

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE SUN***  
a Baltimore, Md., newspaper  
and  
***THE WASHINGTON TIMES***  
***THE EVENING STAR***  
and  
***THE WASHINGTON HERALD***  
three District of Columbia newspapers  
1913

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## Canal Trade - 1913

### A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The Sun*, a Baltimore, Md., *The Washington Times*, *The Evening Star* and *The Washington Herald*, Washington, D. C. newspapers of the era. The articles were compiled, chronologically in a two-column format, much as they appeared in the newspaper. Articles from *The Sun* are preceded by *Sun*, those from *The Washington Times* are preceded by WT, those from *The Evening Star* are preceded by ES, and those from *The Washington Herald* are preceded by WH.

The newspapers were found on-line. There may be some duplication or overlapping of stories due to the varied sources, date of publication, and local interest. The research continues because the reader may yet find a missing date or better yet, a missing newspaper.

In “Canal Trade – 1911,” there was a LOT of ice-laden sailing vessels bringing ice from Maine to Georgetown and Alexandria, and returning with coal. The Consolidation Coal Company also had their schooner barges carrying coal to New England points. However, in 1913, that ice trade seems to have almost disappeared. And seldom do we find a sailing schooner carrying coal to New England points; it was almost exclusively the tug-towed schooner barges of the Consolidation Coal Company. There seems to be no record of the C. and O. Canal coal-carrying barges arriving or departing Georgetown, but we know they did by the total of 180,844 tons reported after the season closed. To give the reader some idea of the activity in the Georgetown waterfront, I have included information on several tugs and their crew. In short, what is included in this report differs from the others.

A listing of schooner and tug dimensions was based on data from “MERCHANT VESSELS OF THE UNITED STATES – 1913” 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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### Canal Trade 1913.

ES, Thu. 1/2/13, p. 21. **TUG WILL BE REFITTED.** – Work is being pushed on the tug Camilla, of the Taylor fleet, in order to have her in service in the latter part of this week. Extensive repairs have recently been made to the boiler of the tug in preparation for winter service.

ES, Fri. 1/3/13, p. 5. **Personal to River Men.** Percy Harrison, engineer in the Consolidation Coal Company coastwise towing service out of the Chesapeake, was a visitor to Taylor Bros., tugboat owners, yesterday. Mr. Harrison was formerly engineer of the tug Davis of the Taylor fleet of this city.

Capt. Henry Davis, Sr., who has been in charge of the tug D. M. Key while his boat, the Camilla, was out of service, will resume command of the Camilla today and will be employed in towing on the river.

ES, Mon. 1/6/13, p. 10. **RESCUED 58,775 FISH AT A COST OF \$175 – Number Taken from Chesapeake and Ohio Canal Less Than Last Year.** – Local anglers have shown a deep interest in the work of the bureau of fisheries in the matter of saving fish from the Chesapeake and Ohio canal. Each year during the last few years the fish have been taken from the canal and returned to the river when the water was drawn from the canal, while formerly they were dipped from the holes in the canal and sold or used on the tables of families living along the waterway.

A report of the result of this year's work, made public by Dr. H. M. Smith, acting commissioner of fisheries, shows that seiners rescued 58,775 fish, at a cost of \$175, and angles later will reap the benefit of the rescue work.

#### **Fewer Fish Than Usual.**

Owing to the absence during the year of high waters that overflowed the canal, fewer fish than usual were found, and the number

rescued fell far below those taken in December 1911. Of the black bass, the small-mouth species predominated. Of the 3,640 replanted, 2,200 were adults. About 1,600 large-mouth bass were taken, and of those 1,000 were fine adults. The number of rock bass, war-mouth bass, crappie and sunfish restored to the river were 20,400, of which more than 5,500 were adults and the remainder yearlings. While perch, yellow perch, catfish, suckers and "smelts" complete the list. More than 32,000 of these, including more than 61,000 adults were saved. Species of which only occasional examples were obtained were wall-eyed pike, fall fish and brook trout.

The canal was drawn on the night of Sunday, December 13, and the following morning three rescue parties were at work seining the pools where the fish had collected. Previous experience had shown that the stretch of canal below Great Falls yields only small returns, so the efforts of the seiners were directed to the region between Great Falls, Md., and Shepherdstown, W. Va.

All the pools in the canal were seined, and the fish therein, which would have perished during the winter, were transferred in good condition to the river. The prompt inauguration and active prosecution of the work prevented seining by people living along the canal route, who in former years managed to get most of the fish.

ES, Wed. 1/8/13, p. 12. The tug Camilla of the Taylor fleet, which has been out of service for two weeks receiving boiler repairs, has resumed work, and left yesterday with a tow of light oyster boats for the lower river.

ES, Thu. 1/9/13, p. 22. **Personal to River Men.** – Capt. Ollie Crowder, master of the Taylor tug Advance, in service at Providence, R. I., who has been with his family here for several days, left last night for Providence, to return to the command of his ship.

Capt. Geo. Davis, who has been doing duty as mate of the tug James O. Carter, has joined the tug Camilla as mate, with Capt. Henry Davis.

ES, Sat. 1/11/13, p. 5. **VESSELS OUT FOR REPAIRS – Tugs D. M. Key and Camilla Overhauled.** – After having her shaft lined up and propeller wheel balanced while on the marine railway at Dean's boatyard at Alexandria, the tug D. M. Key of the Taylor fleet was brought back to her dock here yesterday afternoon, by the tug Capt. Toby. The D. M. Key is being made ready to take up service should ice make so as to prevent the unprotected wooden-hull boats from running.

Work on the tug Camilla of the Taylor fleet, which was out of service yesterday for minor repairs to her boiler, has been completed, and she resumed service today, leaving here for the mouth of the river to bring a tow to this city.

ES, Sun. 1/12/13, p. 9. **IN ONE HOME SIXTY YEARS – Defendants in Ejectment Suit Claim by Adverse Possession.** – CUMBERLAND, Md., Jan. 11. – The ejectment suit of the trustees of the Chesapeake and Ohio canal against Mrs. Margaret Murry, on trial here, is attracting much attention. Usually ejectment cases are dry, but this one has many unusual phases. One of the interesting characters in the case, who has been present at the trial, is Mrs. Katherine Johnson, Mrs. Murray's mother, who is eighty-nine years of age.

Mrs. Johnson came to this city in the forties and settled on the property in dispute with her husband, who was working on the waterway, and there Mrs. Murray, as a schoolgirl, watched the first boat that came up the stream from Washington. Mrs. Murray and her mother live in a brick dwelling. A similar suit is to be tried in which Owen Riley and his wife are defendants. Mrs. Riley was Sarah Nugent, a daughter of a canal worker,

and she has lived all her life in the same house she was born in, seventy-two years ago.

The canal company claims the defendants are squatters. The defendants claim title by adverse possession of more than sixty years.

ES, Sun. 1/19/13, p. 12. **NEARLY DROWNED IN CANAL – Harry B. Whitmore Rescued by Arthur Brownley of Rosslyn.** – Harry B. Whitmore narrowly escaped drowning last night when he fell from a house boat on which he is employed, into the Chesapeake and Ohio Canal at the foot of 20<sup>th</sup> street northwest.

Whitmore sprained his ankle in his fall and was in danger of losing his life when Arthur Brownley of Rosslyn, Va., jumped overboard and rescued him. Brownley dragged Whitmore to the bank of the canal.

Whitmore was taken to the Georgetown University Hospital.

WT, Mon. 1/20/13, p. 2. **Chesapeake Canal to be Sued by U. S.** – The War Department today requested District Attorney Wilson to institute suit against the Chesapeake and Ohio Canal Company for alleged obstruction to the navigation of the Potomac river. In keeping the canal free of obstructions, the company has deposited rubbish near the locks, it is said. When the gates are opened, the debris is carried into the river.

ES, Mon. 1/20/13, p. 16. **COMPLAINTS OF DREDGERS – Engineer Officer Charges Canal Company with Violation of Law.** – Col. Langfitt, the engineer officer in charge of the improvement of the Potomac river at Washington, has asked the United States attorney for the District of Columbia to institute proceedings against the Chesapeake and Ohio Canal Company for alleged repeated violations of the river and harbor act of 1899.

According to Col. Langfitt, the canal company is now engaged in dredging the canal and causing the dredged material to be washed into the Potomac river in a manner that threatens to interfere with the navigation of that stream. The plan of operations alleged to be followed by the canal people that is especially complained of is in carrying the dredged material in scows and dumping it just in front of the lock that affords entrance to the Potomac river near the mouth of Rock creek and opening the lock gates at night so that the head of water flowing from Rock creek and the canal itself flushes out all the dredged material dumped at the lock and probably a great deal more from the bed of the creek into the river.

Col. Langfitt has informed the United States district attorney that he can supply ample evidence of the reported violation by the canal company of the river and harbor act designed to safeguard navigation.

ES, Wed. 1/22/13, p. 20. The tug Winship, belonging to the Consolidation Coal Company, which is lying in winter quarters at the Stephenson wharf, foot of 7<sup>th</sup> street southwest, has been made ready for her annual inspection, which will take place today. The vessel, it is stated, will not be returned to service until after spring opens and navigation on the Chesapeake and Ohio canal is resumed.

ES, Fri. 1/24/13, p. 10. **ON THE RIVER FRONT – Tug’s Rigid Inspection** – Capt. Dunn, assistant United States hull inspector, and Capt. Mullen, assistant boiler inspector, conducted the inspection of the Consolidation Coal Company’s tug Edith Goddard Winship at Stephenson’s wharf, foot of 7<sup>th</sup> street southwest, yesterday. Though the vessel is not engaged in carrying passengers, the examination of her fire-fighting and life-saving equipment was almost as severe as if she were employed in excursion traffic. The

vessel met all the requirements of the inspection service and her license as a towboat on the Potomac will be renewed for another year. The Winship is used by her owners in towing canal barges from Georgetown to points on the river nearby, and she will not go into service until the Chesapeake and Ohio canal is open to navigation in the spring.

ES, Sun. 1/26/13, p. 13. **REALTY DEAL OUSTS TENANTS – B. & O. Road Acquires Big Tract in Cumberland for Yards.** – CUMBERLAND, Md., Jan. 25.

A deed was filed today transferring 167,915 square feet of land of the Chesapeake and Ohio canal in Cumberland to the Baltimore and Ohio railroad. The transfer was made by J. Clarence Lane of Hagerstown, as trustee for the canal company. The deed was filed by former Representative Pearre, local attorney for the railroad. The tract lies below Wineow street, and the deal is taken as strong confirmation of the report that the Baltimore and Ohio road is planning enormous additions to its yards here.

By a decision of the court in a suit to oust certain people, many will be dispossessed of property they have been occupying for seventy-five years. The court decided the property belonged to the canal company and much of this is included in the transfer to the railroad. The price paid for the tract is in excess of \$50,000.

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*Ibid*, p. 56. Mr. George L. Nicholson, superintendent of the Chesapeake and Ohio canal, and one of the most prominent citizens of Washington, has addressed the following letter to Field and Kennel. It speaks for itself and sportsman can accept either his view of the occurrence or that taken in these notes and indorsed by the American Field. The latter’s remarks on the incident are too warm for reproduction here, but Mr. Nicholson can read

them at leisure. We do not think Mr. Nicholson improves the matter any:

Washington, D. C., January 14, 1913  
Field and Kennel: In your notice in Sunday's issue, you rather criticize a sportsman for killing so many wild turkeys (40) as mentioned. I wish to say that I had the privilege of visiting a certain sportsman, to whom you probably refer, and want to say that had he killed 100 wild turkeys he would not have endangered the further turkey supply on his preserve. I feel perfectly safe in saying that in the preserve owned by this gentleman there were from 200 to 250 wild turkeys. There was one flock of over thirty, and a number from twelve to eighteen. Very truly yours. (Signed) G. L. NICHOLSON.

ES, Fri. 2/7/13, p. 20. **Low Tide in River.** Fortunately at this season, traffic on the Potomac is very light and the low tides have really caused but little inconvenience except to the oyster boats caught in the shoal docks at this city.

Advantage is being taken of her being laid up to give the boiler and machinery of the tug Edith Goddard Winship, belonging to the Consolidation Coal Company, a general overhauling in order to get her in condition to return to service in the latter part of this month or early in March. The Winship is employed as a tender to the coal-laden boats coming down the Chesapeake and Ohio canal, and she will return to service as soon as navigation is resumed on the waterway.

The tug Camilla of the Taylor fleet was out of commission yesterday to have some repair work done to her boiler. The work was completed last night and the tug left with a lighter from Alexandria for Quantico, Va.

ES, Wed. 2/12/13, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Camilla arrived at Alexandria from Quantico, Va.; tug Southern arrived with three coal-

laden barges and sailed with two light barges for the Rappahannock river.

**Personal Mention.**

Capt. Frank Taylor of A. J. Taylor & Bro., has returned from a business visit to Providence, R. I., where he went to look after the interests of the Taylor tug Advance.

Capt. Henry Davis, master of the tug Camilla, was called to his home in this city yesterday by the serious illness of his son. Capt. W. H. Davis, Jr., is in charge of the tug in his absence.

ES, Sat. 2/22/13, p. 12. **TUGS UNDERGO REPAIRS – Three Vessels Receive Attention at Marine Yards.** – Having completed minor repairs to her machinery at this city, the Taylor tug M. Mitchell Davis, one of the larger towboats owned here, sailed this morning for Cape Henry to take up general towing work on the Chesapeake and its tributary streams. Capt. R. T. Fowkes is master of the Davis. Capt. Frank Taylor, one of her owners, has gone to the capes aboard her, and will cruise on the tug for a week or two.

To have her boiler thoroughly repaired and put in order for efficient service this spring, the tug Camilla, of the local fleet of towboats, is at Baltimore. The work to be done to the vessel will require a week or ten days to complete, and she will then return to the Potomac. Capt. Henry Davis, master of the Camilla, and Engineer George Jackson will remain with the tug to look after the repairs.

The work of overhauling the boiler of the Consolidation Coal Company's tug Edith G. Winship, in preparation for return to service, has been completed, but it is not expected that the tug will go into commission until the latter part of March or early in April, when the navigation is resumed on the Chesapeake and Ohio canal.

ES, Mon. 2/24/13, p. 8. **DREDGING THE DOCKS – Coal Company Preparing for Spring and Summer Shipments.** – In preparation for the coal-shipping season, the docks of the Consolidation Coal Company at Georgetown are being dredged to accommodate the large barges and possibly a schooner or two that will load there during the coming spring and summer. It is stated that the depth of the docks will be made equal to that of the Georgetown channel, so that vessels that can go up to Georgetown for a cargo can load and get away on any tide.

The work is being done by a machine used to unload sand and gravel laden lighters and the dump scows on which the excavated material is loaded take it behind the sea wall on the Virginia side of the channel and dump it.

While nothing definite is known, it is understood that the Chesapeake and Ohio canal will open for navigation early in March and that the loading of the big barges of the Consolidation Coal Company will be started in April.

Coal is sent from this city to Boston, Providence, Portland and other cities in New England.

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*Ibid*, p. 18. **The Camilla is at Baltimore Undergoing Repairs.** – The tug Camilla of the Taylor fleet has arrived at a Baltimore shipyard and mechanics are aboard her making necessary repairs to her boiler, which will require ten days or two weeks to complete. When the tug is ready for service again, she will return to the Potomac to engage in general towing work between this city and Point Lookout.

ES, Wed. 2/26/13, p. 21. **Personal to River Men.** – Capt. Henry Davis, master, and George Jackson, engineer, of the tug Camilla, who were in the city on a visit to their families, have returned to Baltimore, where their tug is receiving an overhauling.

ES, Sun. 3/2/13, p. 24. **TUGS UNDERGOING REPAIRS.** – **Capt. Toby and Camilla Receive Necessary Repairs.** – The Taylor tug Capt. Toby, which was out on the railway at Dean's, has been put overboard, after having been fitted with a new stem and having other repair work done. She is being made ready for the installation of a new condenser. The tug was brought to this city yesterday and is lying at the 10<sup>th</sup> street wharf.

Work is being pushed on the rebuilding of the boiler of the Washington tug Camilla at a Baltimore shipyard and it is expected that she will be ready to resume service in the middle or latter part of this week. As soon as the work on the tug is completed, she will return to this city.

ES, Mon. 3/10/13, p. 11. **ALONG THE RIVER FRONT – River Notes.** – Capt. Henry Davis, master of the tug Camilla, who was in the city yesterday on a visit to his family, has returned to Baltimore, where his tug is being overhauled and made ready for service on the river.

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*Ibid*, p. 12. **ALONG THE RIVER FRONT.** – According to reports, the Chesapeake and Ohio canal will be opened to navigation this month and by the first of April, it is stated, coal-laden boats will be arriving at Georgetown. During the month, the shipments of coal to the naval powder plant at Indian Head, Md., and to New England points in the big schooner barges of the Consolidation Coal Company will be started. Since the close of the last boating season on the canal, a number of improvements have been made at its upper end and everything is said to be ready for the turning on of the water as soon as all danger of freezing weather is over.

ES, Wed. 3/12/13, p. 13. **PARK PLAN PUZZLES – New Problems in Rock Creek**

**Valley Improvement.** – Many new questions are arising in connection with the recent authorization by Congress of the improvement of the valley of Rock creek, which provides that Rock Creek Park, Zoological Park and Potomac Park shall be connected by a parkway.

In addition to the wide general interest in the subject, the particular interests of property owners who are affected are being inquired into at the District building and at the Treasury Department. The Secretary of the Treasury is the chairman of the commission of cabinet officers who will carry out the new law.

Notable among the questions that are being raised is how the act will affect the interests of the Chesapeake and Ohio Canal Company, the Baltimore and Ohio railroad and the owners of Oak Hill cemetery. The interests of many other property owners now are expected to come up for discussion from day to day, pending the organization of the commission, which the Secretary of the Treasury will start as soon as he gets fully settled in his new office.

**Officials are Undecided.**

Inquiry at the office of the Chesapeake and Ohio Canal Co. today developed the fact that the officials of that company are undecided as to just how the new law will affect their large interests in Rock Creek. This canal enters the Potomac river by way of Rock Creek, and the canal company owns much land along the side of its waterway, which, the official map of the project shows, is to be taken by the District and the federal government for the improvements ordered to be made.

From the point in Rock Creek, 27<sup>th</sup> and K streets northwest, about a hundred yards below the Pennsylvania avenue bridge, at which the canal enters the creek, down to the Potomac river, the creek is the canal, under the charter granted to the company. The canal company keeps that part of the creek dredged and maintains locks in it, and

no boat of any owner is entitled to use it without paying tolls to the canal company.

**Officers in Control.**

The canal is managed by a board of trustees, in which the Baltimore and Ohio railroad has the largest voice, these officers being all Baltimoreans – Hugh L. Bond, general counsel of the B. & O., H. R. Preston, general solicitor of the B. & O., and George A. Colston. The general superintendent of the company here is G. L. Nicholson.

It is possible, it was said today, by an official of the company, that the canal company, if it finds that its land is condemned and taken from it, may obtain another point of outlet to the Potomac farther up the river, and cut a new piece of canal as a connection. There is the question, it is said, of whether under the charter of the canal company it can be thrown out of Rock Creek at this late day, the company having been established there under recognized legal rights for so many years.

In the case of Oak Hill cemetery, a question comes up because the plan for the open valley treatment of Rock Creek Park, which the park-connecting law just passed makes mandatory, provide for a driveway through the cemetery. There are two plans, in fact, in connection with the coming parkway system affecting Oak Hill cemetery, alluded to in the report on the open valley treatment of Rock Creek, which was recommended by the Commissioners.

**Report on Improvements.**

As to one, it is said in this report, describing the proposed improvements:

“The main low level road branches out into a second road about 250 feet south of Massachusetts avenue. This latter road crossed the creek upon a one-span concrete bridge and continues approximately parallel to the creek, passing through Oak Hill cemetery at an elevation of about fifteen feet above the creek bed. Where this road crosses



the Lover's Lane branch, there will be a rustic bridge having a length of about 130 feet.

"The taking of land for the low-level road which passes through Oak Hill cemetery will not interfere with the operation of the cemetery, as the ground taken is at low grade. Neither will it interfere with any graves.

"The taking line for this road is placed at some distance from the neat line of the road, so that in the future there will be no encroachment upon this road by any operations of the cemetery. A path parallels this road, winding in and out among the trees, and a vine-covered concrete wall will be built along the taking line so as to protect the cemetery and further to screen the view of the cemetery from those using this low-level road.

#### **Road to be Attractive.**

"When this is done, this road and path will be among the most attractive ones within the park area. Just before the Lover's Lane rustic bridge is reached, the main road on the right bank branches into a second road, which passes up Lover's Lane valley, connecting with Lover's Lane and also T street in a general way. Both the T street and Lover's Lane connections are excellent ones, although Lover's Lane will have a maximum grade of about 10 percent, which is 2½ percent less than the existing grade of the lane. T street, however, will connect at Wisconsin avenue at easy grades."

The official map on file in the office of the Engineer Commissioner, which the recently passed park connecting law states is to be the basis under which the commission shall carry out the law, shows that the government intends to acquire the part of Oak Hill cemetery, above mentioned, as low ground, and to make an entrance from 28<sup>th</sup> and R streets to the Rock Creek valley by means of the roadway described.

#### **Again, Refers to Cemetery.**

Another allusion to Oak Hill cemetery, which, however, is not definitely shown on the official map, is made in the report, as follows:

"A bridge is proposed between Massachusetts avenue and S street, in Washington, and 28<sup>th</sup> and R streets, in Georgetown. The bridge proposed for this location is a steel arch with piers of concrete. This connection is regarded as a very important one.

"It will, however, be necessary in order to build this bridge to remove about 250 graves. It is hoped that this will be effected at an early date, while there is yet time for reinterment in Oak Hill cemetery.

"It appears that this bridge should not be built if opposed by the people of Georgetown who have relatives buried in Oak Hill cemetery. The construction of this bridge would be manifestly a benefit to Georgetown, and almost solely to Georgetown, and if they do not desire the building of this structure, it should be omitted from the plans."

#### **As Plan Affects Railroad.**

The question that comes up with reference to the Baltimore and Ohio railroad is what, under the park connecting law, will be done by that company with its Georgetown freight station and other property there, near Rock Creek. The new galvanized iron freight station is along the whole side of one block of K street between 29<sup>th</sup> and 30<sup>th</sup> streets, and the official map of the improvements to be made shows that part of this property is to be taken by the government.

There will have to be a considerable rearrangement of railroad tracks, and possibly a location will have to be secured for another railroad station.

It was said at the office of W. Santman, agent of the Baltimore and Ohio railroad in Georgetown, today that the matter is one that is being taken up by real estate officials of the company in Baltimore.

*Sun*, Thu. 3/13/13, p. 9. **SHIPPING NEWS** - The Savage and Piedmont, each with barges from Boston for Baltimore, passed Vineyard Haven on Tuesday.

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**Arrivals and Departures.**

Cleared.

Tug Cumberland, Sevendsen, for Boston;  
Consolidation Coal Company.

Barge No. 19, Thomas, for Boston;  
Consolidation Coal Company.

Barge No. 20, Carver, for Boston,  
Consolidation Coal Company.

Barge No. 23, Sevier, for Boston,  
Consolidation Coal Company.

Sailed.

Tug Cumberland, towing barges Nos. 19, 20  
and 23, for Boston.

ES, Fri. 3/14/13, p. 6. **ALONG THE RIVER FRONT – Tugs and Tows** – Tug M. Mitchell Davis sailed from Baltimore, towing two coal-laden schooners for the capes.

ES, Sun. 3/16/13, p. 12. **C. & O. Canal in Good Shape.** – CUMBERLAND, Md., March 15. – While boating will not be resumed on the Chesapeake and Ohio canal before the latter part of this month, water is now being turned into the levels. The canal has been put in a splendid state of repair, a large force having been engaged all winter.

ES, Tue. 3/18/13, p. 18. **ALONG THE RIVER FRONT** – Repair work to the boiler of the Taylor tug Camilla of this city, which has been in progress at Baltimore for the past ten days or two weeks, is rapidly approaching completion and the tug is expected to leave there this week for this city. The work done to the tug puts her in good trim for towing work on the river during the spring and summer, when the big ice and coal-carrying vessels are coming to and leaving this city and Alexandria. Capt. Henry Davis is in Baltimore pushing the work on the Camilla.

ES, Wed. 3/19/13, p. 21. **ALONG THE RIVER FRONT – Harbor Notes.** – Capt. Thomas Selectman, master of the Consolidation Coal Company's tug Edith G. Winship, who has been taking advantage of the lay-up of his boat to visit his home at Occoquan, Va., returned to this city yesterday.

ES, Thu. 3/20/13, p. 11. The tug Camilla of the Taylor fleet, which has been at Baltimore for the past two weeks or longer having her boiler rebuilt, has completed repairs and arrived here yesterday ready for service on the river. She had hardly announced her arrival home when she was started down the river with the big four-masted schooner Clarence H. Venner, light, for the Kettle Bottoms, enroute to Baltimore. The Camilla will return to general towing work on the Potomac between this city and Point Lookout.

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*Ibid*, p. 14. **ALONG THE RIVER FRONT.** – In tow of the tug Camilla, the schooner Clarence H. Venner, which has been lying at Alexandria for the past week discharging ice from Maine, left there late yesterday afternoon bound for Baltimore, where she is to load coal for Mayport, Fla. The New York barge Ardmore is scheduled to follow the Venner under the ice-discharging chutes at Alexandria and her arrival at that port is looked for within the next day or two. She will be followed by the four-masted schooner Childe Harold, which is on her way to the Potomac from Maine and should be here to unload next week.

**Departures.**

Schooner Clarence H. Venner, light, from Alexandria for Baltimore to load coal for Mayport, Fla.

**Tugs and Tows.**

Tug Camilla arrived from Baltimore and sailed with schooner C. H. Venner from Alexandria for Point Lookout.

ES, Fri. 3/21/13, p. 24. **ALONG THE RIVER FRONT – Tugs and Tows** – Tug Advance is on her way to the Chesapeake from Providence, R. I., for general towing work; tug Camilla returned from the mouth of the river with wood and lumber-laden vessels in tow.

ES, Sat. 3/22/13, p. 15. **EFFECT ON RIVER FRONT OF PARK EXTENSION PLAN.** – [Transcriber’s Note: Some of this long article has been omitted for brevity.]

It is also expected satisfactory arrangements will be made by which the coal brought down the Chesapeake and Ohio canal and now transshipped at the mouth of Rock Creek to coastwise trade and otherwise will continue to be handled in that locality. Exactly how that will be managed is something that will be considered and decided by the commission.

It may be the present arrangement, by which the canal boats entering Rock Creek a short distance south of Pennsylvania avenue, and using that waterway to its mouth will be continued, and that some plan will be devised by which a coal transfer plant can be maintained in the vicinity.

**New Canal Route Possible.**

There may be some question as to the practicability of operating the section of the canal through the park, and it may be an entirely new route for the canal will be secured, which will cut off a portion of the section now passing east through Georgetown, and continue it more directly along the line of the river to the point of land marking the joining of the waters of Rock Creek and the Potomac.

In case a change is made in the present route of the canal, one result will be that the lock at the mouth of the creek will be abolished, and once more the waters of that stream will find their way to the Potomac unobstructed. Also, it is thought the fish in

the river will go into Rock Creek when the barrier of the lock is removed.

ES, Sun. 3/23/13, p. 14. It is expected that the water will be turned into the upper levels of the Chesapeake and Ohio canal in the near future, and then anglers will be able to reach up-river points in canoes and other small craft.

“There are still plenty of fish in some of the deep holes of the canal,” commented a lock-tender. “It is perhaps true that some of the holes were dripped dry, but some of the deeper ones protected the fish and they will soon be released from the small areas.”

Many anglers already have tried their luck on the lower or Georgetown level, and, it is stated, some have landed long strings of catfish. It is yet a little early for the all-night fishermen to camp on the banks of the canal, but it is expected that soon scores will do all-night fishing.

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*Ibid*, p. 29. **Personal to River Men.** Capt. Frank V. Kintz, who was master of the tug George W. Pride until that boat was sold and taken to Baltimore this week, has taken command of the tug D. M. Key of the Taylor fleet employed in harbor service.

Capt. George Davis, until recently mate of the tug Camilla, has been appointed master of the power boat Mercedes, in the United States fish commission service, on duty as a tender at Bryan’s point propagating station.

ES, Mon. 3/24/13, p. 4. **PERSONAL TO RIVERMEN.** – Capt. William Taylor, formerly of this city, but now residing at Norfolk, who has been in Washington on a visit to his brothers, Capt. A. J. Taylor and Capt. Frank Taylor, left here for Norfolk Saturday night.

Capt. Henry Davis, Jr., master of the tug James O. Carter, is doing duty temporarily

as mate of the tug Camilla of the Taylor fleet with Capt. W. H. Davis.

ES, Tue. 3/25/13, p. 18. **MOVEMENTS OF RIVER MEN.** – Capt. J. Frank Taylor of A. J. Taylor & Bro., tugboat owners here, who has been with the tug M. Mitchell Davis, in service on Chesapeake bay for the past month, has returned to his home here for a short stay.

Capt. William Taylor joined the tug Advance at Norfolk and will do duty as mate aboard her while she is employed in general towing work on the Chesapeake.

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*Ibid*, p. 19. **ALONG THE RIVER FRONT – Memoranda.** – Schooner Clarence H. Venner is at Baltimore from Alexandria to load coal for Mayport, Fla.; schooner Orbit will load ice at Alexandria for St. Mary’s river points.

**Notes.**

Tug Advance, the largest towboat of the Taylor fleet of this city, which has been in service at Providence, R. I., for the past two years, has arrived on the Chesapeake to take up general towing work. She arrived at Baltimore Saturday with a four-masted schooner in tow, and sailed with another coal-laden vessel for the capes of the Chesapeake.

*Sun*, Wed. 3/26/13, p. 14. **SELF-DEFENSE, SAYS CAPTAIN – Held to Await Result of Injury to Man He Shot.** – Charged with shooting the engineer of Barge No. 6, of the Consolidation Coal Company, Capt. Walter Train, of barge No. 14, who lives at 730 South Broadway, is being held at the Curtis Bay Police Station awaiting the outcome of the injuries inflicted on the engineer, Alexander Diegenson, of Philadelphia.

The shooting took place early yesterday morning, when the barges were lying off the Baltimore and Ohio coal piers at Curtis Bay. Before Justice Wolfram, Captain Train declared at the preliminary hearing

yesterday afternoon that he had acted in self-defense. He said he returned to his barge after midnight and found the engineer and two members of the crew of No. 14 drinking and enjoying a game of cards. He says he ordered all hands to bed and this angered the players, who rushed up to attack him and, in defending myself, he shot Diegenson.

Other witnesses say that the captain made the first threatening move. The evidence will be thrashed out when the victim’s condition changes.

ES, Wed. 3/26/13, p. 14. **ALONG THE RIVER FRONT – Departures.** – Schooner Orbit, from Alexandria with ice for St. Mary’s river points.

**Memoranda.**

Schooner Childe Harold, with ice for Alexandria, was at New York harbor Monday

**Tugs and Tows.**

Tug Southern is on her way to this city with a coal-laden barge from the head of Chesapeake bay; tug Camilla sailed light for Point Lookout after ice-laden barge Ardmore, for Alexandria.

ES, Thu. 3/27/13, p. 12. **ALONG THE RIVER FRONT – Arrivals.** – Barge Ardmore, ice from Sargentville, Me., at Alexandria, for Mutual Ice Company.

**Tugs and Tows.**

Tug Camilla arrived towing ice-laden barge from Point Lookout for Alexandria Ice Company.

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**SMALL CRAFT SEEK SHELTER. Rough Weather is Encountered by the River Vessels.** – Capt. Henry Davis, master of the tug Camilla, which arrived here

yesterday with an ice-laden barge from the mouth of the river, states that the tug was frequently washed by big seas, and while the gale was heavy it was under the stern of the barge he had in tow and the tug was able to bring it up the river without difficulty.

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**BRINGS SECOND ICE CARGO.**

**Barge Ardmore Carries Maine Product to Alexandria.** – Laden with about 1,400 tons of ice from Sargentville, Me., the barge Ardmore of New York arrived at the wharf of the Mutual Ice Company, at Alexandria, yesterday and is discharging her cargo. The barge, in company with the barge Wayne, with ice for Baltimore, was brought down the coast and up the Chesapeake by the big tug Tacony. At Point Lookout the Tacony was met by the tug Camilla, from this city, which took the Ardmore in charge and brought her up the Potomac.

The Ardmore brought the second cargo of Maine ice to Alexandria this season. She will be followed in a few days by the four-masted schooner Childe Harold, which loaded at Rockport, Me., and which at last reports had gone to New York for shelter from a southwest gale. The ice these vessels bring will be used in filling the tanks of the refrigerator cars carrying spring vegetables and fruits from the southern farms to Philadelphia, New York and other big cities in the north. Four or five days will be required to remove the ice from the holds of the Ardmore, and she will then go to Baltimore for a cargo.

ES, Fri. 3/28/13, p. 5. **BRIEF ALARM CAUSED ON UPPER POTOMAC.** –

**Sudden Rise in River Menaces Williamsport – Flood has Abated.**

WILIAMSPOINT, Md., March 28. – The Potomac river rose so rapidly and so high yesterday morning as to threaten Williamsport. The flood situation in this section, however, changed since noon, following a cold wave which sent the temperature down about twenty-five degrees. The heavy storm clouds broke and rain ceased falling late in the day.

The flood in the east end of Williamsport, caused by the town run

overflowing and a great volume of water rushing down from the surrounding hills, has abated. About two blocks were flooded.

Families were marooned in their homes during the day. The flood was the worst ever known in that section of the town. Scores of cellars and gardens in other parts of the town were flooded.

**Lowlands Near River Flooded.**

No serious damage has been reported along the river, except that done by the flooding of lowlands between the river and the Chesapeake and Ohio canal.

A message received here from Cumberland stated that the rainfall in that region was not unusually heavy and that the condition of the Potomac river was not alarming. There is a corresponding stage of water in the Potomac at Hancock and Falling Waters, but no damage has been done so far. The Conococheague creek is backed up for some distance above the town and is out of banks.

The electric light plants at dams 4 and 5, that furnish power for Martinsburg, Shepherdstown and other places, are reported flooded by the high water in the river.

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*Ibid*, p. 13. **ALONG THE RIVER**

**FRONT** – Having been fitted with a new condenser to make her more available for service in the salty water down river, and having received a thorough overhauling, the tug Capt. Toby of the Taylor fleet is now ready for service and early in the coming week she will be placed in commission. She will be used for general towing work on the river about this city, with occasional visits to tributaries of the river as far down as Nanjemoy creek. Capt. Henry Davis, Jr., will be master of the tug when she goes into commission.

WH, Sun. 3/30/13, p. 5. **FLOOD DOES LITTLE DAMAGE TO C. & O. CANAL.**

Williamsport, Md., March 29. – As soon as the flood in the Potomac receded today, officials of the Chesapeake and Ohio Canal started an investigation of the sections that had been inundated. They reported at noon that no serious damage had been discovered, and it is believed the canal has escaped serious injury.

Men are still going over the levels making a thorough inspection of the banks and property. The towpath bank on the Williamsport division was washed in places, but not as badly as had been feared.

ES, Tue. 4/1/13, p. 10. **ALONG THE RIVER FRONT – Memoranda.** – Schooner Childe Harold, with ice for Alexandria, was at Blakistones Island yesterday waiting a tug to tow her to her destination.

**Tugs and Tows.**

Tug Camilla arrived with lumber-laden schooner and sailed for Point Lookout after ice-laden schooner for Alexandria.

ES, Wed. 4/2/13, p. 20. **ALONG THE RIVER FRONT – Arrivals.** – Schooner Childe Harold, at Alexandria, with ice from Maine for the Mutual Ice Company.

**Tugs and Tows.**

Tug Camilla arrived at Alexandria towing ice-laden schooner from mouth of the river.

ES, Thu. 4/3/13, p. 6. **ALONG THE RIVER FRONT – Departures.** – Barge Ardmore, light, from Alexandria, for Norfolk, Va., to load coal for a New England point.

**Tugs and Tows.**

Tug Camilla sailed from Alexandria, towing barge Ardmore for Newport News and will return with Standard Oil Company tank barge No. 52; tug Advance is on her way to St. Mary's to take barge Ardmore from tug Camilla.

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*Ibid*, p. 11. **BIG ICE BARGE DEPARTS – Tug Camilla Takes Her Down**

**River on Way to Norfolk.** – With the big New York barge Ardmore in tow for Norfolk from Alexandria, where the barge unloaded about 1,500 tons of Maine ice, the tug Camilla left last night. The tug will take the barge to the mouth of the river and will there be met by the big tug Advance, which will take the vessel in charge and will convey her to Lambert's point, near Norfolk, to load coal. The Camilla after delivering the barge to the Advance, will take in tow tank barge No. 52 of the Standard Oil Company fleet, and will bring it to this city to discharge a cargo of oil.

The three-masted schooner Childe Harold, which was forced to lie at anchor in the stream off Alexandria while waiting for the Ardmore to complete unloading, was last night put in the dock at the Mutual Ice Company wharf, and this morning the work of taking out her cargo of ice was started. This ice and that from the barge will be used in filling tanks of refrigerator cars as they pass through the Potomac yards on their way from the south with fruits and vegetables for the big markets in the north.

ES, Fri. 4/4/13, p. 11. **CANAL BOATS ON WAY WITH CUMBERLAND COAL. – Traffic on Waterway Resumed Following the Winter Tie-up – Big Business Predicted** Water was let in the Chesapeake and Ohio canal and the loading of boats started at Cumberland several days ago, and, according to the calculations, the first coal-laden barges of the season should arrive at Georgetown tomorrow or Sunday. The tug Edith Goddard Winship of the Consolidation Coal Company service, which has been laid up at the wharf of Stephenson Bros., foot of 7<sup>th</sup> street southwest, since last fall, is to go into commission, under the command of Capt. Tom Selectman, Monday, and will be used in the shifting of coal-laden barges from Georgetown to wharves about the harbor and along the river to nearby points.

**Supplies for Indian Head.**

It is understood that the shipment of coal from Georgetown to the government powder-making plant at Indian Head, Md., will be started about the middle of this month, and that from six to eight barge loads of coal will be sent there each week. Some time in the latter part of the month the big coal-carrying barges of the Consolidation Coal Company will begin arriving here to load Cumberland coal for Boston and other cities in New England, and the shipment of coal will be kept up throughout the summer.

Since the closing down of the canal last fall, a number of improvements have been made in the waterway, particularly in the vicinity of Cumberland, and it is thought that traffic will be heavier over it this year than for several years past.

ES, Sat. 4/5/13, p. 14. **ALONG THE RIVER FRONT – Tugs and Tows.**

Tug Camilla sailed, towing tank barge No. 52, light, for Point Lookout, enroute to Baltimore; tug D. M. Key sailed, towing two light canal boats, from Georgetown for Alexandria to load fertilizer for a Chesapeake and Ohio canal point.

ES, Sun. 4/6/13, p. 29. **ALONG THE RIVER FRONT – Tugs and Tows** – Tug Camilla arrived from Point Lookout, where she delivered tank barge No. 52, bound for Baltimore; tug Edith G. Winship went into service after her lay up for the winter at 7<sup>th</sup> street wharf.

ES, Mon. 4/7/13, p. 19. **ALONG THE RIVER FRONT – Memoranda.** – Schooner Childe Harold is chartered to load coal at Baltimore for Mayport, Fla.

ES, Thu. 4/10/13, p. 25. **ALONG THE RIVER FRONT – Departures.** – Schooner Childe [Harold], light, from Alexandria for Baltimore to load coal for Mayport, Fla.

**Memoranda.**

Consolidation Coal Company's schooner barge No. 17 is on her way from Boston for this city to load coal for New England.

**Tugs and Tows.**

Tug Camilla sailed yesterday towing schooner Childe Harold to Kettle Bottoms enroute to Baltimore; tug Edith G. Winship towed coal-laden boats from Georgetown to Alexandria; tug Georges Creek is on her way down the coast towing Consolidation Coal Company's barge No. 17, light, from Boston for Georgetown.

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**OLD ICEHOUSE DOWN SOON**

**Material in River Front Landmark to be Used at Blue Plains.** – The tearing down of the big icehouse on the 10<sup>th</sup> street wharf, formerly used by the Great Falls Ice Company and later by the American Ice Company as an unloading and storage place for Maine ice, is progressing rapidly, and before the end of the week it is thought that the big building will be leveled to the ground. The tearing down of the building will make a great change in the looks of the harbor, as an icehouse has been located where this one stands for over twenty-five years.

The material in the house is being taken down carefully and piled on the wharf, and it is to be sent to the District almshouse at Blue Plains, opposite Alexandria, to be used in the erection of buildings there. The old lumber will be taken from this city to Blue Plains by lighters in tow of a light draft tug, which will deliver the lighters close to the shore just below Shepherd's wharf. It is estimated that over 300,000 feet of good lumber will be saved from the old icehouse.

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**BARGE COMING FOR COAL**

**Big Vessel is Expected to Dock at Georgetown Tomorrow.** – Schooner barge No. 17, one of the big coal carriers belonging to the Consolidation Coal Company, will be the first vessel to load coal at this city this season. The barge, in company with two

other barges of the C. C. Co. service, is on her way to the Chesapeake, in tow of the tug George's Creek.

The tug and its tow are expected to reach Point Lookout tonight, and the tug Camilla, which left Alexandria yesterday, towing the schooner Childe Harold to the mouth of the river, will be at Point Lookout ready to take the barge in tow and bring it to this city. As soon as it docks at Georgetown, probably tomorrow, the loading of the big vessel will be started and early in the coming week she will start for Boston. About the time No. 17 is loaded, another barge will be on its way to this port to load.

ES, Fri. 4/11/13, p. 1. **PARKWAY PLAS MAY BE ALTERED. – Two Companies are Fighting Against Condemnation of Lands.** – Pressure is being brought to bear on the park connection commission, recently created by Congress to acquire the land necessary for a parkway between Potomac, Zoological and Rock Creek parks, to ask for a modification in important respects of the map specified by Congress as the plan under which the commission should act.

This map, which was prepared in the office of District Surveyor Brazen, shows the various parcels of ground necessary for the parkway. In at least two instances, the objection is being made to the condemnation of the land desired. One case is that of the Chesapeake and Ohio Canal Company and the other is the Oak Hill Cemetery Company.

#### **Canal Company's Claims.**

The Chesapeake and Ohio Canal Company's property, according to the official map, on both sides of Rock creek, from L street to the Potomac river, is to be taken, in large blocks, for the parkway connection. The company, it is stated, contends that the United States cannot, in accordance with decisions of the Supreme Court of the United States, condemn its land for public uses, inasmuch as it operates under a charter agreement between

the United States and the States of Maryland, Virginia, Pennsylvania and West Virginia.

It is asserted that the United States has tried in the past to condemn land belonging to the canal company and that the Supreme Court has held that the government cannot take away from the canal company land which it holds as part of a bargain between the United States and the various states mentioned, which has been faithfully carried out by the states.

#### **Silence is Maintained.**

At the office of the canal company, George L. Nicholson, its general manager, today refused to discuss the questions which it is said, the attorneys for his company will raise with the park connection commission and the attorneys for the Department of Justice who have been placed in charge of the legal steps to acquire the land desired for the parkway. Similar silence is also maintained at the Department of Justice.

It is known that the canal company holds that if the government should obtain possession of the property involved, after a long legal battle, lasting perhaps many years, and which would in the meanwhile, it is said, probably delay the completion of the park connection project, there would not be anything left in the way of right-of-way for the canal company, and it is stated to be impracticable for the company to attempt to operate its canal through the parkway to be made.

#### **Value Placed on Land.**

It is said that the canal company considers the land it owns as being worth \$350,000. Under its charter, the company is exempted from taxation. Engineers are of the opinion that it would probably cost the canal company a sum of \$250,000 to build another outlet for the canal to the Potomac river, if its present outlet and rights-of-way are condemned and taken.

In addition to these two possible items of expense which the government might have to pay, it is said that the canal company



probably would also make a claim for reimbursement for the cost of increased operating charges which might be involved if a new terminal system were built.

In order to avoid a legal battle between the Canal Company and the government, a movement is on foot to have the park connection commission ask the Congress to modify the language of the recently passed enabling act, which specified that the improvement should be made in accordance with the map made in the office of the District surveyor. Melville E. Hazen the surveyor, today confirmed the report of this movement, and said that he understood representations had been made to the commission and the Department of Justice in regard to it.

**Another Route to be Sought.**

The commission is to be asked to specify some other route, taking only a small part of the canal company's property, first obtaining from Congress the right to use its discretion as to how closely the map shall be followed.

As to the Oak Hill Cemetery, Mr. Hazen said today that he had been informed that members of the commission had informally expressed the opinion that it might prove a hardship against the cemetery company, and against many Georgetown residents whose relatives are buried there, to have the government acquire a strip of land through the cemetery, as is indicated on the official map. Condemning this strip, it is said, would require the moving of many graves of former Georgetown residents.

The commission has informed the cemetery company that this matter will be taken up, and an effort will be made to find a way out of the difficulty.

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*Ibid*, p. 10. **ALONG THE RIVER FRONT – Tugs and Tows** – Tug Camilla arrived, towing light coal barge from the mouth of the river.

ES, Sat. 4/12/13, p. 4. **Personal to River Men.** – Engineer John Connors of the Taylor tug James O. Carter is with the tug at Dean's boatyard at Alexandria, looking after the work being done aboard her.

Henry Davis, Jr., who was acting as mate of the tug Camilla, has been relieved of that duty and placed in command of the tug Capt. Toby, employed in general freighting work about the river.

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*Ibid*, p. 5. **ALONG THE RIVER FRONT – Arrivals.** – Schooner barge No. 17, at Georgetown, light, from Boston, to load coal for a New England point.

**Memoranda.**

Schooner Childe Harold, light, from Alexandria, has arrived at Baltimore to load coal for Mayport, Fla.

**Tugs and Tows.**

Tug Edith G. Winship arrived at Georgetown towing light canal boats.

WT, Sun. 4/13/13, p. 2. **Canal Company Protests Changing Creek Course.** – The Government may alter its Rock Creek Park improvement plans because of the protest of the Chesapeake and Ohio Canal Company against condemnation proceedings. The company declares its charter guarantees against such action.

Local and Government engineers are considering the alteration of plans to obviate trouble with the canal company. The change proposes the construction of a new channel for Rock Creek, starting from the mouth of the canal and not interfering with canal traffic. The new fork of the creek, practically parallel to the old bed, would be entirely in the park area.

The issue raised by the canal company over the legality of condemnation of its property will be threshed out between the Department of Justice officials and the canal company attorneys, but the switch to the

substitute plan will be undertaken if there is any prospect of a long drawn-out legal battle.

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*Ibid*, p. 27. **Personal to River Men.** Capt. Frank V. Kintz, master of the tug D. M. Key, was yesterday confined to his home at 1010 C street southwest by sickness.

Capt. Frank Taylor has gone to Baltimore on business connected with the tug boat Advance of the Taylor fleet of this city.

Capt. Henry Davis, master of the tug Camilla, was yesterday temporarily in command of the tug Capt. Toby for a trip to a river point and return with a lighter in tow.

ES, Mon. 4/14/13, p. 15. **ALONG THE RIVER FRONT – Arrivals.** – Barge W. C. Harvey, Jr., at Alexandria with baled straw from a Chesapeake and Ohio canal point.

**Tugs and Tows.**

Tug Winship arrived at Georgetown with coal-carrying boats for Chesapeake and Ohio canal points.

*Sun*, Tue. 4/15/13, p. 5. **Barge Captain Accused of Shooting.** – Capt. Walter Train, of No. 14 barge, of the Consolidation Coal Company, was committed yesterday for the action of the Criminal Court of Anne Arundel County by Justice Wolfram, of Brooklyn, on the charge of shooting Alexander Jorgenson, engineer of barge No. 6, of the same company.

ES, Tue. 4/15/13, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance sailed from Baltimore with coal-laden schooner for the capes of the Chesapeake; tug Edith G. Winship arrived at Georgetown with barge Harvey from Alexandria.

**Harbor Notes.**

Schooner barge No. 17 of the Consolidation Coal Company's fleet will complete loading about 1,600 tons of coal at Georgetown today,

and will sail tonight for the mouth of the river, enroute to a New England point.

ES, Wed. 4/16/13, p. 20. **ALONG THE RIVER FRONT – Departures** – Two canal towage boats, coal from Georgetown for naval powder plant, Indian Head, Md.

**Tugs and Tows.**

Tug Capt. Toby sailed, towing two coal-laden boats from Georgetown for Indian Head powder plant; tug Camilla, from Georgetown, with barge No. 17, with coal, for Point Lookout, enroute to Boston.

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**GEORGETOWN HARBOR BUSY Shipping of Coal to New England Ports Well Under Way.** – Resumption of traffic on the Chesapeake and Ohio canal, after several months of idleness during the cold weather, is making the harbor of Georgetown a busy place as the coal boats come and go. For several days past barge No. 17, one of the big coal carriers of the Consolidation Coal Company, has been lying at Georgetown taking aboard the first cargo of coal to be sent this year from Georgetown to New England points.

She completed taking aboard her cargo yesterday afternoon and in tow of the tug Camilla, left for the mouth of the river to join a tow coming down from Baltimore, with which she will go up the coast to Boston.

Within the next week, another of the schooner barges of the Consolidation Coal Company will be brought to Georgetown to load and between this and the close of the shipping season next fall twenty-five or thirty vessel loads of coal will be sent from Georgetown to New England points. It is thought that the bulk of the coal sent from this city will be carried in the Consolidation Coal Company barges, but a schooner or two may be used later in the season.

ES, Thu. 4/17/13, p. 16. **ALONG THE RIVER FRONT – Tugs and Tows** – Tug

Camilla, returned from mouth of river after delivering coal-laden barge from Georgetown.

ES, Fri. 4/18/13, p. 13. **ALONG THE RIVER FRONT – Arrivals.** – Boat No. 59, railroad ties from Chesapeake and Ohio canal point, at 10<sup>th</sup> street wharf, for dealers.

**Memoranda.**

Consolidation Coal Company schooner barge No. 21, on her way to this city to load coal at Georgetown for New England point.

**Tugs and Tows.**

Tug Capt. Toby sailed with coal-laden boats from Georgetown for Indian Head and returned with boats No. 16 and 23, light, for canal points; tug Camilla, on way up river with schooner barge, light, for Georgetown, to load coal.

ES, Sat. 4/19/13, p. 9. **ALONG THE RIVER FRONT – Arrivals.** – Schooner barge No. 21, light, at Georgetown to load coal for a New England point.

**Departures.**

Canal barge No. 59, from 10<sup>th</sup> street wharf to Georgetown, enroute to a Chesapeake and Ohio canal point.

**Tugs and Tows.**

Tug Winship arrived at Georgetown, towing light canal boats for canal points.

ES, Sun. 4/20/13, p. 30. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Fortuna arrived towing two coal-laden barges for Georgetown, and sailed towing one light and one loaded barge for bay points; tug Capt. Toby arrived towing two coal-carrying boats from Mattawoman creek; tug Winship arrived at Georgetown with light coal-carrying boats in tow.

ES, Fri. 4/25/13, p. 4. **ALONG THE RIVER FRONT – Arrivals.** – Canal Towage Company boats No. 17 and No. 32, light, from Indian Head for Georgetown.

**Memoranda.**

Barge No. 18 is due, light, at this city from Boston to load coal for a New England point.

**Tugs and Tows.**

Tug Capt. Toby sailed with coal-laden boats for Indian Head and returned with two light boats for Georgetown.

**Personal to River Men.**

Capt. Henry Davis and Engineer George Jackson will go to Baltimore with the tug Camilla, when she is taken there to be delivered to her new owners.

ES, Sat. 4/26/13, p. 9. **ALONG THE RIVER FRONT – Memoranda.** – Schooner barge No. 18, for this city from Boston to load coal, passed in the capes of the Chesapeake yesterday afternoon.

**Tugs and Tows.**

Tug Camilla has sailed, light, for Baltimore to take up towing work there; tug Advance sailed from Baltimore for the capes of the Chesapeake with coal-laden vessel.

ES, Sun. 4/27/13, p. 12. **ALONG THE RIVER FRONT – Memoranda.** – Schooner barge No. 18 is due at this city to load coal for a New England port.

**Tugs and Tows.**

Tug M. M. Davis arrived at Baltimore with tank barge from this city and sailed for Point Lookout to bring barge No. 18 here; tug Camilla arrived at Baltimore from this port for service there; tug Capt. Toby arrived with light coal boats in tow from Indian Head.

**TUG CHANGES HANDS.**

**Camilla Transferred to Baltimore Parties by Taylor & Bro.** – A. J. Taylor & Bro. of this city, have sold the tug Camilla to Baltimore parties, and the vessel left here Friday for Baltimore to take up work there. The papers transferring the vessel to its new owners were recorded in the custom house at Georgetown late Thursday afternoon, and on the arrival of the Camilla at this city with an

oil-laden barge in tow from Baltimore, she was turned over to her purchasers.

Though small in hull, the Camilla is a powerfully engined boat, and towed big schooners laden with coal and ice between the mouth of the river and this city in from twelve to fourteen hours. It looks as if vessels with ice will seldom come to this city or Alexandria in the future, and as business for a tug of the Camilla class was rapidly disappearing from the river, her owners decided to sell her when the offer was made.

ES, Mon. 4/28/13, p. 5. **TUG SENT TO BALTIMORE – Camilla Worked for New Owners on Way to Destination.** – The J. Frank Thomson Company was the Baltimore purchaser of the Washington-owned tug Camilla, which last week was sold by Taylor & Bro. of this city, and the first service the tug performed for the new owners was to float a lighter belonging to the Maryland Transportation Company, which had stranded on Hoopers Island, Chesapeake bay. The Camilla was intercepted while on her way from this city to Baltimore to perform this service.

The Camilla is to be used for both harbor and bay work by her new owners. The Thomson company has also purchased the tug Hygeia from W. S. Cahill of Baltimore and will add her to its fleet of Chesapeake tow boats.

ES, Tue. 4/29/13, p. 19. **Personal to River Men.** – Capt. Ollie Crowder, master of the tug Advance, at Baltimore, who was in this city on an over-Sunday visit to his family, returned to Baltimore yesterday and rejoined his vessel.

E. P. Evans, chief engineer of the tug M. Mitchel Davis, left last night for Portsmouth, Va., on a vacation of two weeks, which he will spend with his family.

George Jackson, formerly chief engineer of the tug Camille, recently sold to

Baltimore parties, has been made second engineer of the big tug M. M. Davis, and has entered upon the discharge of his duties.

Capt. Henry Davis, formerly master of the tug Camilla, has taken command of the Taylor tug James O. Carter and is fitting her out for service at this city.

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*Ibid*, p. 21. **ALONG THE RIVER FRONT – Arrivals.** – Canal Towage Company boats Nos. 18 and 99, light, from Mattawoman creek for Cumberland, Md., via C. and O. canal.

**Memoranda.**  
Schooner Childe Harold is at Calais, Me., with coal from Baltimore.

**Tugs and Tows.**  
Tug M. Mitchell Davis sailed yesterday for Baltimore to tow coal-laden schooner to sea; tug Capt. Toby sailed towing two coal-laden boats from Georgetown for naval powder making plant, Mattawoman creek, Md.

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**TUGS DOCKED FOR REPAIRS.**  
**Overhauling Needed for One, Minor Work on Another.** – To receive a general overhauling of her machinery, the tug Advance, the largest towboat of the Taylor fleet of this city, is at a Baltimore shipyard to remain two or three weeks. The engine of the tug is to receive repairs, new furnaces are to be put in the boiler and other work done to make her available for work on the Chesapeake. The tug, until recently, has been under charter to a dredging company employed in deepening the channel at Providence, R. I., and since she was built, over two years ago, she has spent only a part of a day at this city, her home port.

Some minor work was done to the boiler and machinery of the tug M. Mitchell Davis while she was in port here yesterday, after bringing a light barge here from the mouth of the river to Georgetown. She sailed last night for Baltimore to tow a coal-laden schooner to sea.

ES, Thu. 5/1/13, p. 8. **Factory Gets Icehouse Outfit.** – The boiler and engine that were used at the old Great Falls Ice Company house at the 10<sup>th</sup> street wharf to hoist big blocks of ice out of the holds of vessels have been loaded on the two-masted river schooner Elizabeth Clarke for shipment to Nomini, Va., for use in a canning factory.

In dismantling the old icehouse by the District, the District authorities wished to get rid of the boiler and engine, and they were sold to E. Madison Hall, the lessee of the wharf, and Mr. Hall is sending them to Nomini, where he has business interests.

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**TUG BACK IN SERVICE**

**Carter Fitted with Condenser and Will Ply on River.** – After lying idle for over a month, during which she was fitted with a new condenser and had other work done to put her in good order for service, the tug James O. Carter, of the Taylor fleet, has gone into commission under the command of Capt. Henry Davis, formerly master of the tug Camilla. She left here Tuesday, towing schooner barge No. 18, coal-laden, from Georgetown to Point Lookout and will return tonight with Standard Oil barge No. 52 in tow from Baltimore. The Carter will take the place on the Potomac of the tug Camilla, which was recently sold to Baltimore parties, and will tow between this city and the mouth of the river, assisted, when work is very heavy, by the tug M. M. Davis.

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*Ibid*, p. 15. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Southern arrived with coal-laden barges in tow for Alexandria and this city.

ES, Fri. 5/2/13, p. 24. **ALONG THE RIVER FRONT – Arrivals.** – Canal Towage Company boats No. 24 and No. 37, light, at Georgetown from Indian Head, enroute to Cumberland, Md.

**Memoranda.**

Barge No. 18, with coal from this city, passed out the Virginia capes, in tow for Boston; schooner barge No. 21, coal-laden, from Georgetown, has arrived at Boston.

**Tugs and Tows.**

Tug Capt. Toby arrived towing two coal boats, light, from Indian Head for Georgetown.

ES, Sun. 5/4/13, p. 17. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Fortuna arrived with a tow of three loaded barges and sailed with three light and one loaded barge for bay points; tug Carter sailed, towing barge No. 52, for Point Lookout, enroute to Boston; tug Capt. Toby arrived from Mattawoman creek, towing boats No. 70 and No. 100, bound to Chesapeake and Ohio canal points.

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*Ibid*, p. 31. **Personal to River Men.** George Jackson, engineer of the tug Camilla until she was sold to parties in Baltimore, has gone aboard the tug D. M. Key as engineer, and will engage in towing work on the river in the vicinity of this city.

Capt. Frank Taylor of A. J. Taylor & Bro., tugboat owners, has gone to Norfolk and Baltimore on business connected with his towboats, the M. M. Davis and Advance, which are in service on Chesapeake bay.

Capt. A. J. Taylor, managing owner of the Taylor tugs of this city, was in Baltimore yesterday to look after repair work in progress aboard his big tug Advance.

ES, Tue. 5/6/13, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby sailed from Georgetown, towing two coal-laden boats for the naval powder plant, Indian Head, Md.; tug Winship arrived at Baltimore with light coal-carrying boats in tow.

ES, Thu. 5/8/13, p. 9. **ALONG THE RIVER FRONT – Departures.** Canal Towing Company boat No. 78, lumber from 11<sup>th</sup> street wharf for Brunswick, Md., via C. & O. canal.

*Sun*, Fri. 5/9/13, p. 11. **ARRIVALS AND DEPARTURES – Tugs and Their Tows.** – The Rescue, with two lighters, and the Camilla, with one, left for bay points. The Piedmont arrived with barge No. 20 from Portland, leaving at Point Lookout for Washington, barges 23 from Portland and 15 from Boston. They will be taken to destination by one of the Taylor tugs of Washington.

Arrived, May 8.

Tug Piedmont, Hudgum, from Boston, with tow, to Consolidation Coal Company. Barge No. 20, Carver, from Boston, light, to Consolidation Coal Company, in Curtis Bay.

ES, Fri. 5/9/13, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived, towing canal boats No. 12 and No. 86 from Indian Head to Georgetown; tug James O. Carter arrived, towing two light barges to load coal at Georgetown.

**Memoranda.**

Schooner barge No. 18, with coal from Georgetown, has arrived at Boston.

ES, Sat. 5/10/13, p. 12. **ALONG THE RIVER FRONT – Arrivals.** – Schooner barges No. 15 and No. 23, light, at Georgetown to load coal for Boston.

**Departures.**

Canal Towing Company boat No. 59, light, for a canal point to load railroad ties and return.

**Tugs and Tows.**

Tug Southern is due at this city with a tow of coal-laden barges from the head of Chesapeake bay; tug James O. Carter arrived towing two light barges to load coal at Georgetown for New England ports.

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**BARGES ARRIVE FOR COAL.**

**After Loading, They Will be Taken to New England Points.** – In tow of the tug James O. Carter from the mouth of the river, the big schooner barges No. 15 and No. 23 of the fleet of the Consolidation Coal Company, arrived here yesterday to load coal for a New England point. Barges No. 20, No. 15 and No. 23 were brought down the coast and to Point Lookout by the sea-going tug Piedmont, which took No. 20 to Baltimore to load coal. As the docking facilities at Georgetown allow but the handling of one vessel at a time, barge No. 23 was placed under the coal chutes to take aboard her cargo of about 1,600 tons of Cumberland coal, and No. 15 was anchored off Easby's point to wait until No. 23 is out of the way. As soon as No. 23 completes taking aboard her load of coal, the Carter will take her to the mouth of the river to join a tow going from Baltimore up the coast to Boston and other points in New England.

ES, Sun. 5/11/13, p. 31. **ALONG THE RIVER FRONT – Arrivals.** – Canal Towing Company's boats No. 3 and No. 61, light, from Indian Head, at Georgetown.

**Tugs and Tows.**

Tug Capt. Toby sailed, towing two coal boats from Georgetown to naval powder plant, Indian Head, Md., and returned with two light boats; tug Winship arrived at Georgetown with light coal boats for canal points.

ES, Mon. 5/12/13, p. 10. **ALONG THE RIVER FRONT – Departures.** – Schooner barge No. 23, coal from Georgetown for a New England point.

**Tugs and Tows.**

Tug James O. Carter arrived towing lighter from Mattox creek and sailed towing coal-laden barge for Point Lookout, enroute to Boston; tug Winship sailed from Georgetown towing coal-laden canal boats for Alexandria.

ES, Tue. 5/13/13, p. 21. **ALONG THE RIVER FRONT – Arrivals.** – Canal Towage Company's boats No. 33 and No. 47, light, from Mattawoman creek, at Georgetown.

**Tugs and Tows.**

Tug James O. Carter, light, from the mouth of the river after schooner; barge No. 15, coal from Georgetown for Boston; tug Capt. Toby sailed, towing two coal-laden boats from Georgetown for Mattawoman creek.

ES, Wed. 5/14/13, p. 25. **ALONG THE RIVER FRONT – Departures.** – Canal barge No. 98, lumber from 12<sup>th</sup> street wharf for Brunswick, Md., via Chesapeake and Ohio canal; canal boat L. A. Clarke, for a Chesapeake and Ohio canal point to load railroad ties.

**Memoranda.**

Schooner barge No. 6 of the Consolidation Coal Company fleet is on her way down the coast to this city to load coal; barge No. 23 is lying loaded at Georgetown, waiting orders.

**Tugs and Tows.**

Tug Capt. Toby arrived, towing two coal-carrying boats from naval powder plant, Mattawoman creek, Md.

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**RAPID LOADING OF BARGES.**

**Coal-Carrying Fleet at Georgetown Hustling Cargoes These Days.** Schooner barge No. 15, of the fleet of the Consolidation Coal Company, had over 1,600 tons of Cumberland coal transferred from the barges that brought it down the canal to her hold in less than forty-eight hours at the Georgetown coal piers. The vessel went under the chutes Monday morning, and, only working in the daytime, the loading of the vessel was completed yesterday afternoon, but the barge will remain here until the latter part of the week, until a tow leaves Baltimore which she can join to be taken to a New England point.

Barge No. 23, which left here early in the week, passed out the capes yesterday bound to Boston. Before the end of the week,

No. 6, another Consolidation Coal Company barge, will arrive and will be taken to Georgetown to load. No. 6 is on her way down the coast from a New England point, and should pass in the capes tomorrow or Friday. A tug will be waiting at the mouth of the river to bring her here.

ES, Fri. 5/16/13, p. 14. **ALONG THE RIVER FRONT – Arrivals.** – Barge W. S. Harvey, grain, at Alexandria from Chesapeake and Ohio canal.

**Tugs and tows.**

Tug Carter sailed yesterday with schooner barge No. 15, for Point Lookout, enroute to Boston; tug Winship arrived at Georgetown with light coal boats in tow; tug Capt. Toby arrived at Georgetown from Indian Head with boats No. 42 and No. 48.

ES, Sat. 5/17/13, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby sailed, towing two coal-laden boats for naval powder plant, Indian Head, Md.; tug Carter will arrive today with schooner barge No. 6, light, from Point Lookout to load coal.

ES, Sun. 5/18/13, p. 79. **ALONG THE RIVER FRONT – Arrivals.** – Schooner barge No. 6, light, from Boston, at Georgetown, to load coal for a New England point; canal barge L. A. Clarke, railroad ties from Seneca, Md., at 10<sup>th</sup> street wharf.

**Departures.**

Canal boat W. S. Harvey, from Alexandria for Georgetown enroute to a Chesapeake and Ohio canal point.

**Tugs and Tows.**

Tug James O. Carter arrived towing light coal-carrying barge from Boston to Georgetown; tug D. M. Key arrived with a tie-laden boat from a canal point.

ES, Mon. 5/19/13, p. 18. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug

Carter sailed towing two coal-laden boats from Georgetown for naval powder plant at Indian Head, Md.

ES, Wed. 5/21/13, p. 21. **ALONG THE RIVER FRONT – Arrivals.** – Canal Towage Company, boats No. 4 and No. 57, light, at Georgetown from Mattawoman creek, Md.

**Tugs and Tows.**

Tug Piedmont is on her way from Boston with a coal barge to load at this city; tug James O. Carter arrived towing two coal-carrying boats, light, from Indian Head; tug Edith G. Winship arrived at Georgetown with light coal-carrying boats bound up the canal.

**Memoranda.**

Barge No. 6 will complete loading coal at Georgetown this afternoon, and will sail for Point Lookout; barge No. 9 is on her way to this city from Boston to load coal for a New England point.

ES, Thu. 5/22/13, p. 12. **ALONG THE RIVER FRONT – Departures.** – Schooner barge No. 6, coal from Georgetown for Boston via Point Lookout.

**Tugs and Tows.**

Tug James O. Carter, sailed towing Consolidation Coal Company barge No. 6, coal for Point Lookout enroute to a New England point; tug Southern, arrived with three coal-laden barges and sailed with one light barge for Baltimore; tug Capt. Toby, arrived from Port Tobacco and sailed with two coal-laden boats for Indian Head powder plant; tug Winship, arrived at Georgetown with light coal-carrying boats.

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*Ibid*, p. 25. **BARGES ARE ACTIVE.** – **Tows Busy with Coal-Laden Craft for North Coast Points.** – Laden with about 1,600 tons of Cumberland coal, brought to Georgetown via the Chesapeake and Ohio canal, schooner barge No. 16, one of the big coal carriers of the Consolidation Coal Company of Baltimore left Georgetown today

in tow of the tug Carter. She will be taken to the mouth of the Potomac and will there join a tow going from Baltimore to New England ports. She, it is stated, will discharge her cargo at Boston.

Barge No. 9, in tow of the tug Piedmont, is on her way down the coast from Boston, bound to this city after a cargo of coal. By the time the Carter arrives at Point Lookout it is expected that the Piedmont will be there with her tow, and the Carter will take No. 9 in tow and will bring her up the river and dock her under the coal chutes at Georgetown. No. 9 will complete her cargo and be ready to sail in the end of the week.

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*Ibid*, p. 25. **Personal Notes of River Men.** – Capt. Ollie Crowder, master of the Taylor tug Advance, who was on a visit to his family at this city for several days, has rejoined his vessel, which is being overhauled at Baltimore.

Capt. Frank Taylor of A. J. Taylor & Bro., tugboat owners, has returned from a business trip to Baltimore and Norfolk in the interests of his big tow boats.

ES, Fri. 5/23/13, p. 5. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived, towing canal boats No. 41 and No. 73, light, from naval powder plant, Indian Head, Md.; tug Southern arrived in Baltimore towing light barge from this city.

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**SOUTH WIND BRINGS SHIPS Many Laden Craft Reach Port from Bay and River Points.** – With the strong southerly breeze filling their sails, a fleet of fourteen lumber, cord wood, pulp wood and otherwise laden craft arrived in port yesterday and either berthed at the various wharves or lay at anchor in the harbor waiting until their masters could find a berthing place. In the fleet are four lumber craft from North Carolina and Chesapeake bay points, six cord wood luggers from along the river, two pulp



wood carriers from Nomini or vicinity, two with barreled fish and one light to be fitted out for summer fishing. The masters of the incoming vessels report a large fleet of lumber and wood carrying craft in the river bound here and they should arrive this evening and tonight.

The present influx of vessels is the largest in number so far this season and the receipts of lumber yesterday were the heaviest of the season.

ES, Sat. 5/24/13, p. 22. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug D. M. Key arrived, towing disabled tug Capt. Toby and two light coal-boats from Indian Head; tug Dauntless arrived at Baltimore with three light barges from this city and sailed with one for this port; tug Carter delivered coal-laden barge at Point Lookout and is waiting there for light one from Boston bound to Georgetown; tug Kenmore is reported on her way to this city with coal-laden barges from Baltimore.

ES, Sun. 5/25/13, p. 29. **ALONG THE RIVER FRONT – Arrivals.** – Schooner barge No. 9, light, from Boston via Point Lookout to load coal at Georgetown for a New England point; barge Maryland, at Georgetown with coal from Baltimore for gas light company.

**Tugs and Tows.**

Tug Dauntless arrived towing coal-laden barge from Baltimore and sailed light for a bay point; tug James O. Carter arrived towing Consolidation Coal Company barge No. 9, light, from Boston for Georgetown; tug Capt. Toby sailed with coal-laden boats from Georgetown for naval powder plant, Mattawoman creek, Md.; tug Edith G. Winship arrived at Georgetown with light coal-carrying boats in tow.

ES, Mon. 5/26/13, p. 6. **ALONG THE RIVER FRONT – Arrivals.** – Canal Towage Company's boats No. 25 and No. 28, light, from naval powder plant, Mattawoman creek, Md., at Georgetown.

**Tugs and tows.**

Tug Capt. Toby arrived towing light coal-carrying boats from Indian Head, at Georgetown; tug Southern arrived towing three coal-laden barges from Philadelphia for this city and Alexandria.

ES, Tue. 5/27/13, p. 6. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter, arrived with schooner Maine from off Alexandria; tug Capt. Toby sailed with coal-laden boats for Mattawoman creek, Md., tug Winship sailed from Georgetown, with coal-laden boats in tow.

Fri. 5/28/13, p. 6.<sup>1</sup> **HIGH WATER IN POTOMAC – No Likelihood of Serious Trouble at Alexandria.** – The Potomac river rose so rapidly and so high yesterday morning as to threaten Williamsport, Md. The flood situation in that section, however, changed that afternoon, following a cold wave which sent the temperature down about 25 degrees. The heavy storm clouds broke and rains ceased falling late in the day and a driving wind was blowing. The temperature was at almost freezing point last night.

The rainfall was the heaviest that was recorded in the same period since the Johnstown flood, between 4 and 5 inches falling in twelve hours. The Potomac was 12 feet above normal at Williamsport last night. Measurements taken at that time showed that the water was still increasing six to eight inches an hour. An additional rise of four to five feet was expected before morning. It is expected that a 16 or 18 foot stage will be reached.

No serious damage has been reported along the river, except that done by the

<sup>1</sup> *Alexandria Gazette*, Alexandria, Va.

flooding of lowlands between the river and the Chesapeake and Ohio Canal. Some apprehension was felt for the safety of the canal banks, but it is believed that no damage of consequence will be done to the waterway.

A message received yesterday afternoon from Cumberland stated that the rainfall in that region was not unusually heavy and that the condition of the Potomac river was not alarming.

Frederick, Md., was yesterday visited by one of the worst rain and windstorms of its history, rain fell early yesterday morning in torrents and streams throughout the county are very high, and the Potomac at Brunswick is about six feet above normal and is steadily rising. The rain was accompanied by a very high wind, which did considerable damage.

There are no indications of the Potomac rising to the flood stage at Alexandria. Those who keep in touch with the river and its moods say that the rainfall in the county about the headwaters of the Potomac and its tributary streams will have to be much heavier before the stream leaves its banks here. Shortly before noon yesterday, the water level was lower than it often is on an ordinary tide at this season of the year, and in spite of the frequent heavy showers, there are no indications of a current coming down from the upper river.

River men look for a current within the next 24 hours, but how heavy it will be, depends upon the extent of the rise in the upper river.

Owing to the deepening of the river channels since 1889, a large volume of water can pass down the river and to the sea.

*Sun*, Thu. 5/29/13, p. 7. **Potomac Floods Lowlands.** – Hagerstown, Md., May 28. – The Potomac river, swollen by the heavy rains of the last few days, overflowed its banks at Williamsport today and acres of lowlands are flooded. The river tonight was

15 feet above normal and rising at the rate of four to six inches an hour.

Navigation on the Chesapeake and Ohio Canal has been temporarily suspended, as boats cannot get around “slack water.” At Pearre, west of Hancock, the river has overflowed into the canal. Warning signals have been sent out all along the line of the canal and precautions against flood damage have been taken.

Thu. 5/29/13, p. 3.<sup>2</sup> **RIVER OUT OF ITS BANK – Lowlands Flooded and Traffic on C. and O. Canal Halted.** – The Potomac river, swollen by heavy rains of the past few days, overflowed its banks at Williamsport, Md., yesterday, and hundreds of acres of lowland are flooded.

The river last night was 15 feet above normal and rising 4 to 6 inches an hour. Navigation on the Chesapeake and Ohio Canal has been temporarily suspended, as boats cannot get around “slack water.” All craft on the waterway are tied up.

At Pearre, west of Hancock, the river has overflowed into the canal.

The Potomac started to rise Tuesday afternoon, and by night was 10 feet above normal. Warning signals have been sent out along the line of the canal, and precautions against flood damage have been taken. Unless more rain falls, it is believed the river will stop rising by morning.

The effects of the flood have not been manifest at Alexandria.

Fri. 5/30/13, p. 2.<sup>3</sup> **Meloun.** John N. K. Meloun, the oldest resident of Williamsport, who celebrated his eighty-ninth birthday Saturday, died at his home on Monday from general debility. He died in the house in which he was born. He was formerly employed as a bridge builder on the Baltimore and Ohio Railroad and a boss

<sup>2</sup> *Alexandria Gazette*, Alexandria, Va.

<sup>3</sup> *Democratic Advocate*, Westminster, Md.

carpenter on the Chesapeake and Ohio Canal for many years.

Mr. Meloun leaves his widow, a daughter, Mrs. Peter Siaco, of Cumberland, and four sons, Samuel Meloun, of Johnstown, Pa.; George Meloun, of McKeesport, Pa.; James Meloun, of Union Bridge, Md.; and Henry A. Meloun, of Williamsport.

Fri. 5/30/13, p. 2.<sup>4</sup> The flood in the Potomac river at Williamsport, Md., receded today. The water reached its highest at midnight when it was 17 feet above normal. The river fell 100 feet yesterday, and is again within its banks. Little damage, it is thought, was done to the Chesapeake and Ohio canal.

ES, Sat. 5/31/13, p. 6. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby sailed towing two coal-laden boats for Indian Head; tug Winship arrived at Georgetown with light coal boats from river points; tug Southern arrived at Georgetown towing coal-laden barges from Philadelphia.

ES, Sun. 6/1/13, p. 30. **ALONG THE RIVER FRONT – Departures.** – Schooner barge No. 9, from Georgetown with coal for a New England point.

**Tugs and Tows.**

Tug James O. Carter sailed for Point Lookout after light Consolidation Coal Company barge bound to Georgetown to load coal for New England.

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**Personal to River Men.**

Capt. R. T. Fowkes, master of the Taylor tug, M. M. Davis, in service at Baltimore, is in this city on an over-Sunday visit to his family.

ES, Mon. 6/2/13, p. 21. **ALONG THE RIVER FRONT – Departures.** – Canal Towage Company boats, coal from Georgetown for the naval powder plant at Indian Head, Md.

**Tugs and Tows.**

Tug Capt. Toby arrived with barge from Occoquan for Alexandria and sailed towing two coal-laden boats from Georgetown to Indian Head; tug James O. Carter is due at this city with light barge from Boston to load coal for New England point.

ES, Tue. 6/3/13, p. 6. **ALONG THE RIVER FRONT – Among the Tugs.** – The big tug Advance, of the Taylor fleet, which has been at Baltimore shipyard for over a month having new furnaces put in her boiler, is again in commission and on her first tow took two big four-masted schooners laden with coal and paving block from Baltimore and placed then outside of Cape Henry.

**Tugs and Tows.**

Tug Capt. Toby arrived, towing boats No. 23 and No. 69, light, from Indian Head, at Georgetown.

**Memoranda.**

Barge No. 10 of the Consolidation Coal Company's fleet, has sailed from Boston for this city to load coal for a New England point.

ES, Wed. 6/4/13, p. 21. **ALONG THE RIVER FRONT – Arrivals.** - Schooner barge No. 20, light, at Georgetown from Boston to load coal for a New England point.

**Tugs and Tows.**

Tug Dauntless arrived at Georgetown with a tow of coal-laden barges, and sailed with light barges for Chesapeake bay points; tug James O. Carter sailed towing barge No. 8, coal-laden, from Georgetown for a New England point; tug Capt. Toby sailed, towing schooner Rode, light, for Fort Washington enroute to Norfolk; tug Southern is reported on her way to this city with coal barges in tow.

ES, Fri. 6/6/13, p. 4. **ALONG THE RIVER FRONT – Arrivals.** – Barge No. 10, light, at Georgetown from a New England point to load Cumberland coal for Boston; Canal

<sup>4</sup> Alexandria Gazette, Alexandria, Va.

Towage Company boats No. 55 and No. 70, light, from Mattawoman creek for Georgetown, enroute up the canal.

**Tugs and Tows.**

Tug James O. Carter arrived from Point Lookout towing barge No. 10 for Georgetown; tug Capt. Toby arrived towing two light coal boats from Indian Head, at Georgetown.

**Memoranda.**

Schooner barge No. 8, from this city, passed out the capes in tow of tug Cumberland for Boston.

ES, Sat. 6/7/13, p. 4. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter sailed, towing barge No. 20 for Point Lookout and to return with barge No. 17; tug Capt. Toby sailed with two light coal-carrying boats for Indian Head, Md., and returned with two light boats for Georgetown; tug Winship at Georgetown with coal-carrying boats; tug Advance arrived at Baltimore, towing light schooner from the capes of the Chesapeake.

**Memoranda.**

C. C. Co. barge No. 17 is due at Georgetown to load coal for a New England point.

ES, Sun. 6/8/13, p. 27. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Southern sailed towing barge Catawba from Georgetown for Norfolk; tug Edith G. Winship at Georgetown with light coal-carrying boats; tug Carter delivered barge No. 20 at Point Lookout to join a tow bound to Boston from Baltimore; tug Cumberland passed out Cape Henry towing barge No. 8, coal-laden, from this city for Boston.

ES, Wed. 6/11/13, p. 15. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby, towing two coal-laden boats from Georgetown for naval powder plant at Indian Head, Md.; tug Winship with light coal boats at Georgetown for C. & O. canal points.

ES, Thu. 6/12/13, p. 25. **ALONG THE RIVER FRONT – Arrivals.** – Canal Towage Company boats No. 4 and No. 20, at Georgetown from naval powder factory at Indian Head proving grounds.

**Tugs and Tows.**

Tug James O. Carter left Georgetown towing two coal-laden boats for Indian Head and returned with two light ones.

ES, Sat. 6/14/13, p. 4. **ALONG THE RIVER FRONT – Tugs and Tows.** – The Southern arrived at Georgetown with three coal-laden barges, and sailed with one gravel-laden barge for Norfolk; tug James O. Carter, with coal-carrying boats for Indian Head from Georgetown.

ES, Mon. 6/16/13, p. 10. **ALONG THE RIVER FRONT – Departures.** – Tug Cumberland is on her way down the coast with a light Consolidation Coal Company's barge for this city.

**Memoranda.**

Barge No. 6 sailed, light, from Boston Friday last for this city to load coal.

WH, Tue. 6/17/13, p. 7. **DROWNING ENDS ROMANCE.** – While walking along the bank of the Chesapeake and Ohio Canal, near Outlet Lock, about 8 o'clock last night, on his way to visit a young woman, Fred Benner, twenty-two years old, captain of boat No. 99, lost his balance, fell into the water and was drowned.

Benner fell headfirst into the water, and failed to come to the surface. His body was recovered about forty-five minutes later by Policeman J. G. Walsh, of the Seventh precinct. The young man came down the canal yesterday with a group of coal-laden boats from Cumberland. He finished his work shortly before 8 o'clock, and had started for boat No. 27, upon which Charlotte Mose, eighteen years of age, lived, when the accident occurred. Miss Mose is the daughter

of the captain of the boat and was to have married Benner.

ES, Tue. 6/17/13, p. 21. **ALONG THE RIVER FRONT – Arrivals.** – Canal Towage Company boats No. 1 and No. 10, light, at Georgetown, from Indian Head powder plant.

**Departures.**

Barge No. 10 and No. 17, coal from Georgetown for Boston.

**Tugs and Tows.**

Tug Defiance arrived with two coal-laden barges from Baltimore and sailed with three light ones from Georgetown and Alexandria; tug Capt. Toby sailed with tow of coal-laden boats for naval powder plant, Indian Head, Md., and returned with two light boats for Georgetown.

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*Ibid*, p. 21. **CANAL CAPTAIN DROWNS – Makes Misstep and Falls While on Way to Pay Visit.** – Frederick Benner, twenty-two years old, captain of canal boat No. 99 on the Chesapeake and Ohio, accidentally fell overboard near the outlet lock last night about 8:30 o'clock and was drowned. The young man was on his way to visit Miss Charlotte Mose on her father's boat, and when he endeavored to jump aboard the craft, he made a misstep and fell to his death.

Miss Mose was present when Policeman J. G. Walsh pulled the body ashore. Coroner Nevitt gave a certificate of accidental death and the body was taken to an undertaking establishment. The body will be taken to Keedysville, Md., tomorrow.

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**LEAVE LADEN WITH COAL.**  
**Barges Taken to Point Lookout, Bound for New England.** – With nearly 3,500 tons of Cumberland coal aboard, Consolidation Coal Company barges No. 10 and No. 17 left Georgetown yesterday, bound to Point Lookout, where they will join a tow going from Baltimore to Boston and other points in

New England. The barges arrived here over a week ago and have been lying at Georgetown for several days awaiting orders that would send them up the coast.

Barge No. 6, which left Boston Friday last, bound here, passed the capes of the Chesapeake yesterday and will arrive here tonight or tomorrow morning in tow of the tug that took the two loaded barges from this city.

It is stated that Consolidation Coal Company barges will be the only vessels used this season in the coal trade between Georgetown and Boston, Providence, Portland and other New England points.

ES, Fri. 6/20/13, p. 19. **ALONG THE RIVER FRONT – Departures.** – Schooner barge No. 6, coal from Georgetown for a New England point, via Point Lookout.

**Tugs and Tows.**

Tug Capt. Toby sailed with two coal-laden boats in tow for naval proving grounds at Indian Head, Md.; tug Winship arrived at Georgetown with light coal boats.

**Memoranda.**

Barge No. 14 is on her way to this city from Portland to load soft coal for New England.

ES, Sat. 6/21/13, p. 5. **ALONG THE RIVER FRONT – Arrivals** – Canal boat L. A. Clarke, at Alexandria with railroad ties from Seneca, Md.

**Tugs and Tows.**

Tug Capt. Toby arrived at Georgetown towing two light coal-carrying boats from Indian Head; tug Charles F. Mayer is on her way up the coast towing barges No. 10 and No. 17 with coal from this city; tug Piedmont is due at Point Lookout towing barge No. 14, light, from Boston for this city; tug Bohemia is reported on her way to this city towing coal-laden barges from Chesapeake City.

ES, Mon. 6/23/13, p. 5. **ALONG THE RIVER FRONT – Arrivals.** – Barge No. 14,

light, from Portsmouth, N. H., at Georgetown to load coal for Boston.

**Departures.**

Boat L. A. Clarke, from Alexandria for Georgetown and the Chesapeake and Ohio canal to Seneca, Md., to load railroad ties.

**Tugs and Tows.**

Tug Advance arrived towing, light, C. C. Co. barge from Boston for Georgetown.

*Sun*, Tue. 6/24/13, p. 11. **NEWS OF THE SHIPPING – Marine Personals.** – Capt. William Brooks is in command of the Consolidation Coal Company’s tug Cumberland in place of Captain Svendsen, who has gone on a three months’ leave of absence to Sweden to be married. The George’s Creek, of which Capt. Brooks was master, has laid up at Skinner’s shipyard to have two new steel boilers installed.

ES, Wed. 6/25/13, p. 10. **ALONG THE RIVER FRONT – Arrivals.** – Canal barges No. 64 and No. 77, light, from Indian Head, Md., at Georgetown.

**Tugs and Tows.**

Tug Charles F. Mayer has arrived at Boston and Portsmouth, N. H., with coal-laden barges from this city.

**Memoranda.**

Schooner barge No. 17 has arrived at Boston from this city with soft coal; barge No. 10, from this city, has arrived at Portsmouth, N. H., with coal.

**River Front Personals.**

Capt. Svendsen, master of the Consolidation Coal Company tug Cumberland, has gone on leave of absence to his home in Norway, and Capt. William Brooks has taken charge of the tug.

ES, Thu. 6/26/13, p. 23. **ALONG THE RIVER FRONT – Arrivals.** – Boat L. A. Clarke at Georgetown enroute from Alexandria, via C. and O. canal, to Seneca, Md., to load railroad ties.

**Tugs and Tows.**

Tug Cumberland left Boston yesterday with light barge for this city, in tow; tug Bohemia is reported on her way to this city with coal-laden barges in tow

**Memoranda.**

Barge No. 20 sailed in tow yesterday from Boston for this city to load coal; barge No. 14 is lying at Georgetown waiting orders.

ES, Fri. 6/27/13, p. 23. **ALONG THE RIVER FRONT – Arrivals.** –Boats No. 22 and 49, light, from Indian Head, at Georgetown.

**Tugs and Tows.**

Tug Capt. Toby sailed with two coal-laden boats and returned to Georgetown with two light ones; tug Edith G. Winship arrived at Georgetown with light coal-carrying boats; tug Mayer, towing barge No. 20 for this city, will be due at capes of the Chesapeake tomorrow.

**Memoranda.**

Barge No. 6, with coal from this city, has arrived at Boston, in tow.

**River Front Personals.**

Capt. William H. Davis is superintending the repair work being done to the tug James O. Carter at the Webber & Thomas boiler shop, foot of O street southwest.

ES, Sat. 6/28/13, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown with coal-carrying boats in tow; tug Winship left Georgetown, towing canal boats with coal for Alexandria and other points.

**“MOTHER” STEWART DIES.**

**Resident at Lock 13 on the Canal, was Eighty-Three Years Old.** – Mrs. Esther Stewart, known to residents along the Chesapeake and Oho canal and to the boatmen on that waterway as “Mother” Stewart, died at her home, at Lock 13,

yesterday morning, at the age of eighty-three years.

Mrs. Stewart had lived on the canal between Cabin John and Great Falls for more than sixty years, and was a familiar figure to all who traversed the canal, as well as to scores of persons living in the neighborhood of her home. During the war, she kept the Great Falls Hotel, and frequently entertained parties from the Union and Confederate armies at the hotel, which has long since passed out of existence.

Her only surviving relatives, so far as is known, are a brother, living somewhere in Pennsylvania, and a nephew, Charles Zeigler, who made his home with her at Lock 13.

Funeral services will be held at Potomac Chapel at 9:30 o'clock tomorrow morning, and interment will be in the old burying ground near the chapel.

ES, Sun. 6/29/13, p. 26. **ALONG THE RIVER FRONT – Departures.** – Barge No. 14, coal from Georgetown for a New England point, in tow.

#### **Tugs and Tows.**

Tug Advance, towing barge No. 14, coal-laden, from Georgetown enroute to Boston, via Point Lookout; tug Kenmore is reported on her way to this city with coal-laden barges in tow from the head of Chesapeake bay; tug Winship arrived at Georgetown, towing light coal-carrying boats.

#### **Memoranda.**

Barge No. 20 will arrive, light, today to load coal at Georgetown for a New England point.

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#### **ON WAY TO BOSTON**

**Barge of Consolidation Coal Company Fleet Leaves Port.** – Barge No. 20, which will be the next vessel of the Consolidation Coal Company fleet to load at this city, passed in the capes of the Chesapeake yesterday morning and last night anchored at Point Lookout to wait the tug that will bring her to this city.

Barge No. 14, which completed taking aboard her cargo early in the week and which has been lying at anchor in the Georgetown channel for several days, yesterday received orders that will send her to Boston.

On high water yesterday afternoon, she started for the mouth of the river in tow of the tug Advance and will there join a tow going from Baltimore to New England ports. At Point Lookout the Advance will pick up No. 20 and will arrive at Georgetown with the barge in tow some time tonight.

The work of loading her will be started tomorrow morning and she will be ready to leave by the middle of the week. By that time, it is thought, a light barge will be on her way to this city ready to take the place of No. 20 under the coal chutes at Georgetown.

ES, Mon. 6/30/13, p. 19. **ALONG THE RIVER FRONT – Arrivals.** – Barge No. 20, light, from Boston, at Georgetown, to load coal for a New England point.

#### **Departures.**

Schooner J. A. Holland, soft coal from Alexandria for Colonial Beach.

#### **Tugs and Tows.**

Tug Advance arrived towing light Consolidation Coal Company barge and lumber-laden schooner; tug Capt. Toby sailed with coal-laden boats from Georgetown for Indian Head; tug Edith G. Winship sailed with coal-laden boats for Alexandria.

ES, Tue. 7/1/13, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived towing two canal towage company boats from Indian Head for Georgetown; tug Advance will go to Baltimore to take up towing work on Chesapeake bay.

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#### **VESSEL OUT FOR REPAIRS.**

**Tug Carter Renews Boilers.** – After having had extensive repairs made to her boiler, the tug James O. Carter of the Taylor fleet, has

gone into service, and under the command of Capt. Henry Davis has gone to Nanjemoy creek with a light barge in tow. The Carter has been out of service for about two weeks, and her being laid up necessitated the bringing here of the big tug Advance to look after the towing of the barges of the Consolidation Coal Company to and from this city.

ES, Wed. 7/2/13, p. 4. John Burgess, superintendent of the Chesapeake and Ohio canal, is building a steel boiler at Williamsport, Md., for boiling an oil compound to be used on the lock gates of the canal to preserve them from decay.

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*Ibid*, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance has arrived at Baltimore, light, from this city to tow coal-laden schooner to the capes.; tug Winship at Georgetown with coal boats.

**Memoranda.**

Barge No. 21 of the Consolidation Coal Company fleet is at Point Lookout, bound light to this city to load coal.

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**Personal to River Men.**

Capt. Roy T. Fowkes, master of the tug M. M. Davis, who was in the city on a short visit to his family, has returned to Baltimore and rejoined his tug in service there.

ES, Thu. 7/3/13, p. 17. **ALONG THE RIVER FRONT – Arrivals.** – Barge No. 21, light, from Boston, at Georgetown to load coal for a New England port; boats No. 24 and 76, light, from naval powder plant, Mattawoman creek, Md., at Georgetown.

**Tugs and Tows.**

Tug James O. Carter arrived towing barge No. 21, light, from Boston to load coal at Georgetown; tug Capt. Tobey arrived towing two light coal boats from Indian Head, at Georgetown; tug Advance is at the capes of the Chesapeake seeking a tow.

**Memoranda.**

Schooner J. A. Holland is at Colonial Beach with coal from Alexandria; schooner barge No. 20 has completed loading cargo of coal at Georgetown, and is at anchor above Highway bridge waiting orders.

ES, Fri. 7/4/13, p. 15. **ALONG THE RIVER FRONT – Memoranda.** – Barge No. 19 has sailed light from Boston for this city to load soft coal for a New England point.

ES, Sat. 7/5/13, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** –Tug Charles L. Mayer passed out capes of Chesapeake towing barge No. 14, coal-laden, from this city.

ES, Sun. 7/6/13, p. 14. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby, towing two coal-laden boats from Georgetown to powder-making plant at Indian Head; tug Advance is at Cape Henry seeking vessels bound to Baltimore; tug Southern is reported on her way to this city with coal-laden barges from Philadelphia.

**Memoranda.**

Schooner barge No. 20, coal-laden for New England, will leave Georgetown today or tomorrow.

ES, Mon. 7/7/13, p. 16. **ALONG THE RIVER FRONT – Departures.** – Barge No. 21, coal from Georgetown for Point Lookout to join tow going to New England ports.

**Tugs and Tows.**

Tug James O. Carter left towing barge No. 21, loaded with coal for Boston.

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**COAL BARGE IS FLOATED.**

**No 25 of Consolidation Fleet Uninjured by Running Aground.** – Barge No. 25 of the fleet of coal carriers used by the Consolidation Coal Company in the transportation of soft coal from this city and Baltimore to New England points, which was



hard and fast aground at Sharps Island, Chesapeake bay, the greater part of last week, has been floated, and, having been found uninjured, will be taken to Boston by one of the big tugs of the Consolidation Coal Company fleet.

In order to get the vessel afloat, it was necessary to remove a considerable part of her cargo, and after the vessel had been pulled off the shoal, the coal was placed back aboard her and the barge made ready for sea.

Barge No. 19, a sister ship of No. 25, which will be the next vessel to load coal at this city, is at Point Lookout waiting the coming of the tug Carter, which is to tow her to this city. It is expected that the vessel will arrive here tomorrow afternoon.

ES, Tue. 7/8/13, p. 17. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter delivered barge No. 21 at Point Lookout and is on her way up the river with barge No. 19, light, to Baltimore; tug Winship, at Georgetown with light canal boats in tow.

*Sun*, Wed. 7/9/13, p. 8. **ARRIVALS AND DEPARTURES – Tugs and Their Tows.** – The James O. Carter left Washington with Consolidation Coal Company's barge No. 14 for Point Lookout, where it will be picked up and towed to Boston. The Carter left Point Lookout for Washington with barge No. 19, from Boston for that port to load.

ES, Wed. 7/9/13, p. 17. **ALONG THE RIVER FRONT – Arrivals.** – Barge No. 19, light, from Boston, at Georgetown, to load coal for a New England point; Canal Towage Company boats No. 24 and No. 76, light, from naval powder plant, Indian Head, at Georgetown.

**Tugs and Tows.**

Tug James O. Carter arrived towing, light, C. C. Company barge from Point Lookout, at Georgetown to load coal for New England;

tug D. M. Key, from Georgetown with coal-laden boats for Indian Head powder plant; tug Advance arrived at Baltimore towing schooner from the capes.

ES, Thu. 7/10/13, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter, from Georgetown with coal boats for Indian Head; tug Savage passed out capes with barge No. 20, from this city to Boston, in tow.

*Sun*, Fri. 7/11/13, p. 6. Hagerstown – A bad break occurred in the Chesapeake and Ohio Canal at Four Locks, Washington county, Wednesday caused by heavy rains. Navigation will be suspended on the Williamsport division for several days. The break occurred in the middle of the channel of the waterway over the culvert at Four Locks. The washout is about 30 feet long and 15 feet deep.

ES, Fri. 7/11/13, p. 19. **ALONG THE RIVER FRONT – Arrivals.** – Boats No. 53 and No. 68, at Georgetown, light, from Indian Head, Md.

**Tugs and Tows.**

Tug James O. Carter arrived at Georgetown towing two coal-carrying boats from Mattawoman creek, Md.; tug Winship arrived at Georgetown with light coal-carrying boats

**Memoranda.**

Barge 21 is lying loaded at Georgetown waiting orders.

ES, Sat. 7/12/13, p. 9. A break occurred in the Chesapeake and Ohio Canal at Four Locks, Washington county, Md., Wednesday, caused by heavy rains. Navigation will be suspended on the Williamsport division for several days.

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*Ibid*, p. 29. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance has sailed from Baltimore for Providence, R.

I., to take up a towing charter; tug Winship arrived at Georgetown, towing light coal-carrying boats.

**Memoranda.**

C. C. Co. barge No. 9 has sailed, light, from Boston for this city to load coal.

ES, Sun. 7/13/13, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived, towing light schooner to lay up at 13<sup>th</sup> street wharf; tug Advance has arrived at Norfolk, enroute to Providence, R. I., under charter; tug Winship arrived at Georgetown, towing light coal boats.

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**RUDDER BROKEN BY BLOW**

**Consolidation Coal Company's Barge to be Repaired.** – During a heavy blow on the river last week, barge No. 21 of the fleet of the Consolidation Coal Company of Baltimore, which, loaded with coal, has been lying at anchor in Georgetown harbor, swung around on a submerged rock and broke her rudder. Yesterday the rudder was hoisted out by a derrick and after repairs were made it will again be placed in position. It is stated that it is probable that a diver will have to be employed to assist in getting the rudder back in proper position.

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**Personal to River Men.**

George Jackson, engineer of the Taylor tug Capt. Toby, has gone to Occoquan, Va., on a short visit to his family, who are spending the summer there.

William Kersey of this city, second engineer of the tug Advance, will go to Providence, R. I., aboard the vessel and will remain on duty while she is in service there.

ES, Mon. 7/14/13, p. 17. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby sailed towing two coal-laden boats from Georgetown for Indian Head, and will return with two light ones.

**BREAK IN CANAL BANK.**

**Coal Shipments from Cumberland to Washington Interrupted.** – Coal traffic on the Chesapeake and Ohio canal from Cumberland to this city has been interrupted by a break in the bank near dam No. 4, about 110 miles from this city, and it will be nearly a week probably before coal-laden boats can reach Georgetown.

As a consequence of the accident to the canal and the non-arrival of coal with which to load barge No. 9, that vessel will be sent to Baltimore to load and not to this city, as was originally intended. No. 9 is now on her way down the coast and should pass in the capes today. Barge No. 21, which has been lying loaded at Georgetown for several days, is awaiting orders, and it is probable that she and barge No. 19, which is loading at Georgetown, will tow out together some time in the early part of this week.

The break in the canal is said to be not serious.

ES, Tue. 7/15/13, p. 18. **UNDER ANOTHER NAME – Tug Camilla Soon to Appear in Service as Cherokee.** – After having done efficient service for about thirteen years as a towboat on the Potomac river, the tug Camilla, which was recently sold by A. J. Taylor & Bro. of this city to Frank Thomson Company of Baltimore, is to have her name changed and, when she leaves the shipyard where she is now being overhauled, it will be with the name *Cherokee* on bow and stern and pilot house name boards.

The Camilla is being given a thorough overhauling and will be in fine order for bay towing when the work on her is completed. She was known as one of the best little tugs on the river, and all the big ice-laden and coal-laden vessels that have come and gone from this city in the past six or eight years were towed by the Camilla to and from the mouth of the river.

The Camilla was sold to her present owners about three months ago. She was built at Baltimore in 1877 and it is said her iron hull is in as good order today as when first put overboard. She is sixty-eight feet long and registers forty gross tons.

ES, Sun. 7/20/13, p. 6. **ALONG THE RIVER FRONT** – Tug James O. Carter has arrived with two coal lighters from Indian Head; tug James O. Carter has sailed with Consolidation Coal Company's barge No. 21 loaded with coal for Portsmouth, N. H.

ES, Tue. 7/22/13, p. 17. **ALONG THE RIVER FRONT – Arrivals.** – Tug James O. Carter, light, from Point Lookout, after C. C. Co. barge No. 19, coal-laden for Portland, Me. The tug Carter takes the barge as far as Point Lookout, where she will be met by one of the C. C. Co. large tugs, which will take the barge along with her other tows.

ES, Wed. 7/23/13, p. 16. **ALONG THE RIVER FRONT – Departures.** – Tug Capt. Toby, with canal boat loaded with coal for Indian Head naval proving grounds.

ES, Fri. 7/25/13, p. 4. **ALONG THE RIVER FRONT – Arrivals.** – One Cumberland coal boat, light, for Cumberland by way of Chesapeake and Ohio canal.

ES, Sat. 7/19/13, p. 25. Two mules and a dog were killed and William Bowers of Sharpsburg, a boatman on the Chesapeake and Ohio canal, was stunned by a bolt of lightning on the canal towpath near Licking creek, below Hancock, Md.

ES, Sat. 7/26/13, p. 9. **ALONG THE RIVER FRONT – Arrivals.** Tug James O. Carter, with Consolidation coal barge No. 14, from Point Lookout, to load coal at 30<sup>th</sup> street, Georgetown.

ES, Mon. 7/28/13, p. 15. **ALONG THE RIVER FRONT – Memoranda.** – Capt. William Finley has resigned from the tug James O. Carter as mate and has taken charge of Johnson & Wimsatt's schooner May and Annie Beswick, while Capt. Meekens is at his home sick with typhoid fever.

ES, Wed. 7/30/13, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter arrived towing light coal-carrying boats from naval powder plant, Mattawoman creek, Md.

**Memoranda.**

Consolidation Coal Company's barge No. 10 is on her way from Boston for this city to load coal.

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**COAL SHIPMENTS DELAYED.**

**Sinking of Laden Boat in Canal Stops Traffic Again.** – Shipments of soft coal from Georgetown, which were recently resumed after an interruption of several days, due to a break in the canal, are again being delayed. The delay this time is due to the sinking of a coal-laden boat in the narrow waterway in such manner as to prevent other boats passing it. It is expected that the sunken boat will be raised within the next day or two and coal-laden boats will then resume their voyages to this city.

Barge No. 14, which was brought to Georgetown in the latter part of last week, is under the chutes taking aboard her cargo of about 1,600 tons of the fuel and will be ready probably to go out before the end of this week. Word was received here today that barge No. 10 was on her way down the coast from a New England point bound here and it is expected that she will pass in the capes of the Chesapeake tomorrow. The tug James O. Carter will go to Point Lookout to meet No. 10 and will tow her to this city. From now to the close of the shipping season, it is expected that one or two barges will load here each week.

ES, Thu. 7/31/13, p. 4. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Southern arrived with barges in tow from Philadelphia and sailed with light barges for bay points; tug James O. Carter left for Point Lookout after light barge for Georgetown.

ES, Fri. 8/1/13, p. 8. **ALONG THE RIVER FRONT – Arrivals.** – Canal Towage Company boat No. 26, at 12<sup>th</sup> street wharf to load lumber for a Chesapeake and Ohio canal point.

**Departures.**

Boat No. 26, lumber from Johnson & Wimsatt for Brunswick, Md.

**Tugs and Tows.**

Tug James O. Carter is towing canal boats in place of tug Winship.

ES, Sat. 8/2/13, p. 8. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter has sailed for Point Lookout after light C. C. Co. barge No. 14 for Georgetown from Boston; tug Southern has arrived at Baltimore with light barge from this city; tug Cumberland has arrived at Boston towing barge No. 19, with coal from Georgetown; tug Capt. Toby arrived at Georgetown with light coal boats from Alexandria.

**Memoranda.**

Barge No. 10 is at Point Lookout enroute to this city, light, from Boston, to load coal for a New England point; barge No. 14 will leave this afternoon with coal from Georgetown for Boston.

ES, Sun. 8/3/13, p. 72. **BARGE LEAVES FOR BOSTON – No. 14, Laden with Coal, Goes to New England.** – Laden with about 1,600 tons of Cumberland coal at the Georgetown coal docks, schooner barge No. 14 of the fleet of big carriers belonging to the Consolidation Coal Company, left here last night in tow of the tug James O. Carter for the mouth of the river, where she will join a tow

going from Baltimore to Boston and other points on the New England coast. No. 14 arrived here about ten days ago, and the sinking of a canal boat in one of the levels near Cumberland delayed the arrival of coal-laden boats and the loading of the barge.

Schooner No. 10, which will next load coal at this city, arrived at Point Lookout Friday from Boston, and as soon as the Carter lets go the towline of No. 14, she will pick up that of No. 10 and start up the river with her. No. 10 should be under the chutes and loading tomorrow. Before No. 10 completes loading, another big vessel will be her way to this city to take the place No. 10 will vacate under the chutes.

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**CREEK MOUTH NEARLY FILLED  
Sand Brought Down by Storm Blocks  
Canal Traffic.**

– So great was the amount of sand and debris brought down Rock creek by the high water caused by Wednesday's rain, that the mouth of the creek was filled up so that there was but two or three feet of water in it instead of ten or twelve as usual. The Chesapeake and Ohio canal locks leading into Rock creek and all boats unloading at the Georgetown coal piers have to use the mouth of the creek to get into the river and to the piers. The filling up of the waterway blocked the entrance to the canal and prevented boats going in or out until the canal company puts its dredge to work and cleaned out the waterway. This was accomplished Friday and boats were locked out that afternoon to complete, with their cargoes, the loading of a big barge bound to Boston.

Navigation on the canal, which was also interrupted by the sinking of a coal boat in the waterway, is again open, and coal-laden boats that were detained up the canal are now arriving in good numbers. Shipments of coal to the naval powder plant at Indian Head, which was interrupted by the blocking of the canal, has ben resumed, the tug Capt. Toby

leaving here yesterday with two boats for the plant.

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*Ibid*, p. 73. **ALONG THE RIVER FRONT – Departures.** – Barge No. 10, coal, from Georgetown for Point Lookout enroute to a New England point; Canal Towing Company boats with coal from Georgetown for Indian Head.

ES, Mon. 8/4/13, p. 4. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter sailed towing Consolidation Coal Company barge No. 14, coal from Georgetown for Boston, via Point Lookout; tug Capt. Toby, from Georgetown with coal-laden boats for Alexandria and the Eastern branch; tug Southern arrived towing two coal-laden barges from the head of the bay.

ES, Tue. 8/5/13, p. 16. **ALONG THE RIVER FRONT – Arrivals.** – Schooner barge No. 10, light, from Boston at Georgetown, to load coal for a New England point.

**Tugs and Tows.**

Tug Capt. Toby sailed towing coal-laden boats from Georgetown for naval powder plant, Indian Head, Md.

**Memoranda.**

Barge No. 14, with coal from this city, passed out Cape Henry today enroute to Boston in tow of tug Piedmont.

ES. Wed. 8/6/13, p. 11. **ALONG THE RIVER FRONT – Arrivals.** – Canal Towing Company's boats No. 12 and No. 68, light, at Georgetown from naval powder plant, Mattawoman creek, Md.

**Tugs and Tows.**

Tug Capt. Toby arrived at Georgetown towing two light coal boats from Indian Head; tug D. M. Key left Georgetown with coal-laden barges for Alexandria and the Eastern branch.

ES, Thu. 8/7/13, p. 5. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby sailed from Georgetown with coal-laden boats for river points and returned to Georgetown with light ones.

ES, Fri. 8/8/13, p. 16. **ALONG THE RIVER FRONT – Arrivals.** – Canal boats No. 47 and No. 81, light, at Georgetown from naval powder plant, Indian Head, Md.

**Departures.**

Barge No. 10, coal from Georgetown for Point Lookout, enroute to Boston.

**Tugs and Tows.**

Tug James O. Carter sailed towing coal-laden barge for Point Lookout, enroute to Boston; tug Capt. Toby sailed with coal-laden boats in tow for naval powder plant, Mattawoman creek, Md.

**Memoranda.**

Barge No. 18 is on her way to this city from Portland, Me., to load coal for a New England point.

ES, Sat. 8/9/13, p. 4. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. carter arrived at Point Lookout with barge from this city; tug D. M. Kay sailed from Georgetown with coal-laden boats for Alexandria and Eastern branch wharves.

ES, Sun. 8/10/13, p. 12. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby, towing coal-laden boats from Georgetown for Indian Head and returned towing two light boats from Indian Head; tug D. M. Key, arrived at Georgetown towing coal-carrying boats from Alexandria and other points.

ES, Mon. 8/11/13, p. 10. **ALONG THE RIVER FRONT – Arrivals.** –Schooner barge No. 10, light, from Boston, at Georgetown to load coal for a New England point; coal boats No. 57 and No. 81, light,

from naval powder plant, Mattawoman creek, Md., at Georgetown.

**Tugs and Tows.**

Tug Southern, light, for Baltimore to be overhauled; tug D. M. Key, from Georgetown, with coal boats for harbor points.

**Memoranda.**

Schooner John Branford, at Alexandria, is chartered to load coal for Colonial Beach; barge No. 14, with coal from this city, for Boston, has passed out the capes of the Chesapeake in tow.

ES, Tue. 8/12/13, p. 17. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby is employed in shifting coal-laden boats from Georgetown to unloading points about the harbor.

**Memoranda.**

Schooner barge No. 14 has arrived at a New England point with coal from Georgetown.

Thu. 8/14/13, p. 5.<sup>5</sup> **RAILROAD TO BRIDGE CANAL – Cumberland Valley Submits Plans to Board of Public Works.** Governor Goldsborough returned here from Ocean City, where he has been spending his vacation with his family, to attend a meeting of the Board of Public Works. The principal question up for consideration was the request from the Cumberland Valley Railroad Company for the approval of plans and specifications for the construction of a bridge across the Chesapeake and Ohio Canal. The matter was referred to Attorney-General Poe.

ES, Thu. 8/14/13, p. 22. **ALONG THE RIVER FRONT – Arrivals.** – Boats No. 7 and 15, light, from naval powder plant, Indian head, Md., at Georgetown

**Tugs and Tows.**

Tug Carter arrived, towing two light coal-carrying boats from Mattawoman creek, Md.; tug Capt. Toby arrived, towing wood-laden

schooner from Mattawoman creek, and sailed with coal boats for river points.

**Memoranda.**

Barge No. 9 sailed light from Portland, 10<sup>th</sup> instant, for this city to load coal for a New England point; barge No. 18 will leave Georgetown this evening with coal for Boston.

ES, Fri. 8/15/13, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter has sailed light for Point Lookout after light barge for Georgetown; tug Capt. Toby arrived at Georgetown with light coal boats from Alexandria and sailed with loaded ones for Fort Washington; tug D. M. Key sailed towing coal-laden boats from Georgetown for naval powder plant, Indian Head, Md.

**Memoranda.**

Barge No. 9 will arrive here, light, tonight from Portland, Me., to load coal for a New England point.

ES, Sat. 8/16/13, p. 14. **ALONG THE RIVER FRONT – Arrivals.** – Schooner barge No. 9, light, at Georgetown from Portland, Me., to load coal for a New England point.

**Departures.**

Canal barge L. A. Clarke, from Alexandria for Georgetown enroute to Seneca, Md., to load ties.

**Tugs and Tows.**

Tug Southern has arrived at Baltimore with a barge from this city; tug James O. Carter arrived at Georgetown with light Consolidation Coal Company's barge from Portland, Me., to load coal; tug Capt. Toby towing light coal boats from Indian Head for Georgetown; tug D. M. Key arrived at Georgetown with light coal-carrying boats from Alexandria and harbor wharves.

<sup>5</sup> *Republican*, Oakland, Md.

ES, Sun. 8/17/13, p. 9. **ALONG THE RIVER FRONT – Departures.** – Barge No. 18, coal from Baltimore for a New England point, via Point Lookout.

**Tugs and Tows.**

Tug James O. Carter sailed, towing barge No. 18, for Point Lookout, enroute for Boston; tug M. Mitchell Davis is on her way to this city from Baltimore after tug Edith G. Winship; tug D. M. Key arrived at Georgetown with light coal boats, and sailed with loaded ones for Alexandria and elsewhere.

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**COAL SHIPPED IN BARGES.**

**Heavy Cargoes Sent from Georgetown to New England Ports.** – To load about 1,800 tons of Cumberland coal at the Georgetown coal piers of the Consolidation Coal Company, barge No. 9 of the Consolidation Coal Company services was brought into port yesterday by the tug James O. Carter and docked under the chutes. Barge No. 18, which has been lying at this city loaded for several days past, has received orders to go to Boston, and as soon as the Carter could get fuel aboard, she started down the river with the barge, which had previously been taken to Alexandria. No. 18 will be taken to Point Lookout, and some time today will be turned over to one of the big seagoing tugs of the Consolidation Company, which will take it up the coast to its destination.

Shipments of coal in barges from Georgetown to New England points will be continued until about October 1, and perhaps later, if the weather remains good. Since the opening of the coal shipping season here, twenty barges carrying about 35,000 tons of Cumberland coal, have been sent to New England from this city.

All the coal shipped has been in barges, and not a sailing vessel has loaded coal at Georgetown this year.

ES, Mon. 8/18/13, p. 6. **ALONG THE RIVER FRONT – Departures.** – Tug Winship, in tow for Baltimore, to be rebuilt.

**Tugs and Tows.**

Tug M. Mitchell Davis arrived, light, from Baltimore and sailed with tug Edith G. Winship for that port; tug Capt. Toby sailed with coal-laden boats from Georgetown for naval powder plant, Indian head, Md.; tug James O. Carter delivered barge laden with coal at Point Lookout and returned with small vessel in tow; tug Piedmont, from Baltimore, will stop at Point Lookout after barge No. 18, with coal from this city for a New England point.

**Memoranda.**

Schooner John Branford is at Colonial Beach, with coal from Alexandria.

ES, Wed. 8/20/13, p. 16. **BIG SUPPLY OF MELONS – Twenty-Four Vessels at Wharf with Heavy Cargoes Aboard.** – Twenty-four vessels, big and little, were lying at the 11<sup>th</sup> street wharf this morning, all with watermelons aboard from the Potomac and tributaries of the Chesapeake, and in all it was estimated that there were over 50,000 melons aboard the fleet. This is the largest assemblage of river and bay craft this city has seen for a year or longer.

Melons are in good demand and excellent ones can be bought at \$20 per hundred in large lots, though a few choice ones are selling at \$25 per hundred. From these figures prices range down to \$5 per hundred for culls. A District food inspector is stationed on the wharf to see that no unsound fruit leaves it.

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**Tugs and Tows.**

Tug Capt. Toby arrived with boats No. 11 and No. 58, light, from Indian Head for Georgetown; tug James O. Carter arrived with tow from down river; tug D. M. Key at Georgetown with coal-carrying boats.

ES, Fri. 8/22/13, p. 17. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug D. M. Key arrived at Georgetown with fertilizer-laden boat from Alexandria, and left with light canal boat for that point.

ES, Sat. 8/23/13, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug M. M. Davis, placed schooner William H. Yerkes at sea from Baltimore; tug Capt. Toby, arrived towing canal boats No. 17 and No. 76, light, from naval powder plant, Indian Head, at Georgetown; tug D. M. Key, arrived at Georgetown with fertilizer-laden barge from Alexandria, enroute to a canal point.

**Memoranda.**

Steamship Ruth, at Alexandria, is chartered to load coal at Baltimore for Tampa, Fla.; barge No. 18, laden with coal from this city, has arrived at Boston.

ES, Sun. 8/24/13, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown towing light coal-carrying boat from Fort Washington

**Memoranda.**

Steamship Ruth will sail this morning from Alexandria for Baltimore to load coal for a Florida port.

ES, Mon. 8/25/13, p. 9. **ALONG THE RIVER FRONT – Departures.** – Steamship Ruth, light, from Alexandria for Baltimore to load coal for Tampa, Fla.

**Tugs and Tows.**

Tug D. M. Key arrived at Georgetown with light coal boats.

ES, Tue. 8/26/13, p. 9. **ALONG THE RIVER FRONT – Arrivals.** – Boat L. A. Clarke, at Alexandria shipyard with railroad ties from Seneca, Md., for Washington dealers.

**Departures.**

Schooner barge No. 9, coal from Georgetown for a New England port.

**Tugs and Tows.**

Tug James O. Carter sailed towing barge No. 9 to Point Lookout, enroute to a New England point; tug D. M. Key arrived at Georgetown with fertilizer-laden canal boat for a Chesapeake and Ohio canal point.

ES, Wed. 8/27/13, p. 16. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Kenmore arrived with two loaded barges from head of Chesapeake bay; Tug D. M. Key sailed with coal-laden boats for Alexandria and Fort Washington; tug Capt. Toby arrived from Indian Head towing two light coal boats for canal.

**Memoranda.**

Barge No. 9, laden with coal from this city, in tow of tug C. F. Mayer, has passed out the capes of the Chesapeake enroute to a New England point.

Thu. 8/28/13, p. 3.<sup>6</sup> Robert Young, 6-year-old son of William Young, Chesapeake and Ohio Canal lock tender at two locks near Downsville, accidentally shot himself with a cat rifle. The boy found the gun in the sitting room and shells on the mantel. He got these and loaded the rifle. The gun struck against the mantle and was discharged. The bullet entered the boy's eye and lodged in his brain. His mother, hearing the shot, rushed to the room and found her son lying on the floor with the blood streaming down his face. He was brought to the Washington County Hospital and died at midnight.

ES, Thu. 8/28/13, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter arrived at Georgetown, towing light canal boats from Fort Washington and elsewhere.

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<sup>6</sup> *Republican*, Oakland, Md.



ES, Fri. 8/29/13, p. 16. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived towing two coal-carrying boats from Indian Head, for Chesapeake and Ohio canal points; tug D. M. Key arrived at Georgetown, with light coal-carrying boats from Alexandria and elsewhere.

*Sun*, Sat. 8/30/13, p. 10. **ARRIVALS AND DEPARTURES. – Tugs and Their Tows.** – The Piedmont, towing barges Nos. 7, 17 and 19, from Boston, passed up Cove Point at 1:35 P. M. yesterday.

**Sailed for Baltimore.**

Tug Cumberland, Sevendsen, with barges No. 24 (calling at Gloucester for barges No.20 for Baltimore and No. 8 from Rockport for Washington, D. C.), Portsmouth, 29<sup>th</sup> instant.

ES, Sat. 8/30/13, p. 6. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug D. M. Key, at Georgetown with light coal boats from Alexandria and about the harbor; tug Capt. Toby, for Mattawoman creek after light coal boats from naval powder plant for Georgetown.

**Memoranda.**

Barge No. 8 is on her way from Rockport, Me., for Georgetown to load coal for a New England point.

ES, Sun. 8/31/13, p. 14. **ALONG THE RIVER FRONT – Arrivals.** – Boat Farmers' Friend, light, at Georgetown from Alexandria for a canal point.

**Tugs and Tows.**

Tug Capt. Toby arrived, towing boats No. 35 and No. 70, light, from Indian Head at Georgetown; tug D. M. Key arrived at Georgetown, towing light grain boat for a canal point.

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**REPAIRING STORM DAMAGE.**

The tug Edith G. Winship, which was sunk in the river off the steel plant and which was taken to Baltimore to repair damage after

being raised, is rapidly approaching completion and is expected to return to duty here within the next two weeks. She will be in thorough order when she resumes service towing canal boats for the Consolidation Coal Company.

ES, Mon. 9/1/13, p. 14. **ALONG THE RIVER FRONT – Memoranda.** – Barge No. 8, light, from Rockport, Me., for this city to load coal, is due at the capes of the Chesapeake today.

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**ELECTRIC PLANT FOR TUG.**

**The James O. Carter to have Complete Equipment Installed.** – The James O. Carter, the largest boat of the Taylor fleet in service on local water, is being fitted with an electric lighting plant and searchlight, and the work is being done while the vessel is in service. The plant is a small one, but the vessel will be lighted with electric bulbs and the plant will be so arranged that while the vessel is running a little generator will charge storage batteries that will supply current while she is lying with machinery motionless. The searchlight, which is mounted on top of the pilot house and will be operated from inside the house, is large enough to pick up objects several hundred yards away. The new plant will make it easy for the pilots on the Carter to go in and out of the narrow tributaries of the Potomac.

The tug Capt. Toby of the Taylor fleet was fitted with a plant like that being installed on the Carter about a year ago and it has given great satisfaction and enables the boat to run when without it she would have to tie up and await daylight.

ES, Tue. 9/2/13, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby, towing coal-laden boats from Georgetown for naval powder plant, Mattawoman creek, Md.; tug M. M. Davis, from Baltimore for the capes of the

Chesapeake seeking a tow; tug D. M. Key, towing coal boats from Georgetown to Alexandria and returning to Georgetown with light boats.

ES, Wed. 9/3/13, p. 9. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown from Indian Head with a light canal boat and sailed with two loaded ones for naval powder plant, Mattawoman creek, Md.; tug D. M. Key left Georgetown towing coal boats for Alexandria and Fort Washington.

ES, Thu. 9/4/13, p. 21. **ALONG THE RIVER FRONT – Arrivals.** – Canal boat Morning Star, at 11<sup>th</sup> street wharf to load lumber for a Chesapeake and Ohio canal point.

**Tugs and Tows.**

Tug Capt. Toby, with light coal-carrying boat from Mattawoman creek, Md., for Georgetown; tug D. M. Key, from Georgetown with coal-laden boats for Alexandria and about the harbor.

ES, Fri. 9/5/13, p. 16. **ALONG THE RIVER FRONT – Arrivals.** – Boat Reed, at Georgetown from Alexandria with fertilizer for a Chesapeake and Ohio canal point.

**Tugs and Tows.**

Tug James O. Carter sailed yesterday afternoon for Point Lookout after light barge for Georgetown; tug Capt. Toby arrived towing light coal-carrying boats from Indian Head and sailed towing two loaded boats for naval powder plant, Mattawoman creek, Md.

ES, Sat. 9/6/13, p. 20. **ALONG THE RIVER FRONT – Arrivals.** – Barge No. 8, light, at Georgetown from Rockland, Me., to load coal for a New England point.

**Departures.**

Canal boat No. 84, from 12<sup>th</sup> street wharf for Brunswick, Md., via Chesapeake and Ohio canal.

**Tugs and Tows.**

Tug M. Mitchell Davis is at the capes of the Chesapeake seeking vessels bound up the bay; tug James O. Carter arrived towing barge No. 8 from Point Lookout for Georgetown; tug Capt. Toby arrived with light coal boats from Indian Head and sailed with loaded ones for naval powder plant.

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**Personal to River Men.**

Capt. Thomas Selectman, master of the tug Edith G. Winship, which is being rebuilt at a Baltimore shipyard, has been with the vessel for the past three weeks superintending the repairs being made to her.

Martin Decator, brother of Capt. Decator of the schooner Cora McKenney, has been appointed a fireman on the tug Capt. Toby, and has entered upon the discharge of his duties.

ES, Sun. 9/7/13, p. 26. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby at Georgetown with coal boats from naval powder plant, Mattawoman creek, Md.; tug D. M. Key at Georgetown with coal boats from Alexandria and the Eastern branch

ES, Mon. 9/8/13, p. 4. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby sailed with two coal-laden boats from Georgetown for Mattawoman creek, Md.; tug D. M. Key arrived at Georgetown with light coal boats and sailed with loaded ones for Alexandria and elsewhere.

**Departures.**

Schooner barge No. 8, coal from Georgetown for Point Lookout, enroute to a New England point.

**Tugs and Tows.**

Tug James O. Carter sailed towing Consolidation Coal Company's barge No. 8, coal from Georgetown for Point Lookout; tug Capt. Toby sailed with loaded coal boats for Indian Head powder plant and returned with

two light boats from Indian Head for Georgetown.

*Sun*, Fri. 9/12/13, p. 10. **Sunken Tug Repaired and Ready.** – The Consolidation Coal Company's tug Edith Goddard Winship, yesterday completed repairs at Spedden's shipyard after damages received by being sunk in the Potomac on July 31. The Winship had house rebuilt, machinery overhauled and hull repaired. As soon as inspected, the boat will return to Washington, where it is employed by the coal company.

ES, Fri. 9/12/13, p. 10. **ALONG THE RIVER FRONT – Arrivals** – Boat L. A. Clarke, from Alexandria at Georgetown, enroute to a Chesapeake and Ohio canal point with fertilizer.

**Departures.**

Canal Towage Company boat No. 43, lumber from 12<sup>th</sup> street wharf, at Georgetown enroute to Brunswick, Md.

**Tugs and Tows.**

Tug James O. Carter arrived from Point Lookout, where she delivered coal-laden barge from this city; tug M. M. Davis arrived at Baltimore towing schooner Childe Harold from Cape Henry; tug Capt. Toby left Georgetown with coal-laden boats for naval powder plant, Mattawoman creek, Md.

**Memoranda.**

Schooner John Taylor is chartered to load coal at Alexandria for dredging machines working in Aquia creek; schooner S. F. Kirwan has sailed from Baltimore for Indian Head, Md., supposed with hard coal.

ES, Sat. 9/13/13, p. 19. **ALONG THE RIVER FRONT – Departures.** – Schooner John Tylor, coal from Alexandria for Aquia creek.

**Tugs and Tows.**

Tug Capt. Toby arrived towing light Canal Towage Company boats from Indian Head for Georgetown; tug D. M. Key shifted coal boats

from Georgetown to Alexandria and returned with canal boats laden with fertilizer for Chesapeake and Ohio canal points.

ES, Sun. 9/14/13, p. 28. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown with coal boats from Alexandria and elsewhere.

**Memoranda.**

Barge No. 8, in tow of tug Charles F. Mayer, is enroute to Boston from this city.

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**Personal to River Men.**

Capt. Frank Taylor of A. J. Taylor & Bro., tugboat owners of this city, who has been with the tug Advance, in service at Providence and New Haven as tender to channel-deepening machines, looking after her interests, has returned to his home here.

Calvert Crowder, son of Capt. Ollie Crowder, master of the Taylor tug Advance, in service at New Haven, who has been aboard the tug for several weeks, has returned to his home at this city.

*Sun*, Mon. 9/15/13, p. 2. **Potomac River Lowest in Years.** – Hagerstown, Md., Sept. 14. – Old river men say they do not recall when the Potomac river was as low as it is now. The water is so low that it is impossible to use even a flat-bottomed skiff in many places. The stream is fordable in many places. Boys wade across the river in water not knee-deep.

The low stage of the water is seriously affecting navigation on the Chesapeake and Ohio Canal, as barely enough water can be run into the canal at several of the big dams to keep the levels up.

ES, Tue. 9/16/13, p. 4. **LOW WATER IN CANAL – Coal Boats Have trouble on trips From Cumberland.** – Low water in the upper Potomac, where the Chesapeake and Ohio canal is fed, is causing low water in the canal, and boats with cargoes are having

trouble in getting from Cumberland to this city. It is stated they are often delayed twenty-four hours over their expected time of arrival.

The scarcity of rain in the upper country is said to be responsible for the low water in the river. It is stated that in the vicinity of Hagerstown, the Potomac is lower than it has been in many years. In many places, the water is so low that skiffs and flat-bottomed boats drawing less than a foot of water cannot be used, and boys are wading across the river at almost any point in water not above their knees.

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*Ibid*, p. 6. **ALONG THE RIVER FRONT – Arrivals.** – Barge Intrepid, at Georgetown with coal from the head of the bay for the Washington Gas Light Company; barge John F. McIlvaine, at Georgetown with coal for J. Maury Dove.

**Tugs and Tows.**

Tug Winship arrived at Georgetown from Baltimore, where she was rebuilt; tug James O. Carter sailed with two coal boats for Indian Head, Md., and returned with two light boats from the naval powder plant; tug Capt. Toby arrived at the navy yard with a lumber-laden boat from a Chesapeake and Ohio canal point.

ES, Wed. 9/17/13, p. 11. **ALONG THE RIVER FRONT – Departures.** – Canal boat Farmers' Friend, from Georgetown for Alexandria to load fertilizer for a Chesapeake and Ohio canal point; barge Reed, from Georgetown for Alexandria to load fertilizer for canal landing.

**Tugs and Tows.**

Tug James O. Carter returned from Indian Head, Md., towing light boats No. 9 and No. 85, at Georgetown; tug Capt. Toby left Georgetown towing canal boats for Alexandria and returned with a pile driver to K street wharf.

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**WINSHIP AGAIN IN SERVICE.**

**Damage in Drawbridge Crash Not as Bad as Reported.** – The damage done the tug Edith Goddard Winship by striking the draw of the Highway bridge yesterday was not as serious as was thought, and by pushing work on her, she was able to resume service today towing coal-carrying boats to and from the canal locks at Georgetown. The Winship has been having a streak of bad luck lately. In the big storm of July 30, she was sunk between this city and Alexandria, and had just returned from Baltimore, where damage done to her when she sank was repaired, when the second accident to her occurred.

She is the third Potomac river tugboat to have her smokestack, exhaust pipe and other fittings on the stack carried away in the last two years by striking the draws of the Potomac bridges, when they refused to open properly and allow the boats unobstructed passage. The tug Camilla, formerly of the Taylor fleet, and the Walter F. Meade, belonging to the Columbia Granite and Dredging Company, were the other sufferers.

Fortunately, when these accidents occurred, the tide was low enough to allow the pilot houses to pass under the bridge so only the stacks and attached pipes were carried away in each accident.

ES, Thu. 9/18/13, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship, towing canal boats from Georgetown to Alexandria and river points and returning with light boats; tug Capt. Toby sailed towing light barge from Georgetown for Occoquan; tug James O. Carter arrived at Georgetown towing two Canal Towage Company boats from naval powder plant at Indian Head, Md.

ES, Fri. 9/19/13, p. 9. **ALONG THE RIVER FRONT – Arrived.** – Tug M. Mitchell Davis, light, from Baltimore, to lay up for repairs.

**Tugs and Tows.**

Tug D. M. Key sailed, towing coal-laden boats from Indian Head for Chicomuxen creek; tug Piedmont is on her way from Portsmouth, N. H., with light barge for this city; tug Capt. Toby placed barge Brooks in Occoquan and returned with tow of coal boats

**Memoranda.**

Barge No. 10 has sailed from Portsmouth, N. H., for this city, to load coal for a New England point.

ES, Sat. 9/20/13, p. 9. **ALONG THE RIVER FRONT – Arrived.** – Canal boat L. A. Clarke, from Alexandria for a Chesapeake and Ohio canal point with fertilizer.

**Tugs and Tows.**

Tug James O. Carter, sailed, towing two coal-laden boats from Georgetown for Indian Head powder plant and returned with two light boats; tug Southern is reported on her way to this city, towing coal-laden barges; tug Edith G. Winship arrived at Georgetown with coal-carrying boats.

WH, Sun. 9/21/13, p. 3. **Mules Drowned in Canal.** – Three unsophisticated Alexandria mules owned by W. J. Harvey, of that place, became frightened at an automobile yesterday when they were being driven along the Chesapeake and Ohio Canal between thirty-third and Thirty-fourth Streets Northwest, and jumped into the canal. They were drowned.

ES, Sun. 9/21/13, p. 11. **BIG COAL BARGE COMING. – Schooner No. Ten to Load 1,800 Tons for Eastern Point.** – Schooner barge No. 10 of the fleet of coal-carriers belonging to the Southern Transportation Company [*sic*, Consolidation Coal Company], will reach this city from Portsmouth, N. H., tomorrow or Tuesday, and will take aboard about 1,800 tons of Cumberland coal for a New England point. The barge, in company with two others, is on its way down the coast in tow of the tug Piedmont, and they are expected to pass in the

caples of the Chesapeake some time today. The tug Carter of the Taylor fleet will go to Point Lookout after the vessel and tow her to this city.

While it is not known definitely, it is stated that not more than one more big barge will come to this port this year for a cargo of coal after No. 10 loads and sails. It is stated that coal is being brought down the canal in good quantities, and No. 10 will be loaded and ready to sail before the end of this week. About 1,500 tons of coal are now being sent each week to the naval powder plant on Mattawoman creek, near Indian Head, Md.

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*Ibid*, p. 27. **ALONG THE RIVER FRONT – Tugs and Tows.** – Canal boat L. A. Clarke from Alexandria for Georgetown, enroute to a Chesapeake and Ohio canal point with fertilizer; boat Morning Star, at Georgetown from Alexandria, with fertilizer for a canal point.

**Tugs and Tows.**

Tug James O. Carter arrived at Georgetown with light coal-carrying boats from Indian Head; tug Winship arrived at Georgetown with coal boats in tow from Alexandria.

ES, Mon. 9/22/13, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Southern arrived with three loaded barges in tow from the head of Chesapeake bay; tug James O. Carter has gone to the mouth of the river after light Consolidation Coal Company barge for Georgetown; tug Capt. Toby sailed with coal boats from Georgetown for naval powder plant at Indian Head, Md.

ES, Tue. 9/23/13, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug D. M. Key arrived, towing two light coal boats from Indian Head powder plant.

**Memoranda.**

Barge No. 10 passed in capes from Portsmouth, N. H., and is due at Georgetown.

ES, Wed. 9/24/13, p. 21. **ALONG THE RIVER FRONT – Arrivals.** – Schooner barge No. 10, light, from Portsmouth, N. H., at Georgetown to load coal for a New England point.

**Tugs and Tows.**

Tug Capt. Toby arrived with pyrites-laden lighter at Alexandria, and sailed with two coal-carrying boats for Indian Head powder plant; tug James O. Carter arrived at Georgetown from Point Lookout towing light barge to load coal.

ES, Thu. 9/25/13, p. 6. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Kenmore is reported on her way to this city with lumber and coal-laden barges in tow; tug Carter arrived with light coal-carrying boats from Indian Head; tug Winship left Georgetown with canal boats for Alexandria, and returned with fertilizer-laden boats for canal points.

ES, Sat. 9/27/13, p. 9. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Carter arrived at Point Lookout with barge No. 10 and returned to this city with a tow; tug Capt. Toby arrived with light coal-carrying boats from Indian Head; tug Piedmont has barge No. 10 from this city in tow for Boston.

ES, Sun. 9/28/13, p. 27. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby sailed towing two coal-carrying boats for Mattawoman creek from Georgetown; tug James O. Carter sailed from Baltimore to be fitted with new boilers; tug Winship arrived at Georgetown with light coal-carrying boats for Chesapeake and Ohio canal points.

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**NO LONGER A MENACE.**

**Broken Buoy at Mattawoman Shoal Removed.** – Capt. Frank Kintz, master of the tug Capt. Toby, reports that the broken buoy

which formerly marked Mattawoman shoal cut, has been dragged into shoal water out of the way by a naval tugboat, and is no longer a menace to passing vessels. About two weeks ago, the tender Maple visited this city and placed a new buoy in position, but failed to find and remove the old one, which was hidden under water. Where it is now it shows above the water on all stages of the tide.

ES, Mon. 9/29/13, p. 4. **ALONG THE RIVER FRONT – Arrivals.** – Boat Morning Light, at Alexandria with hay and straw from Seneca, Md., and to load fertilizer for a Chesapeake and Ohio canal point.

**Tugs and Tows.**

Tug James O. Carter arrived at Baltimore from this city for repair work; tug Capt. Toby arrived at Georgetown with light coal boat from naval powder plant, Mattawoman creek, Md.

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*Ibid*, p. 6. **DROWNS IN THE CANAL – John Swain, Tender of Lock 14, Thought to Have Suffered Dizziness.** – John Swain, sixty years old, who had charge of lock No. 14 on the Chesapeake and Ohio canal, the head of the seven locks between Cabin John bridge and Great falls, was drowned in the canal Saturday night shortly after midnight. His body was found by his wife yesterday morning about 6 o'clock. Swain, it is stated, suffered attacks of dizziness, and it is thought he fell into the canal at the lock while suffering from one of these attacks.

Mrs. Swain missed her husband yesterday morning when she prepared breakfast. She called to him to come to the house from the lock, and receiving no response went in search of him, discovering her husband's body floating in the water. The coroner gave a certificate of accidental death.

*Sun*, Tue. 9/30/13, p. 6. **DEATHS.**

Hagerstown, - John Swain, of Sharpsburg, tender of a lock on the Chesapeake and Ohio Canal, near Washington, was drowned Sunday in the canal. His wife and several children survive. He was a brother of William Swain, Henry Swain, Mrs. Jennie Murphy and Mrs. Otho Grove, Sharpsburg; Mrs. Thomas Bell, Keedysville; Mrs. Lizzie Cromer, Williamsport; and Jesse Swain, Washington.

ES, Tue. 9/30/13, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby sailed with two coal boats for the naval powder plant at Indian Head, Md., and returned with two light boats; tug Winship arrived at Georgetown with light coal boats in tow.

**Memoranda.**

Schooner barge No. 10, with coal from this city, passed out Cape Henry yesterday in tow of tug Piedmont, bound to Boston.

ES, Wed. 10/1/13, p. 23. **ALONG THE RIVER FRONT – Arrivals.** – Barge Reed, at Georgetown, from Alexandria with fertilizer material for Seneca, Md.

**Tugs and Tows.**

Tug Capt. Toby arrived at Georgetown towing two light coal boats from naval powder plant, Mattawoman creek, Md.

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**COAL FOR INDIAN HEAD.**

**Last Boats Start for Cumberland. New Facilities Planned.** – With the last coal boats to take coal to the naval powder plant at Indian Head, Md., the tug Capt. Toby arrived at Georgetown this morning, and started them on their return journey up the Chesapeake and Ohio canal. Usually at this season of the year coal shipments to Indian Head are at their heaviest, and continue until the coming of cold weather at the shutting down of the canal. Each fall a reserve supply sufficient to carry the powder plant through the winter is accumulated at Indian Head, so that during

the time the canal is closed down there will be plenty of coal on hand without any being taken to the plant.

This reserve supply has been accumulated earlier than usual this year, and in order to do so boats laden with coal have been sent from this city to the coal wharf at Mattawoman creek six times each week for the past six weeks.

The hurry in getting the coal down is said to be due to the fact that the authorities at Indian Head wish to have the wharf rebuilt and to start work on it before the bad weather comes. It is stated that the present wooden wharf and coal storage and handling plant is to be replaced by a modern steel and concrete structure, equipped to unload a canal boat in an hour or two, instead of requiring a half day as now.

ES, Thu. 10/2/13, p. 15. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship is at Georgetown with canal boats from Alexandria and elsewhere, bound to Chesapeake and Ohio canal.

ES, Sun. 10/5/13, p. 11. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship is at Georgetown with canal boats from Alexandria and river points; tug Fortuna arrived towing a coal-laden barge from the head of the bay and sailed with a gravel-laden one for Norfolk, and a light one for a bay point; tug M. M. Davis is at the capes of the Chesapeake seeking a tow.

ES, Tue. 10/7/13, p. 20. **ALONG THE RIVER FRONT – Departures.** – Canal boat Farmers' Friend from Georgetown for Alexandria to load fertilizer for a Chesapeake and Ohio canal point.

**Tugs and Tows.**

Tug Southern arrived towing coal-laden barge for Georgetown and sailed with light barge for a bay point; tug Selectmen arrived at Georgetown with light coal-carrying scows;

tug M. Mitchell Davis arrived at Baltimore from the capes with schooner E. S. Winslow, light, from Boston; tug Winship arrived at Georgetown with canal boats in tow from Alexandria.

**Memoranda.**

Schooner Earl Biscoe is chartered to load coal at Alexandria for Aquia creek, Va.; barge No. 10, from this city for Boston with coal was weatherbound at Vineyard Haven, Sunday.

**WH, Thu. 10/9/13, p. 5. EASILY TOWED CANAL BOAT. – Remarkable Strength Displayed by Three Hundred Pound Carp.**

With a big piece of fried carp as his corroborative evidence, Capt. Tom Moore of Canal Towage boat No. 8, in service on the Chesapeake and Ohio canal, related a fish story of some magnitude when his boat reached here recently, says a Cumberland (Md.) correspondent of the New York Herald.

“We were slipping along in the Big Pool,” says Capt. Tom, “when I saw an enormous carp swimming near the boat. I seized my rifle and fired, stunning him. Up he comes, belly up.

“Then I jumped ashore and slipped a mule collar over the fish’s head and back to just behind the gills. It fit snug. He couldn’t shake it off. Then I tied the other end of a line to the collar and the other to the boat and got aboard.

“In a few minutes the carp came to and started like a flash down the canal, and he yanked the old boat along with ease. I yelled to the driver to unhitch the mules and trot along behind and the carp pulled us clear into Cumberland. When we got to the basin here, I killed the carp. It weighed 300 pounds. And there,” concluded Capt. Moore, pointing to the dish of fried fish, “is a piece of it, if you don’t believe me.”

ES, Sat. 10/11/13, p. 17. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with light

coal boats from Alexandria and elsewhere, bound to Chesapeake and Ohio Canal points.

EA, Sun. 10/12/13, p. 6. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Southern is due here today with a tow of coal and stone-laden barges from the head of Chesapeake bay.

ES, Mon. 10/13/13, p. 8. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Southern arrived with a tow of coal-laden barges for Alexandria and Georgetown, and sailed with a gravel-laden barge for Norfolk; tug Winship sailed towing coal-laden boats from Georgetown for Alexandria; tug Louise sailed with coal-laden lighters for Occoquan creek, Va.

ES, Fri. 10/17/13, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with canal boats; tug Louise delivered lighters laden with coal and cement in Occoquan creek from this city.

ES, Sun. 10/19/13, p. 16. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Kenmore arrived with three coal-laden barges, and sailed with light barge for a bay point.

ES, Wed. 10/22/13, p. 3. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Kenmore is reported on her way to this city with a tow of coal-laden barges.

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**River Front Personals.**

Capt. Robert Brown, chief engineer of the Taylor tug, Advance, in service at New Haven, Conn, is paying a short visit to his home at Baltimore. He will rejoin his tug in the latter part of this week.

ES, Fri. 10/24/13, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug



Fortuna arrived with coal-laden barge at Georgetown and sailed light for a bay point.

ES, Sat. 10/25/13, p. 5. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with light coal boats from Alexandria.

ES, Mon. 10/27/13, p. 9. **ALONG THE RIVER FRONT – Departures.** – Boat No. 98, light, for Chesapeake and Ohio canal point.

**Tugs and Tows.**

Tug Bohemia is due with three coal-laden barges in tow from the head of the bay; tug Edith G. Winship arrived at Georgetown with light boats bound for Chesapeake and Ohio canal points.

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**Personal Notes of River Men.**

Capt. Bob Brown, chief engineer of the Taylor tug, Advance, of this city, who has been on leave of absence, will rejoin his vessel, which is in service at New Haven, Conn., this week.

Maynard Davis, formerly steward of the tug Capt. Toby, has been made a fireman on the same vessel, succeeding Underwood, who has gone ashore to take up work elsewhere.

Capt. Henry Davis, master of the Taylor tug, James O. Carter, was at his home in this city yesterday from Baltimore, where the tug is being fitted with a new boiler, and is having other work done.

*Sun*, Tue. 10/28/13, p. 6. **Wreck on Western Maryland.** – Hagerstown, Md., Oct. 27. – An east bound fast freight train on the Western Maryland railway was wrecked yesterday at Fairplay, west of Hancock, while the train was running 30 miles an hour. One of the derailed cars plunged into the Chesapeake and Ohio Canal. Another car was thrown across the track, which was torn up for some

distance. The cause of the wreck has not been determined. Wrecking crews were dispatched to the scene.

ES. Tue. 10/28/13, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Kenmore is reported due at this city with a tow of coal-laden barges.

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**REPAIRS NEARLY COMPLETED.**

**The Tug James O. Carter to be Ready for Service This Week.** – Work is being completed on the installation of a new boiler and overhauling of the tug James O. Carter of the Taylor fleet of this city, and it is expected that the tug will be ready to return to this city this week. As soon as she arrives here, she will go into commission. The Carter left here more than a month ago to have her old boiler taken out and the new one, which was built and waiting for her, placed in position. It is stated that she will be ready this afternoon for inspection and boiler tests by the steamboat inspection service officials and but little work will have to be done after she is through her inspection, before she is ready to come home.

The new boiler will give the tug all the steam her engine can use, and it is expected she will be found a better towing boat, and more available for heavy work, than she has been for several years past. Capt. Henry Davis, master of the Carter, and John Conners, her engineer, are at Baltimore with her, and will bring her to this city.

ES, Thu. 10/30/13, p. 14. **LAST COAL VESSEL TO LOAD – Barge Leaves Boston for Georgetown.** – Barge No. 23 of the Consolidation Coal Company fleet has sailed from Boston for this city, in tow of the tug Cumberland, to load about 1,800 tons of Cumberland coal at Georgetown for Boston or other ports in New England. It is expected the barge will arrive and be ready to start loading about Friday afternoon or Saturday morning. She will be the last coal vessel to

load at this city this season for New England points.

ES, Sun. 11/2/13, p. 87. **ALONG THE RIVER FRONT – Arrivals.** – Barge Poquoson, coal from the head of the bay, at Georgetown, for dealers there.

**Tugs and Tows.**

Tug Fortuna arrived, towing one coal-laden barge, and sailed with two light barges for Chesapeake bay points; tug James O. Carter left Baltimore yesterday for Point Lookout, to tow light barge to Georgetown.

ES, Mon. 11/3/13, p. 10. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter arrived towing light coal barge from Point Lookout for Georgetown.

ES, Wed. 11/5/13, p. 9. **ALONG THE RIVER FRONT – Departures.** – Schooner Josephine Keas, from Alexandria with coal for Aquia creek, Va.

ES, Thu. 11/6/13, p. 9. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Kenmore is due at this city with a tow of coal-laden barges from the head of the bay; tug Winship, at Georgetown, with light coal boats for canal points.

*Sun*, Fri. 11/7/13, p. 10. **Capt. James Reid Dead.** – Cumberland, Md. – Nov. 6. – James Reid, 68 years old, pioneer boatman of the Chesapeake and Ohio Canal, which he navigated 40 years ago, and Union veteran, died today from paralysis. He was stricken one year ago. He was once chairman of the Republican County Committee. He served as deputy Sheriff, street supervisor and superintendent of the county home for eight years. His wife survives.

WT, Fri. 11/7/13, p. 2. **SKELETON GIVES MURDER PROOF. – Hagerstown Boatman Disappeared Seven Years Ago.**

HAGERSTOWN, Md., Nov. 7. – The mystery surrounding the disappearance of Martin Kinsell, an aged and well-to-do boatman on the Chesapeake and Ohio canal, who disappeared at Big Pool, this county, on December 10, 1906, and was believed to have been murdered for his money, after seven years seems to have been solved by the reported discovery of his skeleton in a corner of a barn yard on the old Squire T. Belt Johnson farm, about a mile from Big Pool.

The remains, it is said, have been identified by means of a pocketbook containing Kinsell's name which was found in the clothing. The authorities refuse to either confirm or deny the statement.

**Bones Are Re-Buried.**

When asked concerning the unearthing of the mystery today, State's Attorney Scott M. Wolfinger replied, "Nothing doing."

According to the information of the discovery of the skeleton, it was found under a manure pile by farm hands while they were cleaning up the barnyard recently. At the bottom of the pile, they came upon a low mound, which excited their curiosity, and digging into it, they found the skeleton of a man. The flesh was gone, but the clothing was partly intact. After removing the bones, the clothing was searched and the pocketbook, said to bear Kinsell's name, was found. It was empty, bearing out the theory that Kinsell had been robbed.

It is not known if the skeleton showed signs of how Kinsell met his death. The bones were reinterred and the pocketbook preserved.

When Kinsell, who was a veteran and pensioner, disappeared, he had over \$100 in his pockets. He visited Funkhouser's store and Tice's saloon on the night of his disappearance, and was last seen going toward his home. No trace of him was ever found afterward, though the entire neighborhood searched every spot for miles

around, and dragged the Big Pool and the Potomac river for weeks.

The mystery kept the county in a state of excitement for months, and the authorities tried hard to find the body and clues to the supposed crime, but failed. Kinsell was married, and left a widow and daughter.

ES, Sat. 11/8/13, p. 12. **ALONG THE RIVER FRONT – Arrivals.** – Barge Mobjack, coal at Georgetown for J. Maury Dove; barge Christiana, coal from the head of the bay at Georgetown for the gas light company; barge Wicomico, coal at Georgetown for M. B. Mayfield; barge Nansemond, coal for William King at Georgetown.

**Tugs and Tows.**

Tug Fortuna arrived towing four coal-laden barges for Georgetown and sailed with four barges for Potomac points.

**Memoranda.**

Schooner Emma F. Angell is chartered to load coal at Norfolk for Newburyport, Mass., and will sail today; Schooner Maude S. is due at this city with coal from a down-river point.

ES, Sun. 11/9/13, p. 9. **ALONG THE RIVER FRONT – Departures.** – Schooner Emma F. Angell, light, from Alexandria, for Norfolk to load coal for Newburyport, Mass.

**Tugs and Tows.**

Tug M. M. Davis is on her way from Norfolk to meet tug Capt. Toby to take two light schooners from her for Norfolk.

ES, Mon. 11/10/13, p. 4. **ALONG THE RIVER FRONT – Arrivals.** – Canal boat Harvey, grain from Seneca, Md.

**Tugs and Tows.**

Tug Capt. Toby returned after delivering schooners Angell and Rohde to tug M. M. Davis, to be taken to Norfolk.

ES, Fri. 11/14/13, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug

Southern arrived, towing two coal-laden barges for Georgetown, and sailed with light barge for the Rappahannock river.

ES, Sat. 11/15/13, p. 9. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with light coal boats from Alexandria and elsewhere.

ES, Sun. 11/16/13, p. 31. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Cumberland is on her way to the Chesapeake, towing light C. C. Co. barge for this city from Boston.

**Memoranda.**

Bark Rakaia, in the Eastern branch, is chartered to load coal at Norfolk for the west coast of Africa; schooner barge No. 19 has sailed in tow from Boston to load coal at Georgetown.

ES, Mon. 11/17/13, p. 5. **ALONG THE RIVER FRONT – Memoranda.** – Schooner Emma F. Angell has sailed from Norfolk with coal for Newburyport, Mass.

ES, Wed. 11/19/13, p. 15. **TUGS LAID UP** To clean boiler and to make minor repairs, the tug Edith Goddard Winship, belonging to the Consolidation Coal Company, was out of service yesterday. This morning she resumed service towing coal-laden canal boats from Georgetown to points along the river in the vicinity of this city.

The little tug, D. M. Key, of the Taylor fleet of this city, is out of service for a few days and is lying at the 10<sup>th</sup> street wharf.

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**ALONG THE RIVER FRONT**

**Tugs and Tows.** – Tug James O. Carter is due to arrive, towing schooner barge No. 19 and oil barge No. 23 from the mouth of the river.

ES, Thu. 11/20/13, p. 16. **ALONG THE RIVER FRONT – Arrivals.** – Consolidation Coal Company barge No. 19, light, at Georgetown from Boston to load Cumberland coal for a New England port; barge Arundel, at Georgetown with coal from Baltimore.

**Tugs and Tows.**

Tug Dauntless arrived at Georgetown towing coal-laden barge from Baltimore, and sailed with a light barge for a bay point; tugs James O. Carter and Capt. Toby arrived at Georgetown towing two barges, one light and one loaded; tug Southern arrived, light, at Alexandria, and after coaling, left for down river.

ES, Fri. 11/21/13, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown towing coal boats for Chesapeake and Ohio canal points.

ES, Sat. 11/22/13, p. 13. **ALONG THE RIVER FRONT – Memoranda.** – Barges Moccasin, Albemarle and Breton are at the Georgetown coal piers with coal from Philadelphia.

ES, Sun, 11/23/13, p. 24. **ALONG THE RIVER FRONT – Arrivals.** – Boat Castleman, light, from Alexandria, at Georgetown, enroute to a Chesapeake and Ohio canal point.

**Tugs and Tows.**

Tug Edith G. Winship arrived at Georgetown with light canal boats from Alexandria and elsewhere; tug Cumberland with barge No. 19, coal-laden from this city, is enroute to a New England point; tug Southern is reported due at this city with a tow of coal-laden barges from the head of Chesapeake bay.

ES, Mon. 11/24/13, p. 3. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship, towing coal boats from Georgetown to Alexandria and the Eastern branch.

*Ibid*, p. 21. **CANAL SEASON NEARS CLOSE. – Boats Continue to Load at Cumberland for Georgetown** – While no formal announcement has been made, the Chesapeake and Ohio canal will be kept open until after the first week in December and it may be near the middle of the month before navigation is stopped and the water drawn off. Boats are still loading at Cumberland and will continue to do so throughout this week and into December, and all of them will be brought to Georgetown before the season is over. During the winter, it is stated, the canal locks and levels will be repaired where necessary and everything put in order for the resumption of navigation as soon as all danger of a freeze is past.

WH, Tue. 11/25/13, p. 3. In anticipation of frosty weather, the water in the Chesapeake and Ohio Canal will be drawn off about the middle of December. During the winter months, the canal will be repaired and put in shape for spring.

ES, Tue. 11/25/13, p. 12. **ALONG THE RIVER FRONT – Arrivals.** – Boat Castleman, at Alexandria, with railroad ties from Seneca, Md., for L. A. Clarke & Son.

**Departures.**

Schooner barge No. 19, coal from Georgetown for a New England point.

**Tugs and Tows.**

Tug Defiance, with a coal-laden barge from Baltimore, arrived at Georgetown and sailed, light, for a Chesapeake bay point; tug James O. Carter, sailed towing Consolidation Coal Company barge No. 19, coal from Georgetown for Point Lookout, enroute to Boston.

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**BARGE'S LAST TRIP OF SEASON. Twenty-Six Vessels of Coal for the North Record of Year.** – Barge No. 19 of the fleet of big coal carriers belonging to the Consolidation Coal Company, yesterday

afternoon received orders sending her to Boston, and in tow she left Georgetown for the mouth of the river, where she will be turned over to a big sea-going tug to be taken to her destination.

Barge No. 19 has aboard about 1,800 tons of coal, brought to the coal dock at Georgetown from Cumberland by way of the Chesapeake and Ohio canal. No. 19, it is stated, will be the last vessel to load coal at this city for New England until the opening of the coal-shipping season next spring. In all, twenty-six vessels have this season loaded coal at Georgetown for Boston and New England points.

ES, Thu. 11/27/13, p. 8. **RIVER FRONT QUIET TODAY – Only Little Business Transacted at Wharves in Forenoon.** – Thanksgiving day is being generally observed along the river front by an almost total stoppage of business by the lumber, railroad ties and wood hauling firms, and when they closed their doors yesterday afternoon, it was to keep them closed until tomorrow morning. The one or two that did open, only remained open for a few hours to transact necessary business and before noon were closed and clerks dismissed.

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**ALONG THE RIVER FRONT Memoranda.** – Barge Hatteras and Wicomico, coal-laden, are due here from the head of the Chesapeake.

ES, Sat. 11/29/13, p. 10. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown towing coal-laden boats from river points.

ES, Sun. 11/30/13, p. 9. **ALONG THE RIVER FRONT – Arrivals.** – Barge Castleman, railroad ties from a canal point at 10<sup>th</sup> street wharf.

**Tugs and Tows.**

Tug Winship arrived at Georgetown with light coal-carrying boats.

ES, Mon. 12/1/13, p. 21. **ALONG THE RIVER FRONT – Departures.** – Barge Castleman, light, from 10<sup>th</sup> street wharf to Georgetown, enroute to a Chesapeake and Ohio canal point to load railroad ties to return.

ES, Wed. 12/3/13, p. 24. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Camilla [*sic*. Cherokee] left towing schooner May and Anna Beswick for a river point.

ES, Thu. 12/4/13, p. 17. **ALONG THE RIVER FRONT – Departures.** - Barge No. 76, from 10<sup>th</sup> street wharf for Georgetown enroute to a canal point; barges Comanche and Sassafra, at Georgetown with coal from Philadelphia for the gas light company.

**Tugs and Tows.**

Tug Southern arrived with coal-laden barges in tow from the head of the bay and sailed with a light barge for Norfolk.

ES, Sun. 12/7/13, p. 24. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Southern will arrive tomorrow with a tow of coal-laden barges from the head of the bay.

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*Ibid*, p. 25. **C. & O. Canal Tonnage Increases.** – CUMBERLAND, Md., December 6. – During the season on the Chesapeake and Ohio canal, which closed Monday, 1,150 boats were loaded at the Cumberland wharf, consigned to Williamsport and Georgetown. The tonnage was 180,844, which is in excess of that of last year, when the season closed December 10. Many of the boatmen will quarter during the winter at Williamsport, Sharpsburg and Georgetown. While the water is out of the canal, additional concrete locks will be built. In a few years the entire lock system will have been rebuilt and reinforced with concrete.

ES, Tue. 12/9/13, p. 24. **CANAL TRAFFIC CLOSES – Last of Season’s Coal Boats Arrive from Cumberland.** – Traffic is practically over on the Chesapeake and Ohio canal for this season, and by the end of this week the drawing of the water from the levels will have been started. All the coal-laden boats from Cumberland are in, the last to come having reached Georgetown Friday night or Saturday morning. Yesterday they were unloaded and today the last boat that will go up the canal is expected to leave here. Friday morning the work of emptying the canal of water will be started, and early in the coming week all the water will be out of the waterway, and it will be ready to lie idle until April 1 of next year. It is understood that the United States fish commission officials will take charge of the fish found in the canal, to obtain good specimens of carp, bass and other fresh water fish for the aquariums here. Many hundred barrels of fish are taken from the waterway each fall.

During the winter, general repairs will be made along the canal to its locks and levels. It is stated that a number of the old wooden locks, which have been in use for many years, will be replaced by modern concrete structures, and other concrete work will also be done.

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*Ibid*, p. 25. **ALONG THE RIVER FRONT – Arrivals.** – Canal Towage Co. boat No. 76, at 10<sup>th</sup> street wharf from Seneca, Md., with railroad ties for L. A. Clarke & Son.

**Departures.**

Boat No. 76, light, from 10<sup>th</sup> street wharf for Georgetown, enroute to Seneca, Md.

**Tugs and Tows.**

Tug Dauntless arrived with coal-laden barge for Georgetown and sailed with light barges from Alexandria; tug Kenmore is reported due at Georgetown with a tow of coal-laden barges from the head of Chesapeake bay.

ES, Thu. 12/11/13, p. 22. George W. Knode, seventy-one years old, for many years superintendent of the Chesapeake and Ohio canal guard lock at dam No. 4, died Tuesday of paralysis.

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*Ibid*, p. 23. **RIVER TUGS ARE IDLE. – Practical Closing of Navigation Leaves Them Without Work.** – Business being over on the Chesapeake and Ohio canal until next spring, and there being no further need for the services of the Consolidation Coal Company’s tug Edith Goddard Winship, Capt. Tom Selectman, the tug has been placed in winter quarters at the pier of Stephenson & Bro., foot of 7<sup>th</sup> street. During her lay-up, the Winship will receive a thorough overhauling of machinery and boiler. It is probable that the tug will be out of service until the latter part of next March.

The tug D. M. Key, one of the smaller boats of the Taylor fleet, is lying idle at the 10<sup>th</sup> street wharf on account of slack business on the river. Advantage is being taken of the lay-up of the tug to give her machinery an overhauling and to put her in good trim for service when needed.

WH, Fri. 12/12/13, p. 3. Most of the river tugs have been put in to winter quarters because of the closing of the Chesapeake and Ohio canal. The tugs will be overhauled during the cold season.

ES, Fri. 12/12/13, p. 25. **ALONG THE RIVER FRONT – Arrivals.** – Schooner barge Baltimore, at Georgetown, with gas coal from Baltimore, for the gas light company.

**Tugs and Tows.**

Tug defiance arrived from Baltimore with a coal-laden barge and sailed light for Quantico, Va., to pick up a loaded barge for Norfolk; tug Southern is due at this city with coal-laden barges from the head of the bay.

**Memoranda.**

Barge No. 19, with coal from this port, arrived at Rockland, Me., 10<sup>th</sup> instant.

ES, Sun. 12/14/13, p. 5. **ALONG THE RIVER FRONT – Tugs and Tows.** – The Southern arrived at Georgetown with four coal-laden barges in tow, and sailed with one loaded and two light barges for river and bay points.

ES, Wed. 12/17/13, p. 21. **River Front Personals.** – Capt. Robert Hudgins, master of the tug Piedmont of the Consolidation Coal Company fleet, has recovered from his recent illness and resumed command of the tug.

ES, Thu. 12/18/13, p. 12. **ALONG THE RIVER FRONT – Tugs and Tows.** – The Southern is reported on her way to this city with a tow of coal-laden barges from the head of the bay.

*Sun*, 12/27/13, p. 2. **CANAL GIVES UP 30,000 FISHES. – Chesapeake and Ohio Waterway Stock Emptied into Potomac.** – Washington, Dec. 26. – Publication by the Department of Commerce today of a report that “30,000 desirable game and food fishes” had been emptied from the waters of the Chesapeake and Ohio Canal into the Potomac river, was the cause today of unusual winter activity in the numerous anglers’ clubs along the river from Cumberland, Md., to Washington, the canal terminal points.

The approach of freezing weather caused the canal officials to release the water of the ditch. In the pools that remained after the water was drawn off, were discovered more than 4,300 large and small mouth black bass, with large numbers of rock, crappie and other members of the bass family. These were transferred to the Potomac.

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*Ibid*, p. 6. **ALONG THE RIVER FRONT – Arrivals.** – Barge Neuse, at

Georgetown from the head of the bay with coal for the Washington Gas Light Company.

**Tugs and Tows.**

Tug Southern arrived from the head of the bay with coal-laden barge for Georgetown.

*Sun*, Sun. 12/28/13, p. 8. **HAGERSTOWN –** Charles Mose, lock tender at the Weverton locks, on the Chesapeake and Ohio Canal, was assaulted Friday night. An unidentified white man knocked him down and threw him into the locks. There was no water in the locks. Mose was found unconscious at the bottom by neighbors.

ES, Mon. 12/29/13, p. 12. **ALONG THE RIVER FRONT – Arrivals.** – Barge Howard, at Georgetown from Baltimore, with coal for gas light company.

ES, Tue. 12/30/13, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Southern is reported on her way to this city with coal-laden barges; tug Defiance has arrived at Norfolk from this city with a barge in tow.

## Canal Trade - 1913

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	5	1898	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Six	910	793	192.3	35.1	17	5	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	5	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Ten	897	804	189.2	35.3	17.2	5	1898	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Twelve	930	809	194	35.1	17.2	5	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Fourteen	927	807	192.8	35	17.4	5	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Fifteen	912	796	192.1	34.8	17.3	5	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Seventeen	935	813	192.7	35	17.4	5	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Eighteen	936	817	189.3	35.1	18.1	5	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Nineteen	932	823	180	35.1	18	5	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Twenty	940	831	190.3	35.3	18.1	5	1899	Bath, Me.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Twenty-One	905	773	196	34.3	17.5	5	1901	Baltimore, Md.	Baltimore, Md.	Consolidation Coal Co.	1	3
Sch	Number Twenty-Three	1,035	929	207	34.2	18.4	5	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	6	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	Emma F. Angell	862	819	174.9	37.3	15.4	8	1883	Bath, Me.	New York, N. Y.			
Sch	Maud S.	25	17	59	17.1	4.9	2	1883	Pocomoke City, Md.	Alexandria, Va.			
Sch	Henry S. Little	1,096	984	195.2	41	19.1	6	1889	Bath, Me.	New York, N. Y.			4
Sch	Massasoit	1,377	1,212	216.8	43.1	21	9	1889	Bath, Me.	New Haven, Ct.	Benedict-Mason M Co.		
Sch	Clarence H. Venner	934	814	184.7	38	20.4	8	1890	Newburyport, Ma.	Hyannis, Ma.	Uriah B. Fisk	2	4
Sch	Lyman M. Law	1,300	1,154	211.1	40.3	18.1	9	1890	Westhaven, Ct.	New Haven, Ct.	Benedict-Mason M Co.	2	4
Sch	Maria O. Teel	1,125	982	197.9	40.2	18.9	8	1890	Newburyport, Ma.	Boston, Ma.	William R. King	2	4
Sch	Charles Davenport	1,297	1,157	199.2	41.8	20.8	10	1890	Bath, Me.	Portland, Me.			4
Sch	Gen'l E. S. Greeley	1,306	1,198	218.9	40	18.2	9	1894	Westhaven, Ct.	New Haven, Ct.			
Sch	Ardmore	821	762	174.2	35.3	16.1	3	1895	Bath, Me.	Perth Amboy, N. J.			
Sch	Maude Palmer	1,745	1,485	231.6	42.6	23.5	9	1900	Bath, Me.	Boston, Ma.			3
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	Montrose W. Houck	1,104	903	191.1	39	19		1911	Bath, Me.	Bath, Me	G. G. Derring Co.	2	4
St. s	Camilla	40	20	68	16.2	7.6	5	1877	Baltimore, 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.	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	Edith Goddard Winship	36	24	63.3	16	6.1	4	1897	Baltimore, Md.	Baltimore, Md.	Consolidation Coal Co.		
St. s	Fortuna	59	30	70.5	18.6	7.9	7	1905	Solomons, Md.	Philadelphia, Pa.			
St. s	Southern	54	27	68	17.5	8.2	3	1905	Baltimore, Md.	Baltimore, Md.			
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	Advance	167	113	107.5	22.7	11.9	8	1911	Solomons, Md.	Washington, D. C.	A. J. Taylor & Bro.		