyard for more than

a week having new planking placed in her hull and being caulked all over, was yesterday lowered from the railway and sent around to Georgetown to be taken up the canal for service.

A new propeller wheel was received yesterday for the Taylor tug Camilla, but as none of the larger marine railways here or at Alexandria was vacant, so that she could haul out to have the wheel put in position, it will, in all probability, be loaded on the tug, which will go to Solomon's island or Baltimore to have it placed in position. The wheel of the Camilla was broken about two weeks ago as she was turning around in a coal dock at Alexandria. The Camilla will be back in this city early in this week, with barge No. 26 of the Consolidated Coal Company in tow.

WP, Sun. 6/30/12, p. 8. **MULE KICKS MAN TO DEATH** - Gaithersburg, Md., June 29. - James E. Keesecker, aged 45 years, supposed to be from Baltimore, was kicked by a mule and almost instantly killed, on the towpath of the Chesapeake and Ohio Canal, near Cabin John bridge, this afternoon. He was a passenger on a canal boat on its way from Georgetown to Dickerson, Md., and shortly before the boat reached Cabin John bridge he volunteered to look after the mules while the driver ate his supper.

Just as Keesecker plied a whip to the legs of one of the mules, the animal let fly, and both hind feet landed squarely on Keesecker's head, crushing his skull.

Keesecker carried a card showing him to be a member of a Baltimore union of the International Association of Bridge, Structural and Ornamental Iron Workers. It is understood the Keesecker leaves a wife and five or six children. His body was taken in charge by a Washington undertaker.

ES, Thu. 7/4/12, p. 4. **News Briefs.**

A boat loaded with cement sank in the Chesapeake and Ohio canal at Cushwa's wharf, Williamsport, Sunday.

ES, Thu. 7/11/12, p. 20. **Along the River Front. – Arrivals** – Barge Wicomico, at Alexandria, with coal for the dealers there.

Departures.

Tug Captain Toby, for Mattawoman creek, towing two coal-laden boats from Georgetown; Canal barge No. 64, lumber from 9th street wharf for Brunswick, Md. via the Chesapeake and Ohio canal; District tug General Warren, towing two coal-laden lighters for District workhouse at Occoquan, Va.

ES, Sat. 7/20/12, p. 12. **Navigation Obstructed.** – The Chesapeake and Ohio canal at Georgetown was placed out of commission yesterday by the flooring of one of the locks, through which the boats pass in order to get out into the river, being forced up in such manner as to interfere with the opening of the big lock gates. The services of Capt. Wanner, the local marine diver, were secured. It is stated that repairs will not be made in time to lock boats out this afternoon, but everything will be in proper working order by Monday morning.

The last boats locked out were those required to complete the cargo of a sea-going barge which is loading coal for Boston, and the barge will not be delayed in sailing by the tie-up in the waterway.

The recent heavy rainfalls, it is stated, did no material damage to the banks of the canal along the upper Potomac, where breaks often occur.

Along the River Front.

Arrivals.

Schooner John Branford, light, at Alexandria to load coal for Colonial Beach.

Departures.

Schooner John Branford, from Alexandria for Colonial Beach with soft coal.

FP, Mon. 7/29/12, p. 4. **W. MD. BUYS CANAL PROPERTY - Gets Valuable Land in Cumberland for Terminal Purposes.** - Cumberland - The Western Maryland Railway Company has bought from the Chesapeake and Ohio Canal Company, with approval of the court, a valuable property here for station and freight yard purposes, at the end of the inlet lock of the canal.

The transaction involves all the canal property, including waterways and realty from the inlet lock to Mechanic and Canal streets, including the large canal basin, boat building yards, the use of the lock piers and masonry for bridge purposes, etc.

The basin has been the nearest point that the canal has touched to the centre of the city for years, and along it the Canal Towage Company boat rebuilding plant has been located. It is understood that the sum paid was large, and the canal company got cash for a property that it can well do without.

Work is under way on the extension of the abutments at the inlet lock. They will be used for the new bridge that is to be thrown over the Potomac river here.

Ibid, p. 7. **Coal Vessels Tied Up.**

In consequence of breaks in the banks of the Chesapeake and Ohio canal at Williamsport and Seneca, Md., no coal-laden boats have been coming down the canal for several days, but it is said that the canal company expects to have the damage repaired and traffic resumed on the canal within the next day or two.

The tie-up of the canal is delaying the loading of the big barges that carry coal to New England points. Barge No. 18, which arrived here about a week ago, is laying at

the Georgetown coal pier about half loaded, and No. 26, which was brought up the river about the middle of the past week, is lying at anchor in the river off about the foot of 20th street, waiting for No. 18 to complete her cargo and get out of the way so that she can go under the loading chutes. It is probable that both vessels will be loaded and started on their journey to Boston, Portsmouth or Portland, by the end of this week. The break in the canal has for the time stopped shipments of coal to the naval powder factory at Indian Head.

ES, Wed. 7/31/12, p. 16. **Canal Damage Repaired** – The damage done the Chesapeake and Ohio canal by the heavy rains and high waters in the Potomac near its upper end has been repaired and a large fleet of coal-laden boats, which was held up on account of the breaks in the canal banks, is now moving into Georgetown. The coming of the coal allowed the resumption of the loading of the big schooner barge No. 18, which has been lying at Georgetown for a week. She completed taking aboard her cargo yesterday morning, and in tow of the tug Camilla started for Point Lookout, at the mouth of the Potomac, where she will join a tow going up the coast to her destination. Barge No. 23, which was brought here several days ago, and which has been lying at anchor in the Georgetown channel, will today be placed under the chutes to take aboard her cargo.

ES, Fri. 8/2/12, p. 18. **Along the River Front. – Departures** – Canal barge Farmers Friend, from Alexandria with fertilizer for Chesapeake and Ohio canal points.

WH, Thu. 8/8/12, p. 3. **Captain Dies on Canal Boat.** - Rockville, Md., Aug. 7 - Zachariah Reid, for many years captain of a boat on the Chesapeake and Ohio Canal, died suddenly of heart failure yesterday

morning in the cabin of his boat. The boat was at Seneca, this county. He was about sixty years old, and is survived by his wife and several children.

ES, Wed. 8/7/12, p. 16. **Along the River Front – Arrivals** – Tug Captain Toby, towing Canal Towage Company boats No. 3 and No. 68, light, from Indian Head, at Georgetown.

ES, Fri. 8/9/12, p. 18. **Along the River Front – Arrivals** – Barge No. 12, ice from the Kennebec river, at 9th street wharf for the American Ice Company; Canal Towage Company boats Nos. 22 and 23, light, from Indian Head powder plant, at Georgetown.

Memoranda

Barge Ruby is at Alexandria with telegraph poles from a Chesapeake and Ohio canal point.

ES, Sat. 8/10/12, p. 11. **The Old Canal.**

“Where we are standing now, I used to run sand. There was a canal here. The old Chesapeake and Ohio canal used to run right along B street there. The lockhouse is that stone house at the southwest corner of 17th and B, just at the entrance to the park. We keep our tools in there now, and on the wall of the house is the date 1837. The lock was where that flower bed is in the middle of B street just this side of the American Republics building. You know the old canal came in at Easby’s point at the foot of 26th street, ran along B street to 6th where the Pennsylvania railroad station stood, turned down 6th to about halfway between Missouri avenue and Maine avenue, then ran through the park to 3rd street, to south B street, to Canal street, to Delaware avenue, to Virginia avenue, to 2nd street southeast and down 2nd street to the Eastern branch, coming out just where the pumping station is now.

“There were bridges over the canal at 14th, 13th, 10th, 7th, 6th, 4½ and 3rd streets. Then there were bridges at Virginia avenue, New Jersey avenue, 2nd street and N street. All these bridges were wood except that at New Jersey avenue, which was a big stone arch.

“One branch of the canal ran down 17th street to the river, which covered the flats where this park is, and later they cut a canal right through where this swamp is to B street, and we used it to run sand into. When we didn’t have that kind of work to do we used to work for the contractor who was building the B street sewer, which followed the line of the old canal. You can see a part of the old canal wall over there by the Red Cross Exhibit building.

“Well, here comes another load.”

ES, Sat. 8/17/12, p. 12. **Along the River Front. – Arrivals** – Canal Towage Company boats No. 4 and No. 48, light, from naval powder factory, Mattawoman creek, Va., at Georgetown.

Departures

Canal barge Farmers’ Friend, from Georgetown, at Alexandria to load merchandise for a Chesapeake and Ohio canal point.

WT, Fri. 8/23/12, p. 6. **Two Men Go Broke Finding Meaning of Word “Feeder”**

What is a “feeder?”

Webster’s Unabridged says, “One who gives food and entertainment.” Various other appliances of the word are found in mechanics, electricity and printing, but a rather novel adaptation of that noun was introduced to two Washington newspaper men who, after having turned in their late reports to the city editors, betook themselves to the bosom of the upper Potomac, there to spend the waning hours of the day in the pastime of canoeing.

When these particular two newspaper men returned to Washington that night they rushed to their office and opening said Webster's Unabridged, found, under a subhead, an additional definition of "feeder."

To wit: A fountain, stream or channel which supplies a canal, lake or reservoir with water. Neither of them had ever heard of such a thing before that day, but both will remember it forever, for their ignorance on the occasion which is about to be described cost them the startling sum of 50 cents, and a newspaper man has often been known to exist as long as two days on that amount.

Scene of Disaster.

Broadwater, in the vicinity of Sycamore Island, is the approximate location of the following event and the lower end of the "feeder," where it joins the Chesapeake and Ohio canal at King's Lock, is the exact geographical situation of the "hold-up."

Launching their canoe in Broadwater, the pleasure-bent newsmen paddled in among the rocks and islands and down along the big stone abutment which has been given the name of Roaring Dam.

Approaching the shore, they saw a channel leading off from the end of the dam, and still having the desire for exploring naturally enough guided their craft into the stream. On they went, and seeing no sign forbidding trespass, they left the canoe drift until it hove into sight of a big open gate. The desire for discovering something beyond overcame them, and they paddled all the harder. The banks were ten feet above them, and they slid silently past the gate. No less than a 100 yards below the gate the canoe, in its careless drifting with the current, glided softly and gracefully into the canal proper.

Lock Keeper Is Peeved.

They were surprised when they found themselves in the open canal, and were more surprised when their progress was stopped by the gruff reprimand of a panting, exhausted lock keeper who came running down the towpath demanding the reason for their presence in the canal.

"Why, we came down from the river," said the less timid occupant of the canoe, the while pointing in the direction of the "feeder."

"But you have no business coming through the feeder without paying at the gate," urged the keeper of the lock.

"It'll cost you 25 cents for passing through that there gate into this canal," he added, "and after this yell before you pass through, so I won't have to come running after you."

"But we don't want to stay in the canal. We didn't mean to come into it, and we want to go back to the river." protested the scribes; thinking that by retracing their course they might undo necessity of forking over the two bits.

"Wall, if you want to go back up the river it'll cost you 50 cents; 25 cents for coming down the feeder and twenty-five for going back."

"Heads I win, tails you lose," remarked the talkative scribe to his partner, in an undertone. "This looks like a hold up game that equals the method adopted by Jesse James. Wonder how much it will cost to stay tight where we are!"

"Don't ask him or he will add another two bits," replied the reticent one, and added, let's beat it on down the canal, the old chap can't make us pay it and we can paddle faster than he can run, anyhow."

Fine idea – Much business of spooning the water away from the sides of the canoe. Also, loud yells from the old lockkeeper which attracted the attention of his son, Hank, who joined his father on the canal bank.

The difficulty was soon explained by father to son, and the latter, a seven-foot-high by two-feet-six-inches broad riverman, sunburned to the bone, sleeves rolled up, showing big brown arms, pursued along the tow path. For him it was only a dozen steps until he reached the canoeists, who, on seeing the fourth party to the affair, decided that hesitancy of reluctance might be the better part of valor.

“What – you think the old man’s trying to do you?” said the riverman as he felt out his own muscles in his arm and rolled his shirt sleeves further up.

One look at the proportions of the intruder was enough for the spokesman of the canoeing party and he was no longer in doubt as to what course to pursue.

They Come Across.

“Far! Far!” he returned, with an assuring lift of the hand. “We were not running away, we only came down this far so we could get a wider place in which to turn our canoe around.”

An exchange of glances between the newspaper men took place, and in that glance the timid one gave the other credit for some pretty quick thinking.

“Well, then, come across with the money!” said the big brawny riverman, and he reached down to the canoe to get the price of one round trip through the “feeder.”

ES, Sun. 9/1/12, p. 16. **Coal Shipments at Standstill.** – Boating on the Chesapeake and Ohio canal is almost at a standstill, due to a shortage of coal. The boatmen and others interested blame the centennial at Frostburg for the fact there is little or no coal arriving at the wharf. Only two carloads arrived yesterday. Nearly all the coal shipped by canal comes from the Consolidation Coal Company’s mines at Frostburg.

ES, Sat. 9/28/12, p. 11. **Houseboat Colony.**

There is a large houseboat village in that part of the city between the river and the Chesapeake and Ohio canal above the Aqueduct bridge. It is strung along as far as that point where a big stone culvert permits the passage of men and teams under the canal – a subway that connects this quaint colony with the Canal road near Foxhall hill.

The margin of land between the river and canal at this point is about fifty yards wide and grows narrower as, traveling east, you near the Aqueduct bridge. The land is low and moist and is shaded with big old trees. Some of the houseboats rest on wooden foundations and at high tide are in many cases nearly, if not altogether, surrounded by water. Others are moored so that at high water many of them are afloat and at low water stranded. In some places, cottages have been built close to the high-water line and have little flower and vegetable gardens at the land front and on the sides.

A line of the Baltimore and Ohio railroad runs along this land, then passes under Aqueduct bridge and along Water, or K street, into which and out of which an amount of freight is carried that would surprise the Washingtonian who has not kept himself informed of the traffic development in that section.

ES, Tue. 10/1/12, p. 24. **Canal Breaks Repaired** – The damage done the Chesapeake and Ohio canal by the recent heavy rains and high waters along its upper reaches has been repaired and navigation, it is stated, has been resumed. The tie-up of the waterway lasted about five days, and a large number of boats were caught above the point of trouble and were forced to lie still until repairs were made. These are now on their way to this city and will soon arrive in Georgetown.

Shipments of coal to the naval powder plant at Indian Head, Md., have

been resumed, and schooner barge No. 5, which was brought to Georgetown in the latter part of last week, will be able to complete her cargo. It is thought she will be loaded in the latter part of this week. According to reports but one more of the big schooner barges of the Consolidation Coal Company will load at this city this season, and she should arrive here within the next ten days.

ES, Sat. 10/5/12, p. 22. Maj. Sylvester, as game warden of the District and warden of the Fish and Game Protective Association, is already thinking of the question of protecting the small-mouth black bass and other fish in the Chesapeake and Ohio canal this fall.

It is probable that the game warden will soon consult Fish Commissioner Bowers and interest him in the work of saving thousands of fish when the water is drawn from the canal for the winter. Unless something is done to save them, it is stated, they probably will remain in the holes in the canal and be dipped from them.

ES, Thu. 10/24/12, p. 24. **Along the River Front. – Departures** – Canal boat No. 23, lumber, from 12th street wharf for Cumberland, Md., via Chesapeake and Ohio canal.

ES, Sun. 10/27/12, p. 2. **Canal to Remain Open Until Dec. 15.** – The Canal Towage Company here announces that operations would be continued on the Chesapeake and Ohio canal until December 15. The coal shipments are heavy and all the boats are in commission. The year has been a prosperous one. During the winter a number of new boats will be constructed. The Canal Towage Company has erected here a complete, new boat-building outfit, in which all modern machinery has been installed.

At the Last Lock

The last lock, or it may be the first, of the Chesapeake and Ohio canal is at 29th street in Georgetown. There the canal joins Rock Creek. Twenty-ninth street crosses the canal on a stone viaduct. On the east side of this viaduct is a brick balustrade topped with a foot-high cement coping. The west side of the viaduct is not only guarded by this cement coping, but the coping is topped with a strong iron picket fence. The way for the canal mules passes on the north side of the waterway and across 29th street. The tow lines pass over the brick balustrade and its cement coping and over the picket fence, and when the boat is ready to pass under the viaduct the line is cast off and is hooked on as soon as the passage has been effected. In this process the towline passes over the northwest angle of the balustrade and its picket fence.

It is interesting to note the effect of the rope wear on the iron. Imbedded in the top of the cement coping of the east balustrade are two long, wide iron plates as fenders. Deep grooves are worn in them by the ropes. The iron picket fence surmounting the west balustrade furnishes the strongest illustration of the wearing and sawing done by the ropes. The pickets are an inch in diameter and of wrought iron. The tops extend five inches above the topmost connecting bar of the fence. Forty-one of these picket heads have been sawed off by the ropes and the remaining tops have been nearly cut through. The thick iron rail or rod through which the pickets are set is nearly sawed through in half a hundred places.

Thirtieth street crossed a lock of the canal on a wooden bridge. The wooden railing is in part guarded by iron fenders, and these have been mostly sawed through by the wet and gritty ropes. Where the hempen line has touched the wood of the railing the top beam has been sawed through

as though the timber offered little resistance to the rope.

Thirty-first street crosses the east end of another lock, and here the streetway is also guarded with heavy iron pickets. These have been sawed off or sawed through. The heavy iron railing is sawed deeply in many places, and it gives a vivid idea of the frictional power of rope, especially when it is wet and gritty with sand picked up by dragging along the ground.

“A towline loaded with wet sand, with two mules at one end and a canal boat at the other, will cut through almost anything it runs against if you give it time. But it takes time,” said the man who opens and closes the lock where Jefferson street bridges the canal.

“The process of cutting through tough iron is wearing on a rope, and there is no way of telling how much manila and other kinds of hemp has been worn out in cutting the tops off those iron bars.

“A towline is three-quarters of an inch in diameter and they run from sixty to seventy-five yards long. The average towline is about sixty-five yards long. The towing company buys them by the pound in large quantities and furnishes them to the boatmen.

“The life of a towline is about two trips from Cumberland to Washington. Then it is an old, badly worn rope, and it will probably have some knots in it. It may be good enough for an up-stream trip; that is, from Washington to Cumberland, because the boats usually go back light. Canal boatmen make it a general rule to tow up stream with an old line and use their newest line for the down-stream trip. Yes, sir; it has taken many ropes a long time to cut through those iron rods.”

ES, Mon. 10/28/12. p. 2. **Along the River Front. – Arrivals** – Boats No. 21 and 30,

light, from Indian Head, in tow of tug Captain Toby, at Georgetown.

Departures.

Grain boat Farmers' Friend, from Alexandria for a point on the Chesapeake and Ohio canal.

ES, Fri. 11/1/12, p. 10. **Fuel for Proving Ground** – All the available storage space at the coal docks of the naval powder making plant at Indian Head proving grounds is filled with coal for the use of the powder mill and the proving grounds in the winter, and shipments of coal from Georgetown to the plant have ceased for the present. Two boats with coal for Indian Head went down yesterday in tow of the tug Capt. Toby, and they will return to Georgetown Saturday. Unless more of the fuel is used at the plant than is expected in the next month, they will be the last boats to take coal there.

It is regarded as possible that just before the usual time for ice to come and make it possible for canal boats to be towed through it a few more boat loads will be ordered in order to have a full supply on hand when navigation closes, but this is said to be very doubtful. Ever since the opening of navigation on the Chesapeake and Ohio canal in the spring from four to six canal boats, laden with coal, have been sent each week from Georgetown to the powder plant.

May thousands of tons are on hand at the plant.

WP, Sun. 11/17/12, p. 3. **Date for Closing C. and O. Canal.** - Cumberland, Md., Nov. 16. - Officials of the Chesapeake and Ohio Canal here state that while no definite date for closing of the canal for the season has been decided upon, it was thought Sunday, December 1, would be the day. The season has been a most prosperous one.

ES, Mon. 11/11/12, p. 4. **Body Found in Canal.** – The body of Elias Grayson,

colored, fifty years old, was found floating in the Chesapeake and Ohio canal at the lock at 30th street this morning about 11 o'clock. Nathan Farrow, who has charge of the lock, found the body and notified the police.

George Runnels, assistant morgue master, took the body from the canal to the morgue. He was told that Grayson, who roomed at 2711 K street northwest, was seen Saturday night under the influence of liquor. A coat and pair of trousers were the only garments on the body.

An examination of the body at the morgue failed to disclose any marks of violence, and the police think he accidentally fell overboard Saturday night.

ES, Tue. 11/12/12, p. 4. **Rescued by Locktender** – Nathan Sarrow, locktender on the Chesapeake and Ohio canal at 30th street, fished Richard Rockwell, colored, from the canal yesterday afternoon.

Several hours before Rockwell fell in, Sarrow had found the dead body of Elias Grayson in the canal. Rockwell sustained no injury as a result of his chilly experience.

WP, Sun. 11/17/12, p. 3. **Date for Closing C. and O. Canal** – Officials of the Chesapeake and Ohio Canal here state that while no definite date for the closing of the canal for the season has been decided upon, it was thought Sunday, December 1, would be the day. The season has been a most prosperous one.

ES, Mon. 11/18/12, p. 13. Louis E. Smoot has left for his farm in King George county, and hopes to bag a number of wild turkeys, as there are more of them than usual in that section. Mr. G. L. Nicolson, manager of the Chesapeake and Ohio canal, is his guest on the hunt.

ES, Sun. 11/24/12, p. 16. Boatmen on the Chesapeake and Ohio canal have

experienced the best season in many years. Unless hard, freezing weather sets in, the canal will remain open for navigation to the middle of December.

ES, We. 11/27/12, p. 5. **Break in Canal Dam** – A break in the dam between Seneca and Edwards Ferry, this county, on the Chesapeake and Ohio canal, has resulted in very low water levels. Many persons have taken bass and German carp from the stream by the hundreds. The bass were thrown into the river and the carp were given away.

ES, Fri. 11/29/12, p. 9. **Along the River Front. – Arrivals** – Barge Farmers' Friend, at Georgetown from Alexandria for a Chesapeake and Ohio canal point.

Departures.

Tug General Warren, towing two coal-laden lighters from Alexandria for the District workhouse at Occoquan, Va.

ES, Sat. 11/30/12, p. 5. Maj. Richard Sylvester, District game warden, has been notified that the water will be drawn from the Chesapeake and Ohio canal about the middle of next month. Following the receipt of the notification from the canal company, the game warden arranged to save the fish from the canal and put them in the river.

ES, Sun. 12/1/12, p. 28. **Along the River Front. – Arrivals** – Tug Capt. Toby, with a tow from a lower river point [Indian Head]; tug Winship at Georgetown, with a tow of light coal-carrying boats.

Departures.

Canal boat No. 3, light, from Alexandria for Georgetown, enroute to a Chesapeake and Ohio canal point.

ES, Tue. 12/3/12, p. 22. **Along the River Front. – Arrivals** – Boat L. A. Clarke, railroad ties from Chesapeake and Ohio canal points, at Alexandria to be loaded on

barge Clara Brooks; tug Winship, at Georgetown with light coal boats.

ES, Thu. 12/5/12, p. 5. **Along the River Front. – Arrivals** – Boat No. 3, from Chesapeake and Ohio canal point, at Alexandria with railroad ties.

Departures.

Tug Edith G. Winship, towing coal boats from Georgetown for Alexandria and nearby points.

News, Thu. 12/12/12, p. 3. **Canal Closes for Winter.** - The Chesapeake and Ohio Canal closed yesterday after a most successful season. The water will be drawn from the levels at once and winter repair work begun. The canal will be closed until about April 1. A new concrete crib will be built at the wharf at Cumberland and a new concrete lock at Oldtown.

ES, Thu. 12/12/12, p. 8. **Closed for the Season** – Cumberland, Md., December 11, 1912. The Chesapeake and Ohio canal closed today, after a most successful season. The water will be drawn from the levels at once and winter repair work will begin. During the season 172,000 tons of Georges creek coal were shipped from the Cumberland wharf, two-thirds going to Georgetown. In all 1,490 boatloads of coal were sent from here. The boats and mules are owned by the Canal Towage Company.

The canal will be closed until about April 1. One hundred boats are employed on the waterway. Many permanent improvements have recently been made, including a new boat yard at Cumberland, at a cost of \$25,000. A new concrete crib will be built and other improvements made at the wharf here. A new concrete lock will be built at Oldtown.

Three new boats are ready for launching now. The yard is equipped to turn

out a new boat every two weeks, and this work will be kept up all winter.

Considerable money is paid out for the operation of the canal in a season, more than \$5,000 being paid to wharf laborers here, \$10,000 to workmen in the boat yard and between \$6,000 and \$8,000 to level walkers and lock tenders. From \$25,000 to \$50,000 is paid yearly for improvements. G. L. Nicolson of Washington is superintendent.

Ibid, p. 9. **Along the River Front. – Arrivals** – Boat No. 3, railroad ties from Chesapeake and Ohio canal points for dealers.

MH, Sat. 12/14/12, p. 3. **CANAL SEASON WAS BUSY ONE.** - The C. & O. canal, which closed on Tuesday for the winter, has ended the boating season until spring, about April 1. The present year has been a successful one on the old waterway, both in the matter of the amount of business handled through the canal and the amount and character of the permanent improvements made. There have been 100 boats hauling coal constantly since the spring opening of the waterway, April 4. In that time 1,490 boat loads of coal have gone from the Cumberland wharf. The entire coal tonnage carried during the season amounted to 172,000 tons.

ES, Sun. 12/15/12, p. 9. **AIM TO SAVE CANAL FISH** – Maj. Sylvester has arranged for the work of saving millions of fish from the Chesapeake and Ohio canal, to begin tomorrow, the officials of the canal company having reported that the water is soon to be drawn off for the winter. Capt. Herron of the fish commission will superintend the work, and George L. Nicolson, general manager of the canal company's affairs, will lend a helping hand.

Franklin E. Cox, game warden for the state of Maryland, has been communicated with by Maj. Sylvester, and asked to have county game warden along the line of the canal assist in the work of saving the fish. Maj. Sylvester, who assisted in stocking the Potomac with small-mouth bass a number of years ago, has looked after the fish in the canal each year and has saved many millions of them.

Start Work at Big Pool.

This year's work will be started at Big Pool, some distance above Harpers ferry, and fishes will be taken from many of the largest holes along the canal and transferred to the river. Years ago, persons living along the line of the canal took the fish from the holes each year, destroying millions of bass and other fish.

While the men engaged upon the work will not be able to save all the fish in the canal where the water is drawn off, they will be able to save enough of them to partly restock the Potomac river and insure fairly good sport the coming season.

It is expected that the work will be finished about Christmas, as canal officials hope to be able to have the water drawn off the several levels about that time.

FP, Mon. 12/16/12, p. 8. **TO RESOCK POTOMAC RIVER WITH FISH**

TAKEN FROM CANAL. - Brunswick, Md. - Millions of fish will be taken from the Chesapeake and Ohio Canal and transferred to the Potomac river within the next 10 days, when the canal is closed to winter traffic. In this way the Potomac river will be restocked and the life of the fish in the canal saved.

The work will be started above Harper's Ferry. Franklin E. Cox, Game Warden of Maryland, and Major Sylvester, head of the Washington police, will superintend the work.

ES, Sun. 12/22/12, p. 30. **Tug goes out of Service** – The closing down of the Chesapeake and Ohio canal and the stoppage of coal-laden boats coming to this city by that waterway has caused the laying up for the winter of the Consolidation Coal Company tug Edith Goddard Winship. She has been berthed at the wharf, foot of 7th street, away from danger of drifting ice, currents and other things that might have disturbed her at Georgetown, and she will be given a general overhauling while laid up.