

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE NEWS
a Frederick, Md., newspaper
and
THE SUN
a Baltimore, Md., newspaper
and
THE WASHINGTON TIMES
THE WASHINGTON POST
THE EVENING STAR
and
THE WASHINGTON HERALD
four District of Columbia newspapers
1914

Compiled by
William Bauman
C & O Canal Association Volunteer
wdbauman1086@gmail.com

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A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The News*, Frederick, Maryland, *The Sun*, a Baltimore, Md., *The Washington Times*, *The Washington Post*, *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 News* are preceded by *News*, those from *The Sun* are preceded by *Sun*, those from *The Washington Times* are preceded by WT, those from *The Washington Post* are preceded by WP, those from *The Evening Star* are preceded by ES, and those from *The Washington Herald* are preceded by WH.

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.

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.

William Bauman
Transcribed December 2021
wdbauman1086@gmail.com

Canal Trade 1914.

ES, Sat. 1/3/14, p. 6. Complaint is made by local anglers that fish are being taken from some of the tributaries of the upper Potomac in nets. One angler said he had learned that a number of small-mouth bass had been taken from Goose creek by netters, and it is stated that persons residing along the Chesapeake and Ohio canal managed to get many fish after the water was drawn off.

ES, Wed. 1/7/14, p. 5. **JOHN D. W. MOORE DIES, VICTIM OF PARALYSIS** – John D. W. Moore, the oldest lay member of the Presbytery of Washington, died yesterday at his home near Cabin John Bridge, Montgomery County, Md., in the ninety-fifth year of his age. He was stricken with paralysis late in November. Prior to November, he had seemed in the best of health, taking long walks each day and evincing a deep interest in the work of the Hermon Presbyterian Church, near his home.

Funeral services were held this afternoon at 2 o'clock at the residence of his son, L. W. Moore, 133 11th street southeast. Rev. Dr. Joseph T. Kelly, pastor of the Fourth Presbyterian Church and Rev. Dr. George S. Duncan, in charge of Hermon Church, were the officiating clergymen. Interment was in Oak Hill cemetery.

Born in Virginia

The deceased was born in Loudoun County, Va. He attended a country school and later entered Pennsylvania College, where he was a classmate of the late Revs. J. G. Butler and Mixdorf of this city.

With his father, he became interested, at the close of his college life, in the construction of the Chesapeake and Ohio canal. Later he bought the farm near Cabin John and married Miss Sarah B. Coltman of this city. His son above mentioned and a

daughter, Mrs. Frank Stone of Montgomery County, Md., survive him.

Helps Organize a Church

Mr. Moore was one of the purchasers of Friendship School, in Montgomery County, which was later turned over to the county authorities. He also helped to organize Hermon Church, in which he was a ruling elder.

His father, John Moore, a captain in the war of 1812, was eighty-nine years old when he died, while his brother, Col. Louis Moore of the Confederate Army, reached the age of eighty-three.

News, Mon. 1/19/14, p. 6. August 6, 1840. - "Yesterday morning there was a duel near Hancock, on the Virginia side, between Francis Thomas, member of Congress from this district and president of the Chesapeake and Ohio Canal, and William Price, of Washington county, Md. They exchanged one shot and made it up. Cause, politics. Neither was injured. Mr. Thomas came to this place today."

ES, Sun. 1/11/14, p. 12. **An Aid to the Government.** – The National Metropolitan Bank as a youngster maintained intimate relations with the government and with the city, and April 19, 1815, it loaned the government \$100,000 to assist in rebuilding public edifices of Washington.

During the war of 1812, the government, sadly in need of funds, was assisted by the bank. In 1816 the bank subscribed for 500 shares to the Bank of the United States. January 1, 1833, it loaned \$10,000 to the city. March 20, 1833, it loaned \$8,333.33 to a corporation of Washington toward paying its subscription to the stock of the Chesapeake and Ohio canal, and a few months later loaned double this amount, and was then made a government depository.

News, Wed. 1/28/14, p. 6. - Surveyors, for Emory C. Crum, of Frederick, have been in Brunswick surveying along the Chesapeake and Ohio Canal and near the Potomac river. It is understood that there is some dispute between the B. and O. railroad and the Canal company as to the ownership of some land.

Sun, Wed. 1/28/14, p. 8. – Cumberland – The funeral of Patrick H. Kelly, a farmer, who died at Town Creek, was held Tuesday, with burial in Rose Hill Cemetery. He was a pioneer boatman of the Chesapeake and Ohio Canal, but had retired some years ago.

Sun, Mon. 2/9/14, p. 8. **TO DECLARE MISSING MAN DEAD** – Hagerstown, Md., Feb. 8. – Testimony in the matter of the petition of Katie E. Kinsel, of Big Pool, to have declared legally dead her missing husband, Martin Kinsel, who mysteriously disappeared one night in December, 1906, was taken in the Orphans' Court here.

Unless Kinsel "shows up," the court, under the laws of Maryland, will declare him legally dead in June. A notice has been published warning Kinsel, if alive, to appear.

The disappearance of Kinsel, who was captain of a boat on the Chesapeake and Ohio Canal, over seven years ago, has baffled the authorities. It is generally believed that Kinsel was murdered and robbed as he had a large sum of money about him when he was last seen alive at Big Pool.

Until the court declares him dead, his widow cannot get control of Kinsel's real estate at Big Pool nor the large sum of money standing to his credit in a bank at Hancock.

Sun, Tue. 2/17/14, p. 9. **Canal Boat Burned.** – Hagerstown, Md., Feb. 16. – A boat owned by John A. Wolf was burned in the Chesapeake and Ohio Canal, at

Cushwa's wharf, Williamsport, today, together with its contents. The fire was caused by an overheated stove. The boat, since the water was drawn from the canal channel in December, had been moored at the wharf.

WH, Fri. 2/20/14, p. 1. **RIVERS ARE RISING RAPIDLY - Residents of Washington County in Fear of Floods.**

Hagerstown, Md., Feb. 19. - The heavy rains of last night and today, with the rapid melting of a foot of snow, caused a rapid rise in all Washington County streams. High waters are feared.

The Potomac River at Williamsport was several feet above normal tonight. Conococheague and Antietam creeks and smaller streams are rising with dangerous rapidity. Chesapeake and Ohio Canal boatmen are taking precautions against flood waters.

ES, Thu. 3/19/14, p. 22. **WEATHER DELAYS REPAIRS** – In consequence of the ice and the general cold weather, the work of making necessary repairs to the Chesapeake and Ohio canal between this city and Cumberland, Md., has been delayed, and the arrival of coal boats at this city will be somewhat later than usual. The officials in charge of the canal figure that repairs will be completed and water in the canal in time to allow boats to start down the waterway about April 5, and by the middle of next month coal will be coming in and the shipping season will be in full swing.

Sun, Fri. 3/20/14, p. 8. **CUMBERLAND TO EXPENAD** – Cumberland, Md., March 19. – The Mayor and City Council last night decided to annex the section known as Egypt, lying between the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal, to the city. Dr. Thomas W. Koon, Mayor-elect and present Police and Fire

Commissioner, offered a motion in the shape of a compromise which brought the contending elements together.

The motion provided that all taxes to be derived from the section to be annexed in the next five years be applied to improvements to that section. These will include water, light, sewerage and police protection.

The City Engineer will make a plat of the ground to be taken in and then the matter of formal acceptance by ordinance will be taken up. That it will be accepted there now seems to be no doubt.

WH, Fri. 3/20/14, p. 14. **The repair work** on the Chesapeake and Ohio Canal between Washington and Cumberland, Md., has been delayed by the ice and the general cold weather. It is believed that the repairs will be completed by April 5.

ES, Sat. 3/21/14, p. 11. Capt. Thomas Selectman, master of the tug Edith G. Winship, was in the city yesterday from his home in Prince William County, Va., where he has spent the winter, his tug having been laid up.

ES, Sun. 3/22/14, p. 3. **C. & O. CANAL OPEN APRIL 1.** – Cumberland, Md., March 21. – Indications are that the Chesapeake and Ohio canal will be opened for navigation the first week in April. It is expected the water will be turned on the levels next week. The canal has been put in good physical shape. The Canal Towage Company, which operates the line, during the winter rebuilt several locks with concrete. Two new boats have been built and a score or more repaired. At the basin wharf here, the Consolidation Coal Company has removed the wooden cribbing and replaced it with concrete piers. A busy season is anticipated as large contracts have

been placed by the Consolidation Coal Company.

At the boatyards on Canal street here, a large stern-wheeler packet is being built, similar to those in use on the Mississippi and other rivers. The revolving paddle wheel at the stern does not wash the banks like a propeller. The boat will be used by officials and will be launched before the season is under way.

News, Mon. 3/23/14, p. 6. **Navigation on Canal Resumes April 1.** - Preparations are being made for the re-opening of the Chesapeake and Ohio canal for the season. Navigation on the famous old waterway will be resumed about April 1, and water will be fed into the levels from the Potomac river probably this week. During the winter, in following out a program adopted several years ago, the Canal Towage Company, which operates the canal, rebuilt several locks of concrete, made repairs to the tow path and rebuilt and repaired a number of boats. Two new boats were built. A large steam packet is now being built, to be used by the officials of the Canal Towage Company. It is stated that a large number of coal contracts have been secured for the season, and the prospects are bright for an unusually busy season on the canal this year.

WT, Wed. 4/1/14, p. 14. Next week will mark the opening of traffic on the Chesapeake and Ohio canal. The waterway, which connects Washington with Cumberland, has undergone extensive repairs and new concrete locks have been installed. The first boats are expected in Washington the following Saturday or Sunday. Large contracts have been placed with the Canal Towage Company by the Consolidated Coal Company.

ES, Wed. 4/1/14, p. 12. Water will be turned into the levels of the Williamsport

(Md.) division of the Chesapeake and Ohio canal this week. It is expected that the canal will be ready for navigation Saturday.

News, Mon. 4/6/14, p. 6. **BUSY SEASON ON CANAL - Boats Lined Up to Start on Their First Trip.** - With railroad work dull and no special stir in other lines, the upper portion of South Cumberland will take a few signs of activity this week when the loading of boats on the Chesapeake and Ohio Canal begins.

The loading of boats will probably begin today or tomorrow. This will give employment to a number of men who are kept busy about the wharfs and at other canal work throughout the boating season.

The boatmen or nearly all of them live at Sharpsburg, Williamsport or Georgetown. They make their winter quarters there and spend most of their time during the summer season on their boats.

ES, Mon. 4/6/14, p. 10. **CANAL TO RESUME TRAFFIC** – Repairs to the Chesapeake and Ohio canal, connecting this city with the coal fields about Cumberland, Md., which were delayed by the bad weather, have been completed. Water is being let in the levels, and the boats that will bring the first cargoes of coal to this city will start loading at once. It is expected that the first boat will reach this city in the later part of this week, and soon afterwards the shipment of coal to the naval powder plant at Indian Head, Md., and in the big seagoing barges to Boston and other New England points will be started.

Since the close of navigation on the canal last fall, extensive improvements have been made in the upper portion of the waterway, and all locks and levels have been cleaned out and put in proper condition for the movement of the traffic. It is also stated that a number of new coal-carrying boats,

recently built, will be placed on the canal this spring.

The tug Edith Goddard Winship, belonging to the Consolidation Coal Company, and which is used in shifting the coal-laden boats from Georgetown to the wharves about the city and on the river, is being made ready for service after her winter lay-up and will go into commission about the middle of this week.

ES, Tue. 4/7/14, p. 16. **ROCKVILLE, Md.**, April 7, 1914. – Charles F. Elgin, eighty-two years old, a resident of Poolesville district, died suddenly Monday night at the home of his son, Arthur G. Elgin. He was stricken with heart disease while preparing to retire, and died almost instantly. He leaves four sons and two daughters: Charles W. Elgin, Arthur G. Elgin, Mars. Arthur Mann and Miss Jessie Elgin of Poolesville, and John T. and Edward Elgin of New York. The funeral will take place tomorrow afternoon, burial to be at Beallsville.

Mr. Elgin was a native of Virginia, but had lived in this county more than half a century. For many years he held a position with the Chesapeake and Ohio Canal Company. His wife, who before her marriage was Miss Helen Smith, died several years ago.

WH, Tue. 4/7/1914, p. 7. **SPRING CANAL TRAFFIC STARTS** - Coal boats via the Chesapeake and Ohio Canal, between this city and Cumberland, Md., have started loading for the spring passage. Repairs have been made to the canal and the water is being let into the levels. The first boat is expected to reach Washington the latter part of this week.

Sun, Wed. 4/8/14, p. 7. **C. and O. Canal Opened** – Hagerstown, Md., April 7. – The first boats of the season, which left Williamsport Saturday for Cumberland on

the Chesapeake and Ohio Canal to be loaded with coal, were followed yesterday and today with others and there is a general movement of coal craft on the old waterway. Canal officials and shippers expect a busy season. The levels are being filled with water the entire length of the canal.

ES, Thu. 4/9/14, p. 13. **READY FOR CANAL OPENING** – In preparation for the handling of coal-laden canal boats, which come to this city via the Chesapeake and Ohio canal, the tug Edith Goddard Winship, belonging to the Consolidation Coal Company, went into service this morning under the command of Capt. Thomas Selectman. The Winship has been lying out of service since early last fall, and recently, under the direction of Lewis Carter, her engineer, was put in condition for service.

The canal authorities look for the arrival of the first coal-laden boats of the season sometime tomorrow, and by the middle of the coming week the boats will be arriving here in numbers. Boats that have laid up at Williamsport during the winter Saturday last left that point for Cumberland to load for this city, and these boats are now on their way down the canal, and a big fleet of boats is at Cumberland loading. The locks are all ready for service, and the water has been let into the canal its entire length. In the latter part of this month the shipment of coal to the Indian Head powder plant and in the big schooner barges of the Consolidation Coal Company, to Boston and other New England points, will be started. It is stated that the canal officials are anticipating an exceptionally busy coal-shipping season.

ES, Fri. 4/10/14, p. 22. **Tugs and Tows.** Tug Edith G. Winship, at Georgetown to tow coal-laden canal boats for the Consolidation Coal Company.

WH, Fri. 4/10/14, p. 3. **SOCIETY MEN TO FORM NEW COUNTRY CLUB - Will Meet at Metropolitan Today to Plan Utilization of Old Great Falls Inn. -**

A meeting will be held at the Metropolitan Club at noon today, at which a new Washington club, to be known as the Lock Tavern Club, may be formed. Truxton Beale, former United States Minister to Persia and Greece, is one of the promoters.

A historic old inn on the fourteen-mile lock of the Chesapeake and Ohio Canal is expected to be headquarters of the club, which will take its name from the tavern. The old inn was purchased, remodeled and renovated by Mr. Beale several years ago.

The tavern stands near the river at Great Falls. It is said to have been built about 150 years ago, and was used as a base by George Washington when he was surveying for the Chesapeake and Ohio Canal.

It is proposed that the membership of the new club shall consist of members of the Metropolitan, Army and Navy, Cosmos, University, Patuxent, Chevy Chase and County clubs, and that it shall come into existence when 150 names are enrolled. It is the present intention to limit the membership to 200.

WT, Fri. 4/10/14, p. 16. **First Canaler Starts.** - The first boat to pass through the Chesapeake and Ohio canal this season left Cumberland yesterday, and is expected to arrive in Georgetown today or tomorrow. Several days ago, water was turned into the "ditch," and it is said the property is in better condition now than it has been for years. An exceptionally busy season is anticipated.

WP, Sat. 4/11/14, p. 3. **RIVER PLAN SET ASIDE - Army Engineers Reject Project for Potomac Navigation.** - The project for the improvement of the Potomac River from Washington to Cumberland, so as to provide

for stream navigation either by canalization of the river or the establishment of slackwater navigation, was rejected yesterday in a special report sent to Congress by Secretary of War Garrison. The rejection is based on a preliminary survey by Col. W. C. Langfitt, who regards such a project as not worth of being taken up at this time by the Federal government. The army board also opposed the undertaking.

Goes Into Project's History.

The report goes into the history of the efforts to provide navigation from Cumberland to Washington, and deals extensively with the affairs of the Chesapeake and Ohio Canal.

It is asserted by the army engineers that the Potomac River can neither be canalized nor provided with slackwater navigation without the purchase of the Chesapeake and Ohio Canal by the government.

The report shows that a committee composed of the mayor and citizens of Harpers Ferry disapproved the project, saying such a waterway would in no sense benefit that town and the surrounding country.

The army engineers say that water power along the Potomac could be developed in connection with a slackwater system of navigation, but that storage reservoirs or an auxiliary steam plant, or both, probably would be required to supply deficiencies in dry years.

WH, Sat. 4/11/14, p. 8. COUNTRY CLUB ORGANIZED. - New Quarters Will Be at Fourteen-mile Lock on Canal.

Formal announcement of a new country club for Washington was made by Truxton Beale yesterday afternoon following a meeting at the Metropolitan Club.

It was decided several days ago to house the club in the historic old inn at the

fourteen-mile lock of the Chesapeake and Ohio Canal; also, to name it the Lock Tavern Club.

Several men were agreed on for incorporators yesterday, but their names will not be announced until after they have accepted. As soon as the incorporation can be effected the club will proceed with its general plans. There will be not less than 150 members, chosen from the Metropolitan, Army and Navy, Cosmos, University, Patuxent, Chevy Chase, and Country Clubs.

Sun, Sun, 4/12/14, p. 7. BREAK IN TOWPATH – Hagerstown, Md., April 11. – A serious break in the towpath of the Chesapeake and Ohio Canal, above Hancock, that will delay navigation for several days, was discovered last night by a level-walker. The break is 25 feet long and extends 5 feet below the bottom of the canal.

A dam has been built across the canal above the opening to hold the water in check, while repairs are making.

Many loaded and empty boats, enroute to Cumberland and Georgetown, are being held above and below the damaged point.

ES, Sun. 4/12/14, p. 5. MANY COAL-LADEN BARGES ARRIVE VIA C. & O. CANAL – Navigation on the Chesapeake and Ohio canal connecting this city with the coal fields about Cumberland, Md., is now wide-open. The terminus of the waterway at Georgetown is once again a lively place after the dullness of the winter months.

The first boat came in Friday. Since that time, thirty-three boats, each bringing more than a hundred tons of soft coal have arrived.

The tug Edith Goddard Winship has been busily employed in distributing the coal-laden boats at the wharves of the coal dealers about the city and at Alexandria.

The tug Miller yesterday took a boat to Miller's brick plant on Little Hunting creek, a short distance above Mount Vernon.

Shipments of coal from Georgetown to New England points will be resumed this week. A big schooner barge of the Consolidation Coal Company that is expected to reach here in a few days to load this cargo.

She will be followed in the course of the next four or five months by two or three barges each week. As far as known, no coasting schooners will be employed in the coal transportation.

As yet, no arrangement has been made for sending coal-laden canal boats to Mattawoman creek to supply coal to the naval powder making plant. The movement of this coal is expected to start in the latter part of this month. Several boats will each week be taken from Georgetown to the powder plant coal storage point.

Ibid, p. 78. **ALONG THE RIVER FRONT – Tugs and Tows** – Tug John Miller, for Little Hunting creek, towing coal-laden canal boat and scows for Little Hunting creek.

WH, Sun. 4/12/14, p. 1. **CANAL BREAK HALTS TRAFFIC. - Large Force of Men at Work Repairing C. & O. Waterway.** Hagerstown, Md., April 11. - A serious break in the tow path of the Chesapeake and Ohio canal, above Hancock, that will delay navigation several days, was discovered last night by a level walker. The break, twenty-five feet long, extends five feet below the bottom of the canal.

Large forces of workmen under supervision of Charles Hassett and John W. Burgess, of Hancock, are repairing the break. A dam has been built across the canal above the opening to hold the water in check while repairs are being made.

ES, Mon. 4/13/14, p. 21. **Tugs and Tows** Tug Kenmore is reported on her way to this city from the head of Chesapeake Bay with a tow of coal-laden barges; tug Edith G. Winship arrived at Georgetown with a tow of light coal boats for Chesapeake and Ohio canal points.

News, Tue. 4/14/14, p. 7. **Break in Towpath.** - A serious break in the towpath of the Chesapeake and Ohio Canal, above Hancock, that will delay navigation for several days, was discovered by a level-walker. The break is 25 feet long and extends 5 feet below the bottom of the canal.

Sun, Thu. 4/16/14, p. 5. **Henry Waters Dies Suddenly.** – Hagerstown, Md., April 15. – Henry Waters, aged 69 years, familiarly known as “Mayor of Pinesburg,” died suddenly today of heart disease. He was a member of the Knights of Pythias and Red Men and for 17 years employed on the Chesapeake and Ohio Canal. Surviving are: one son, Howard Waters, Pinesburg; two brothers, James Waters, Chicago, and William T. Waters, Mahaffey, Pa., and a sister, Mrs. Fannie Bots, Cherry Run.

WP, Thu. 4/16/14, p. 11. **Canal Boat Hand Drowned.** - Hagerstown, Md., April 15. - George Busey, colored, aged 25, of Little Martinsburg, Montgomery County, employed on the boat of Capt. William Zeigler, of Cumberland, was drowned this evening in the Chesapeake and Ohio Canal at Williamsport, when he fell from the boat into the water. Busey joined the boat crew at Georgetown.

WH, Thu. 4/16/14, p. 6. **BREAK IN CANAL CLOSED.** - Hagerstown, Md., April 15. - The big break on the Chesapeake and Ohio Canal at Hancock was closed today, and navigation, suspended nearly one week, has been resumed. Many loaded

boats, tied up on the west side of the break, left for Georgetown.

ES, Fri. 4/17/14, p. 8. **COAL BARGE ON WAY HERE** – Unless the break in the Chesapeake and Ohio canal causes a change in orders, schooner barge No. 5, one of the big coal-carrying vessels belonging to the Consolidation Coal Company, will this year be the first to load soft coal at Georgetown for a New England point. The barge is reported on her way down the coast and is expected to reach this city today or tomorrow.

No. 5 will take aboard about 1,500 tons of coal and will take it either to Boston, Portsmouth or Portland. By the time she completes taking aboard her cargo, the middle of next week, another barge will be on her way here and it is stated that from then until the end of the shipping season, in the late fall, from one to three barges will each week be loaded here and sail north. It is estimated that between 50,000 and 75,000 tons of soft coal will be sent from Georgetown in vessels to New England ports this summer. New appliances at the Georgetown coal piers allow the loading of a barge on one day.

ES, Sun. 4/19/14, p. 12. **Tugs and Tows.** Tug James O. Carter left Georgetown with coal boats for powder plant at naval proving grounds, Indian Head, Md.

Ibid, p. 19. **Schooner Barge Here to get Coal for New England.** – Schooner barge No. 6, the first vessel to come here this season to load a cargo of Cumberland coal for New England, was brought into port yesterday by the tug James O. Carter, and was docked under the chutes at the Georgetown coal piers to begin taking aboard her cargo. No. 6 was brought down the coast by one of the big tugs belonging to the Consolidation Coal Company, and was

dropped at Point Lookout where the Carter picked her up to bring her to this city.

The loading of the barge was begun yesterday afternoon and it is probable that she will be ready to sail early in this week. By the time she completed taking aboard her cargo, another of the coal-carrying barges will be on her way to this city, and when the Carter tows No. 6 to Point Lookout, it is thought she will find there a light barge to be towed to this city.

It is stated that as soon as the new coal tipple the naval powder plant officials are having built on Mattawoman creek is completed, two coal-laden boats will be sent to Indian Head each day.

Ibid, p. 30. **ALONG THE RIVER FRONT – Arrivals** – Schooner barge Consolidation Coal Company No. 6, light, at Georgetown from Boston, to load coal for a New England point; canal barge, cord wood from a Chesapeake and Ohio canal point to 10th street wharf for L. A. Clarke & Son

WH, Wed. 4/22/14, p. 7. **READY TO ORGANIZE LOCK TAVERN CLUB - Names of the Nine Incorporators Are Announced by Truxton Beale. -**

Truxton Beale, prominent clubman of Washington, yesterday made public the list of proposed incorporators of the new and exclusive Lock Tavern Club, which will make its home in an old inn on the Chesapeake and Ohio Canal.

The members of the new club will be restricted to 200, selected from the members of the Army and Navy, Cosmos, Alibi, Chevy Chase, University, Metropolitan, and Patuxent clubs. Any member of the clubs named will be eligible to membership in the Lock Tavern Club until May 1, according to Mr. Beale, but after that time, candidates for membership will be forced to undergo the regular election that obtains in all exclusive clubs.

Mr. Beale, who "discovered" the old inn nearly a year ago, gave out the names of the proposed incorporators of the club. They are: Dr. Ralph Jenkins, Edward B. McLean, Barry Bulkley, Fred Chapin, Gen. James Allen, William Marrow, Truxton Beale, Dr. Frank Loring and R. D. Comin.

Mr. Beale took over the inn about a year ago and made extensive repairs to the building. He furnished it throughout for a club and improved the water front and bought all the accessories of a summer clubhouse.

Through the efforts of Mr. Beale and his fellow-incorporators, the Maryland County commissioners have agreed to connect the clubhouse with historic Conduit road by improving an old road and making it into a boulevard.

ES, Sun. 4/26/14, p. 56. The season of boating on the canal has opened. By "canal" is meant of course, the Chesapeake and Ohio canal, the ancient waterway whose course and towpath, barges, teams and people furnish so much that is interesting to Washington folk. This canal has been having annual openings for nearly a hundred years and there is none to dispute its claim to being one of the venerable institutions of the capital, especially of that part of the capital which for nearly a century and a half was Georgetown, and which by many of its loving sons and daughters is still called Georgetown.

Mid-December is the official time for the suspension of navigation on the canal, but suspension sometimes comes earlier if the weather becomes too unfavorable for the easy operation of the boats. At the close of the boating season the mules and horses – for a few horses labor at the collar end of the towline – go to such other work as the coal company or the towing company may see profitable to set them at. The canal boatmen and their

families retire to their generally snug and comfortable homes at Cumberland, Harper's Ferry, Hancock, Seneca and scores of places scattered along the whole course of the canal.

The time of the official opening of the canal season is about the first of April, but often in propitious springs the water is let into the long trench, the lock gates are in operation and the barges are moving silently and steadily and even sometimes gayly as early as the middle of March.

It is pleasant to think that the mules, patient and hard-working creatures, and not half so vicious as unsympathetic men have represented, come back to the summer work after a period of well-earned rest. It is pleasant to think that they have spent the shivering months in some comfortable stable or cozy corral, where the winter sun, when there was any, shone bright and warm, where the chill, bleak winds were warded off, and where the bedding was deep and dry, and the food – or the feed – in plenty, but perhaps this only happened in certain cases. Perhaps it only happened to some naturally thrifty or influential mules. As a rule, they have been busy in other lines of industry all winter, and also, as a rule, duties which mules perform in winter, well as in summer, are hard work. And, now that spring has come, they have taken up their towlines again.

Only in exceptional instances are the mules owned by the canal boatmen. The towing company furnishes the boats and the motive power, mules or horses, and their feed and shoeing. The feed is yellow corn on the cob, timothy hay and a bran mash when the stock needs it. The feed is of as high a quality as the best-kept horses in the stables of Washington get and the quantity is liberal. It is all that they need. Canal mules do not get rations of oats. That is a higher-priced feed than corn and is perhaps the best

when it is desired to promote speed and spirit in horseflesh or muleflesh. But a horse or mule doing slow and heavy work can keep in excellent condition on hard, well-cured corn if he gets enough of it.

But hay is the feature of the mule's ration about which he is very particular. He cannot get along without large quantities of it. The mule eats more hay and less grain in proportion to his weight and power than the horse. On the score of feeding, no one should not feel sorry for the lot of the canal mule. You can walk along the towpath and look into many feed boxes after the mules have turned away from their grain and you will nearly always find some "leavings." And there will be no suggestion that the mules were "off their feed."

You will see mules with set-fasts or old galls and here and there a freshly galled shoulder, but you do not see mules or horses emaciated from underfeeding and overwork. They are also pretty well shod. A company owning herds of draft stock is reasonably sure to have competent horseshoers and overseers or stable bosses, or something equivalent to that, who know whether the blacksmith makes the shoe to fit the hoof or the hoof to fit the shoe.

Besides, the canal mule has easier going for his feet than the poor city brute, no matter how well groomed or how well stabled, on the hard, smooth pavements of the town streets. You can move among the canal mules, and though with their flopping ears and fly-swatting tails they may seem to say that their work is hard and their workday long, yet they will never tell you with their big, sad eyes that their feed is scanty and their bedding thin.

Of course, a canal mule has no sinecure. In towing a loaded boat downstream or an empty boat upstream he must be up in his collar all the while. There are no helpful down-grades for him, and

during his trick of duty he never pauses for a little rest or breathing spell, except at a lock. And along many reaches of the canal, it is a long time between locks.

A team of mules will be in harness six hours at a stretch. Then they will be relieved by another team which will work six hours. A boat with four mules makes about thirty miles a day loaded, coming down, and may make forty miles a day, light, going up. "Down" is from Cumberland to Washington and "up" is the other way. The rate of travel varies from two and a half to three and a half miles an hour. The latter is an especially good pace and is made only by a team of free walking mules on the up trip.

In the summer, when the days are long, a two-team boat will begin towing at 4 o'clock in the morning and will not tie up until 9 or 10 o'clock at night. Some boats carry enough mules and human help to keep moving throughout the twenty-four hours, but there are not many of these "night" or "express" boats on the Chesapeake and Ohio canal. The great majority of the boats in operation are "day boats" or two-team boats.

The stable of a canal boat is in the forward part of the barge. It is about the size of a box stall, but the mules, usually small animals, have comfortable quarters and as much room as the average city work-horse has in a standup stall. The towing company, which furnishes the mules and horses, owns many of them, but not all of them. They hire a good many. The towing company also furnishes the harness and the towlines.

Right here it may be urged that perhaps the greatest hardship and greatest sorrow in the summer life of the canal mule is the fly, and also to a very great extent the mosquito. He is a great sufferer from these pests, one of which, with the help of careless man, he aids in producing. The canal towpath, especially at those "wide waters"

where so many boats stop and where the livestock is picketed, is a fecund breeding place for flies.

There is a good deal that is interesting about canal towlines. You can gain the right impression of the power of a rope by visiting the last lock, or it may be the first lock, of the canal at 29th street in Georgetown. It is close to the point where the canal joins Rock Creek. The street crosses the canal on a stone viaduct, and along the sides of the viaduct run brick balustrades topped with a cement coping, and the coping itself is topped with a stout iron picket fence. Towlines pass over this cement coping and to protect the cement from the wearing action of the ropes, heavy iron plate have been laid on it as guards. many deep grooves have been worn in these iron plates by the towlines and many of the iron pickets have been sawed through by the hemp.

The lockkeeper will tell you that a towline gritty with wet sand, with two mules at one end and a loaded barge at the other, will file through anything it grinds against if you but give it time, and it does not take much time. The towing company buys towlines by the ton. The line is three-quarters of an inch in diameter and from sixty to seventy-five yards long. Sixty-five yards is about the length of the average towline. One towline will last for only about two trips between Cumberland and Washington. At the end of the second trip, it will be rather seriously worn and will perhaps have some knots in it where it has been broken and patched up. It is then only fit for use on the up trip, when the boat is light. It is the rule of boatmen to tow upstream, or up canal, with an old line. The new line is used for the loaded boat on the down trip.

The working crew of a canal boat, the kind which travels by day, comprises the "captain" and the helper. The "captain" is

nearly always a married man and his wife, assisted it may be by the daughters of the household, attends to the housekeeping. The "captain" is the man who engages to deliver cargoes. His pay is 40 cents a ton on coal and other freight from Cumberland down. The capacity of the coal is from 110 to 120 tons, the average being about 115 tons.

The day boat will make three trips a month, coming down loaded and going back light. This gives the "captain" roughly \$138 a month. Out of this he pays and boards his "helper." The helper is paid by the round trip. Usually, he is a boy and his pay varies from \$4 to \$8 the trip. Six dollars for the round trip is about average pay of a helper. The helper will feed, water and groom the mules, and drive fifteen miles a day coming down, the "captain" driving and walking the other fifteen miles, and the helper and captain walking about twenty miles a day, each, on the up trip.

As a rule, these canal helpers, in addition to being young, get all the physical exercise that is needed for good health, and their appetites are strong – the helper eats at the family table, though usually when he comes into his meals the captain is driving. Some of the captains' wives have the reputation along the canal of being especially good cooks and of setting a generous table, and the captains of these boats never lack for helpers.

Perhaps a good many overworked and underpaid persons who chug-chug along the road to the Chain bridge, or over the Aqueduct bridge on Sunday in a hired automobile feel some throbs of pity for these boat people whom they see lounging along the towpath or under the awnings of the boat in that stretch of the canal between the Aqueduct bridge and the Saffold chapel. The pity is misspaced. There is no reason for it. A boatman is "good" for about a hundred dollars a month, and he has no rent

to pay, his grocery bill is light, and he has no gas bill, electric light bill, laundry bill, car fare account, telephone bill and so forth. In most cases he owns a home somewhere up the canal, and he rests and takes life easy during the four months of the year that the canal is ordinarily closed. His children go to school, and he and his family attend to their social and church duties.

The *Star* man who is writing this, once upon a time, took dinner in the cabin of the captain of one of these boats. One of the captain's daughters was very pretty, and the *Star* man has preserved notes of an interview with her which he wrote at the time, and part of which comes in handy now to show human nature on the canal boat. The canal girl said:

"Life on the canal?" Oh! it's fine. When I came from boarding school, after commencement last spring, I thought the novelty great, though, of course, I was reared, not raised, on a canal boat. After a few trips it seemed to grow monotonous; then the monotony wore off and I settled down to the routine of helping mother get the meals, clear up the dishes and attend to the children. We nearly always have children on canal boats. We've got the housekeeping systematized now, so that it goes along smoothly, and as far as possible we have eliminated the drudgery of it.

"We know all the folks along the canal and on it, and the prominent people in the villages along the way. There is always plenty of company. Some of the girls on the canal play the mandolin and the guitar and some of them have good voices. Some of the young boatmen are musical – sort of American gondoliers. If there was room on board, I would bring my piano on the summer trips. One gets so out of practice, being without it all summer.

"Sometimes I go to a party or a dance when we tie up at night. When we get

to Washington, I go to the theater, if there is anything very good in town, or to the moving pictures. I like to go down town in the afternoon and look around the big stores. There are so many beautiful and interesting things to be seen. It is hard not to be able to buy everything you think you want, but I suppose it is good for one's character to have to deny one's self."

Perhaps the readers of these lines have often looked at that long line of boats which usually may be seen on Sunday extending from the Aqueduct bridge to Mrs. Saffold's towpath Sunday school or boatman's chapel. It is really a good picture. The long line of boats, having reached the "wide-water," as that part of the canal is called, Saturday afternoon and evening, or it may be that some come in Saturday night. They will discharge their freight Monday. A good many colors glow on the boats. Some captains have a fancy for painting and decorating their barges, which are really their summer homes. The awnings over the after decks may be of various colors. At breakfast, dinner and supper time, smoke is coming out of the cabin chimneys and the fragrance of coffee and bacon fills the air. There are groups of canal boatmen and their families visiting from boat to boat. And then there are the mules!

Many Washington people walk along the towpath, but too many content themselves with looking at the picture from afar.

ES, Mon. 4/27/14, p. 4. **Big Barges Loading Again Regularly for New England Points.** – Shipments of Cumberland coal from Georgetown to Boston and other ports in New England in the big barges of the Consolidation Coal Company are being made regularly each week, and the coal piers at Georgetown, which have been idle since last fall, are

again busy places. In the later part of the past week, barge No. 6 was loaded and taken to Point Lookout, where she was picked up by the tug Savage and is now on her way up the coast to Boston.

When the tug Carter delivered No. 5 at the mouth of the river, she found No. 18 there waiting to be brought to this city, and late Saturday afternoon she was placed under the chutes at Georgetown, and today coal is being poured into her hold. About Wednesday, she will be loaded, and the Carter will take her to Point Lookout and will there find light barge No. 15 to be brought here. No. 15 left Boston Saturday, and should be at Point Lookout by Wednesday morning.

It is planned to send one or two coal-laden barges each week from this city to Boston or other New England points.

ES, Tue. 4/28/14, p. 6. **ALONG THE RIVER FRONT – Tugs and Tows.**

Tug Carter will leave this evening towing coal-laden barge for the mouth of the river; tug Winship arrived at Georgetown with light canal boats enroute to the Chesapeake and Ohio canal.

ES, Thu. 4/30/14, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows** – Tug J. O. Carter left with coal-laden barge for Point Lookout enroute to Boston; tug D. M. Key arrived with tie-laden canal boat from a C. and O. canal point; tug Winship arrived at Georgetown with light coal boats for canal points.

ES, Mon. 5/4/14, p. 12. **ALONG THE RIVER FRONT – Tugs and Tows.** Tug D. M. Key arrived from Indian Head towing two light canal boats for Chesapeake and Ohio canal points.

ES, Tue. 5/5/14, p. 6. **River Near Georgetown Not Deep Enough for the**

Boats. – A pile-driving machine was yesterday taken to the Georgetown channel to begin the preliminary work on the runway for the pipe line through which the liquid mud will be pumped by the digging machine in deepening the water in the Georgetown channel to the low lands on the Virginia side of the river, the level of which is to be raised. The big dredge which is to do the work is understood to be at Baltimore, but it is expected to come here this week, and dredging work will be started within a day or two after it arrives.

The shipment of coal in the big barges of the Consolidation Coal Company from Georgetown to New England, has started, and the tug boatmen employed in taking the laden boats out from Georgetown find it difficult to get them through even on the best of tides. Considerable shoaling has taken place in the river in the past year and the dredging work cannot be started too soon, the coal shippers say.

Ibid, p. 22. **BREAK IN C. & O. CANAL STAYS TRAFFIC A FEW DAYS** – In consequence of a bad break in the Chesapeake and Ohio canal in its upper levels navigation on the canal has been forced to suspend, and it will be several days before boats bound to and from this city will be able to get past the break. Reports received at the headquarters of the canal company at this city state that the trouble was occasioned by the caving in of a culvert eight feet in diameter under the bed of the canal in the vicinity of Harper's Ferry, and so big was the hole that the water in the level soon ran off. Repairs will be pushed and the waterway opened to navigation as soon as possible.

Schooner barge No. 5 of the Consolidation Coal Company fleet, which was to have come to this city to load coal for Boston, will be taken to Baltimore to load. The barge was left at the mouth of the river

yesterday morning before the news of the break in the canal reached this city, and a tug will be sent from Baltimore to take her to that point.

Barge No. 15 yesterday completed loading 1,600 tons of Cumberland coal and left here in tow for the mouth of the river enroute to Boston.

WH, Wed. 5/6/14, p. 14. **The Chesapeake and Ohio Canal** has suffered a bad break in its upper reaches that has caused a temporary suspension in navigation until the break can be repaired.

ES, Thu. 5/7/14, p. 25. **RUSHING CANAL REPAIRS.** – While work is being pushed on the repairs to the break in the Chesapeake and Ohio canal in a level near Harper's Ferry, it probably will be the middle of next week before the break is repaired and navigation resumed. A number of coal-laden boats which were between this city and the break when the accident occurred have arrived at Georgetown, and it is stated that there are six or eight boats yet to arrive, but after these boats are in, there will be no further arrivals of coal boats for about a week or longer.

Three canal boats laden with cement and gravel to be used in repairing the break in the canal started up the canal Tuesday from this city.

WP, Sun. 5/10/14, p. 11. **Break Stops C. and O. Canal Traffic.** - Hagerstown, Md., May 9. - Navigation on the Chesapeake and Ohio Canal has been interrupted by the washing out of a culvert several miles above Harpers Ferry. Repairs are being rushed.

ES, Sun. 5/10/19, p. 27. **ALONG THE RIVER FRONT.** – **Arrivals** – Canal barge at Georgetown from a Chesapeake and Ohio canal point with railroad ties for R. E. Duvall

ES, Mon. 5/11/14, p. 21. **DELAY WORK ON CANAL.** – Though work has been pushed on the repairing of the broken culvert under the bed of the Chesapeake and Ohio canal, in the vicinity of Harper's ferry, frequent rains and high water have delayed operations, and it will be the middle or latter part of this week before water can be let into the canal and traffic resumed. Following the opening of the canal to navigation, it will be three or four days before the coal-laden boats can reach this city, but a big fleet will come when they do arrive.

The broken culvert drains the surrounding mountains into the Potomac river and when it rains, the water pours through the culvert and stops work. This condition has prevailed several times since the break occurred, and Friday the water in the river was so high that it backed up into the culvert and effectually prevented the men working.

With good weather, the canal authorities expect to have the waterway ready for service in about four days.

WP, Thu. 5/14/14, p. 14. David Wolfson, 5 years old, fell off a bridge near Jefferson street into the Chesapeake and Ohio Canal last night, and he was fished out by one of the lock tenders. The little boy, drenched, badly frightened, and not injured, was taken to his home, 1227 1-2 Wisconsin avenue northwest.

WH, Thu. 5/14/14, p. 10. **SAVES DROWNING BOY** – Falling from a bridge into the Chesapeake and Ohio Canal yesterday afternoon, David Wolfson, five years old, of 127 1-2 Wisconsin avenue northwest, was rescued from drowning by a lock tender near Jefferson street.

The hero was so modest, he would not give his name. Had he not been near,

the boy no doubt would have drowned, as he could not swim.

ES, Sun. 5/17/14, p. 23. **Potomac River and the Canal.** – A miracle in federal government has just come to light – army engineers report to Congress that there is one section in the United States where the people do not care to have Uncle Sam improve their river facilities. As a rule, any part of the country that has a creek or run is always willing to allow the federal government to spend all the money it desires, but the people living in the territory drained by the historic Potomac river, from Washington to Cumberland, Md., a distance of 195 miles, not only refused for the most part to attend the meetings held in several villages, but in one instance, at Harper’s Ferry, several days after the time set for the meeting, the citizens sent to Washington a protest against the improvement on the ground it would not do the town any good.

This is the modern answer of the representatives of one of the oldest transportation routes in the United States, for in the days of George Washington, and largely through his interest, the canal between Washington and Cumberland was planned as the main artery of commerce to extend into what was then known as the west. It was in 1772 that Washington, a member of the house of burgesses of Virginia, secured an act by that house providing for the opening of the Potomac river from tidewater at Washington to Cumberland by private subscription and lottery, but as Maryland did not pass a similar act nothing was done at that time.

In 1783, when the agitation for the improvement of the Potomac river was resumed, largely through Washington’s efforts, the “Potowmack Company” was organized and construction began. An arsenal was established at Harper’s Ferry, at the mouth of the Shenandoah, at

Washington’s solicitation, and was maintained there until after the civil war. This company used the river where it could, and constructed lateral canals to get around the falls, and shallow places. Some years later, in 1823, the present Chesapeake and Ohio canal was constructed.

This canal is now being operated as a private concern and is shipping yearly from Cumberland to Washington about 170,000 tons of coal. The army engineers, in their investigations, found that the famous waterway, perhaps better known in its day than some of the present trunk lines of railways, has an indebtedness of more than \$27,000,000, state liens aggregating \$25,000,000, the balance of the indebtedness being judgements and claims. The engineers also give it as their view that the Baltimore and Ohio Railroad Company is in reality in control of the canal. “However that may be,” says Col. W. C. Langfitt of the Engineer Corps, “it is a matter of fact that the rate on coal from the mines to tidewater is \$1.65 per ton, whether by rail or rail and canal.”

The Secretary of War has, in view of all the facts, recommended that the improvement be not made on the ground that the benefits resulting would not be commensurate with the great cost.

WT, Sat. 5/23/14, p. 4. There is an element of distinction in being the oldest employee in any line of endeavor. For more than fifty years Marlin Willard had been lock-tender on the Chesapeake and Ohio Canal on the Georgetown level. As a boy he drove mules on the Erie Canal, and came here just after Stonewall Jackson tapped the waterway, in 1861. His reminiscences will be told for *Times'* readers tomorrow.

ES, Sat. 5/23/14, p. 3. **Memoranda**

Barge Consolidation Coal Company No. 18 has sailed from Boston, light, for this city to load soft coal for a New England point.

WT, Sun. 5/24/14, p. 2. **After Fifty-two Years as Lock-Keeper, Veteran Tells of War Days Dodging Bullets on Canal.**

There is some element of distinction and honor in being the oldest man in service in any line of endeavor. To be the oldest and most efficient is the test that necessitates enduring qualities. Belonging in this class, without dispute, is Marlin Willard. The seventy-one-year-old, lock-keeper at the end of his Georgetown level, of the Chesapeake and Ohio canal.

In December, 1861, when Gen. "Stonewall" Jackson's troops threatened the Capital, Willard, a youth of nineteen, was a member of the Verdan Sharpshooters, stationed outside the city below Soldier's Home. Two companies of the "Stonewall brigade" had successfully tapped the canal and drained it sufficiently to stop traffic. The waterway was one of the two principal routes of travel from Washington to the West in those days.

Willard applied for a position with the Chesapeake and Ohio Canal Company in 1862, and save for six month's work at firing a railroad train in New York State, in 1870, has been employed on the canal since that date.

Followed Mules as a Boy.

Sam Meddaugh used to "boat" on the Erie Canal in 1850. Well-known as one of the biggest of the Empire State builders, standing over six feet and three inches, he was in every respect the "big uncle" of Marlin Willard. When the youngster was large enough to trudge behind canal mules, he followed his calling, as he puts it, of plying a black snake whip and yelling at the mules. The youngster started in 1859, a lad of sixteen, then six feet tall.

"I got tired of driving mules," said Willard, "and asked Uncle Sam Meddaugh to let me take the stick. The steersman laughed at me and so did Uncle Sam, but I got my chance. The mules went along all right, but I hadn't gone the length of the boat before I jammed her into the bank. Uncle Sam pushed off with a long pole. I tried again and fetched into the bank again. I did it a third time, but Uncle Sam said nothing. I steered straight ever after and from that time, 1858, I knew boating was my calling, and I have been a canal man now for fifty-five years."

It was in 1861 that young Willard - he is still young and as active and agile a youngster as could be found - went into the Verdan Sharpshooters. Ordered here with the regiment in the defense of Washington, Willard spent three months in the service just where the Soldiers' Home now stands. Mustered out, he applied for a position, and was made assistant at Lock No. 5, where he is now.

"It was right ticklish business here in those days of '62," said Willard. "They gave me a job under John H. Bussey. We worked six-hour tricks, letting the canal boats through, and many a time have I heard bullets singing over my head.

Target For Pot Shots.

"You see, the soldier had a practice range just across the river from this lock, and once in a while they would take a pot-shot at me or old man Bussey, just for the fun of it. Traffic on the canal was heavy in those days. They didn't think anything of putting through a hundred boats a day. Down from Cumberland in the morning and back at night was the way they made things hum.

"I worked right here with John Bussey for nearly ten years. Then I thought I'd give up my job, and go back home to Elmira. I was born there in November, 1842, and I wanted to get back, so in June,

1870, I went up and got a job firing on the Northern Central.

"It was the last of December, 1870, that I asked for a pass back to Washington. The call of the old canal was too strong. They gave me a ten-day pass. I've got it yet. I never went back, not until January, when I took my leave. I had the call of the canal. Something told me I must come back here, and I've been here ever since.

"I went back to my old job with John Bussey and then Abe Fosset was appointed lock keeper. I broke him in. L. D. Moore came after that and I was assistant lock keeper."

Canal Romance Wins Wife.

At that time a real canal romance was started. Mary Ellen Frazier was with Mrs. Moore and young Marlin married her in 1875 and was given a lock of his own, the first of the upper seven locks, just four miles above his present station.

Marlin Willard stayed at the upper [sic lower] of the seven locks for seventeen years and then was ordered back to his present position. In all his fifty-two years of service he has been the length of the 184 miles of the Chesapeake and Ohio canal just three times and that was in the same year, 1873, when he "knocked off" as assistant lock tender to join the crew of the Seneca, captained by Jim Hill and John Metcalf.

Recollections of war times are vividly told by Willard, who recounted the searches made by 7 Government detectives of all canal boats for contraband articles and spies. His trips through the lines into Maryland form thrilling narratives. He has educated himself, is an inveterate reader, and is particularly well informed on current events.

Willard is a voter of Montgomery County, Md., as he lives just 100 yards across the District line. He is a great admirer of Theodore Roosevelt, having cast his vote for the colonel. It is perhaps

because Willard is the father of nine children, six of whom are living, that he is helped in his admiration of Colonel Roosevelt, although the veteran lock keeper declares he is one of ten children and the smallest at that.

Family of Six-footers.

"I had eight brothers and one sister," said Willard. "All of my brothers were well over six feet. Six feet two was the average, although Whitcomb was 6 feet 6 inches. I am seventy-one years young, like Mark Twain. I have never been sick, because I don't overeat and I've never had malaria.

"The chief difficulty with people these days is that they eat too much. You hear doctors tell you about mosquito bites giving malaria. I don't believe anyone could get malaria who would pay attention to what he eats.

"As I tell you, I'm seventy-one years young, and I can swing a gate back just as well as I could when I started in here fifty-two years ago. I had a vacation last winter; wanted to go home to Elmira, and applied for a vacation, and got two months. It was the first time I had had a vacation in fifty-two years."

Marlin Willard has been stationed at the No. 5 lock for the past twenty years. He will celebrate his seventy-second birthday on November 24, and will have started his fifty-third year on the Chesapeake and Ohio Canal. Previous to this, three years work on the Erie canal brings him the distinction of having been a canal man for nearly fifty-six years.

The Johnstown flood is well remembered by Willard, who was driven from his home, just above the lock, upon the hill. He has let from twenty-five to a hundred boats through the lock every day since 1862, with the exception of a short time during which he fired a railroad train in New York, and the short period in which he was on a canal boat.

Still Spry at Seventy-one.

Active, energetic, alert, and combining it all with an amiability of disposition that has made him thousand of friends, he is looking forward all the while with the eagerness of youth.

"Looks like a moving picture camera," said Willard as Carl Thoner prepared to get him in a good light. "You want some action? How's this?" The seventy-one-year-old youth had grasped the iron handles of the sluices in the gate and swung himself out, did the dip, dangling his length until his feet almost touched the water, and then raised himself back to the lock gate.

WP, Wed. 5/27/14, p. 14. AFTER LAND FOR PARK. - McAdoo Asks Congress to Help Acquire Rock Creek Strip.

To overcome difficulties encountered by the Rock Creek valley parkway commission in acquiring for park purposes, a strip of land connecting Potomac park with the Zoological park and Rock Creek park, Secretary of the Treasury McAdoo, chairman of the commission, yesterday asked Congress to enact supplemental legislation which would permit the commission "to exclude lands not needed and to include lands needed" in the execution of the plan.

Canal Owners Confident.

It was pointed out by Secretary McAdoo, among other things, that the mouth of the Chesapeake and Ohio Canal, the condemnation of which is called for in the original act, is operated as a public utility under contractual relations with the Federal government, and that the owners maintain that condemnation proceedings against them would be ineffective.

Could Get Other Outlet.

"It is believed," says the Secretary, "that the canal company would not object to agreeing to some new location for its canal

outlet within the taking lines, which would be equally useful to it and would not materially interfere with the proposed parkway. Such an agreement probably could be made for a fraction of the cost of condemnation along the lines required by the act."

In a similar way, the Secretary said, the portion of the Washington Gas Light Company which is involved, if obtained by condemnation, would cost an excessive sum, owing to the existence of a large number of mains under the surface and the fact that the company is in possession of valuable water front rights.

ES, Thu. 5/28/14, p. 22. Will Carry Coal from Georgetown to New England. –

Schooner barge No. 18 of the Consolidation Coal Company fleet, which arrived here Monday to load coal at Georgetown for a New England point, probably will complete taking aboard about 1,800 tons of the fuel this afternoon or tomorrow, and in tow will leave here for the mouth of the river to join a tow of coal barges moving from Baltimore to New England points. Barge No. 7 is the next one scheduled to load here. She is on her way down the coast in tow of one of the big tugs of the Consolidation Coal Company fleet, and is expected to arrive at this city tomorrow afternoon or Saturday morning. The work of loading her will be started as soon as she arrives, and early in the coming week she will be ready to start for Boston or Portland.

ES, Fri. 5/29/14, p. 19. ALONG THE RIVER FRONT – Tugs and Tows.

Tug Capt. Toby arrived with light boats No. 68 and No. 90 from Indian Head powder plant for Chesapeake and Ohio canal points; tug Carter delivered pile-driver at Riverdale, Md., and left with loaded coal barge for Point Lookout.

ES, Sat. 5/30/14, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows**
Tug James O. Carter is due at this city, with light Consolidation Coal Company barge from the mouth of the river.

ES, Mon. 6/1/14, p. 14. **HOUSEBOAT FOR CANAL** – A new stern paddlewheel houseboat recently built for the Chesapeake and Ohio Canal Company, for service on the canal, is lying at the K street wharf having buckets put on her wheel and other work done to make her ready for service.

The new craft is the successor of the old steam launch Candoc, which for many years was used by the canal officials in inspection and other business trips on the canal and which became, it is said, too old for service. The engine was removed from the Candoc and placed in the new craft, where it was so rigged that it will operate the stern wheel. The new craft is a roomy one, about sixty feet long, and in addition to having room in which the canal officials can work, has sleeping accommodations for several persons. While the new craft will not be very speedy, she will be fast enough for the service in which she is to be used. It is probable that she will be ready for duty early in June.

ES, Wed. 6/3/14, p. 20. **ALONG THE RIVER FRONT – Arrivals** – Boats No. 12 and 82, in tow from Mattawoman creek, Md., at Georgetown for Chesapeake and Ohio canal points.

Tugs and Tows

Tug James O. Carter, at Georgetown with light canal boats from naval powder plant, Mattawoman creek, Md.

Memoranda.

Barge No. 6 has sailed from Boston for this city to load coal.

ES, Sat. 6/6/14, p. 11. **Memoranda.**
Consolidation Coal Company Barge No. 18, with coal from this city, has arrived at Gloucester, Mass.

ES, Sun. 6/7/14, p. 17. **Schooner Barge No. 6 Delayed by Storm Sweeping River**
Schooner Barge No. 6 of the Consolidation Coal Company, which is to load about 1,700 tons of Cumberland coal at Georgetown for New England, was delayed in arriving here by a heavy gale on the river that forced her to anchor for several hours to ride out the storm. She was due to arrive here Friday morning, but it was early Friday night before she reached here and was docked at Georgetown to load.

Barge No. 14 will be the next big vessel to load at the Georgetown coal piers. She is now on her way down the coast in tow of one of the big tugs of the Consolidation Coal Company fleet, and is expected to arrive off Point Lookout tomorrow. The tug James O. Carter will go to the mouth of the river to bring her to this city.

Barge No. 7, which arrived here Saturday last, in the middle of last week completed and was taken to Point Lookout, where she joined a tow moving from Baltimore to New England points.

No. 6, now loading, will be the seventh big barge to load coal at Georgetown for New England points since the opening of the coal shipping season at Georgetown about six weeks ago. A break in the canal and the stoppage of coal coming here prevented the loading of a larger number of boats.

Ibid, p. 18. **ALONG THE RIVER FRONT – Tugs and Tows.**

Tug James O. Carter, after docking light barge at Baltimore left for the mouth of the river after another Consolidation Coal Company barge to load coal at Georgetown;

tug Captain Toby left with two coal-laden boats from Georgetown for naval powder plant, Mattawoman creek, Md.

ES, Mon. 6/8/14, p. 8. **ALONG THE RIVER FRONT – Arrivals** – Consolidated Coal Company Barge No. 14, light, at Georgetown, from Boston to load coal for a New England point.

Tugs and Tows.

Tug James O. Carter arrived with light schooner barge from the mouth of the river; tug Capt. Toby arrived with light coal boats from Indian Head for Chesapeake and Ohio canal points.

WT, Tue. 6/9/14, p. 1. **CANAL PARTLY BLOCKED BY DEBRIS FROM STABLE FIRE - Five Horses and Two Mules Perished - Nine Engine Companies Summoned to Check Spread of Flames.**

The Chesapeake and Ohio canal is partially blocked, and the big warehouse and stable of J. E. Dyer & Co., in the back of the Dyer wholesale grocery establishment, 3330-3332 M street northwest, destroyed as a result of a spectacular three-alarm fire that attracted thousands of residents of Georgetown to the business section early this morning.

Tons of debris, including the entire south wall of the warehouse, went into the canal.

How serious a block to canal traffic this will prove has not yet been determined. Only rough sounding with a pole have been made, and it seems that there is passage for loaded boats if they hold close to the south shore.

Five horses and two mules were burned to death in the stable. Only four horses were rescued. When firemen reached the scene efforts to get out the remaining horses were impossible.

Worked Five Hours.

For five hours the firemen battled the blaze to keep it from spreading. The warehouse and stable were gone when the first companies reached the scene, and attention was turned to the nearby store and adjoining property.

The fire fighters succeeded in holding the blaze to the warehouse and stable building, but there was slight damage by water to the stock in the salesroom structure.

The origin of the blaze is a mystery. It started in the far southwestern corner of the big store and warehouse that extends from M street back to the canal. This is an isolated spot, where few persons pass at night.

George Johnson, colored stableman, was asleep in the building when the fire started. He got out four of his horses.

The blaze was a spectacular as that which destroyed the Western High School a few months ago, and for a time it looked as though the entire fire department would have to be called to hold it in check.

The Dyer plant is divided into two buildings, the store and salesroom, extending back from M street to an alley a hundred feet or more. The stable and warehouse extends from the alley to the canal. The two buildings are joined by an enclosed runway on the second story. The fire was checked at this runway.

The rear building was difficult of access for the firemen. It is built on a steep hillside and rises high above the canal. At many places the firemen could get at the blaze only by cutting holes through the solid walls.

Wall Fell into Canal.

About after the first alarm, the entire rear wall gave way with a smothered report, and tumbled outward into the canal. Fire officials say that was caused by the intense heat and the smoke. Roof and floors collapsed and after this wall went in and

great quantities of blazing foodstuffs went tumbling into the canal. Chief Wagner immediately took advantage of this big opening at the heart of the fire, and aimed several streams in from the canal.

There were no firemen working on the south wall when it went in. Engine companies were strung out along the east and west walls where holes had been cut in, but all the debris fell outward.

Johnson, the stableman, was the only person in the building after closing time yesterday, and he had been asleep for some time before the fire was discovered. It is believed by Mr. Dyer that the blaze was started by a bolt of lightning that either struck the rear of the building or that entered through the electric wiring forming an arc on the inside.

This theory is also credited by some of the fire officials. Johnson, Mr. Dyer declared, is a reliable man and has been in his employ for years.

The fire had tremendous headway when No. 5 engine company, the first out, reached the scene. Employees of the Georgetown Gas Light Company, told Chief Wagner the fire had been burning long before an alarm was turned in. They said they could see a fire up the canal, but could not place the building, and took it for granted it had been reported. The gas company plant is at Twenty-ninth street, five blocks away.

The first alarm was a local (a telephone call) from an unknown source to No. 5 engine company, in M street. This was at 2:38 a.m. This company responded, and as soon as Captain Kramer saw the blaze, he immediately had an alarm struck from box 79. This brought out, in addition, No. 1 and No. 23 engine companies, truck company No. 3, and Battalion Chief Henry. Chief Henry reached the scene at 2:43, and immediately turned in a second alarm, bringing out Chief Wagner, Deputy Chief

Sullivan, engine companies 9, 21, and 20; truck companies 2 and 12. Chief Wagner, reaching the scene at 3:10, turned in a third alarm, bringing engine companies 2, 7 and 16, and No. 9 truck.

Big Crowd There.

By that time the entire stable and warehouse building was a mass of flames. The noise brought out a tremendous crowd of spectators, and necessitated a call for police reserves.

Mr. Dyer estimates his loss at \$15,000, only partly covered by insurance. The police estimate is \$20,000 to building and contents. Acting Fire Marshal Seib has not yet completed a detailed examination. His first estimate is \$6,000 or \$7,000 to the building, \$1,000 to horses, mules, and harness, and approximately \$10,000 to stock.

The burned warehouse was filled with foodstuffs of every sort, and the contents, even canned and bottled goods, probably will be a total loss.

There was also a good stock of hay and straw in the stable.

The first engine companies gave attention to saving the store and salesroom building, and for nearly an hour it seemed they had a losing fight. The flames drove them back from the covered runway, and from the edge of the roof of the store building, but the blaze was finally checked at the "causeway" after all the extra companies got into play.

Had the fire gotten hold in the front building, the entire M street block would have been threatened. Because of the location of the building in mid-block, between Thirty-third and Thirty-fourth streets, and on the steep slope that goes down to the canal, it was difficult to get to the fire.

After the collapse of the rear wall, Chief Wagner commandeered a canal boat, and dropping it down stream opposite the

Dyer plant threw several hose lines across it, where the men could get to the heart of the blaze.

Potatoes, bottled and canned goods are scattered all about the fire scene, and much of the falling debris floated off on the canal. Thrifty citizens employed themselves in dip netting.

Though the fire was gotten under control about an hour after daybreak, the firemen say it probably will be nightfall before it is entirely extinguished.

ES, Tue. 6/9/14, p. 5. **Barge Loads Coal and Leaves** – Barge No. 6 of the Consolidation Coal Company fleet, the only big vessels coming regularly to this port, yesterday completed loading about 1,600 tons of Cumberland coal at the Georgetown piers, and last night, in tow of the tug James O. Carter, left for the mouth of the river to join a tow going from Baltimore to Boston.

ES, Thu. 6/11/14, p. 12. **ALONG THE RIVER FRONT – Departures.** – Barge No. 14, coal from Georgetown for a New England point.

Tugs and Tows.

Tug Capt. Toby arrived from Indian Head towing light coal coats for Chesapeake and Ohio canal points; tug James O. Carter left towing loaded coal barge from Georgetown to the mouth of the river and will return with a light barge.

ES, Wed. 6/17/14, p. 20. **Near-Accident Charged to Defect in Highway Bridge Draw** – Failure of the draw of the new Highway bridge to open properly as the tug James O. Carter was on her way up to Georgetown with a light Consolidation Coal Company barge in tow was yesterday nearly the cause of a collision between the bridge and the barge, which would have resulted disastrously for the vessel. The Carter, with

No. 18, which is to load 1,600 tons of Cumberland coal at the Georgetown piers, had blown for the draw to open, and the bridge had answered. The tug had passed through the draw of the railroad bridge and was half-way across the space between the two bridges when Capt. Davis of the Carter noticed that something was wrong with the highway structure.

A series of sharp whistles notified the crew of the barge to get anchor overboard quickly. This was done in time to keep the big vessel from striking the bridge, but there were not many feet to spare. The tug and her tow were held an hour and a half before the trouble with the draw was remedied.

As soon as No. 18 was docked at Georgetown, the work of pouring the coal into her hold was started, and it is probable she will be ready to leave here this afternoon or tomorrow morning.

ES, Sun. 6/21/14, p. 16. **Big Coal Barge Coming Here** – Barge No. 5, one of the big coal carriers belonging to the Consolidation Coal Company, will be the next vessel to come to this city to load coal from up the Chesapeake and Ohio canal. No. 5, in tow of one of the tugs of the Consolidation Coal Company, left Portland Wednesday and, after a stop at Boston, is now on her way down the coast and should be here in time to start loading tomorrow. Barge No. 18, which arrived here Wednesday morning, will today complete taking aboard 1,700 tons of Cumberland coal and, in tow of a Taylor tug, will leave here for the mouth of the river to join a tow going from Baltimore to New England. By the time the Carter reaches Point Lookout, No. 5 will be there ready to be brought to this city.

ES, Fri. 6/26/14, p. 10. **ALONG THE RIVER FRONT – Arrivals** – Canal barge

Morning Light, at 14th street wharf from Seneca, Md., with railroad ties.

Tugs and Tows.

Tug James O. Carter returned from the mouth of the river, where she delivered coal-laden barge from this city enroute to Boston; tug Edith G. Winship arrived at Georgetown with light coal boats for Cumberland, Md., via the Chesapeake and Ohio canal.

ES, Sat. 6/27/14, p. 10. **ALONG THE RIVER FRONT – Arrivals** Schooner Barge No. 12, light, from Boston, at Georgetown to load coal for a New England Point.

Departures.

Boat Morning Light, from 14th street for a Chesapeake and Ohio canal point to load railroad ties.

Tugs and Tows.

Tug James O. Carter arrived, towing light Consolidation Coal Company barge to load coal for New England point.

ES, Sat. 6/27/14, p. 10. **ALONG THE RIVER FRONT – Tugs and Tows.**

Tug James O. Carter arrived, towing light Consolidation Coal Company barge to load coal for New England point.

ES, Mon. 6/29/14, p. 17. **Tugs and Tows.**

Tug James O. Carter arrived towing Consolidation Coal Company barge from Boston to load coal at Georgetown; tug Winship left Georgetown with coal boats for river points.

ES, Tue. 6/30/14, p. 15. **Vessel Now is Loading Coal at Georgetown Docks.**

Schooner barge No. 9, the next big vessel of the Consolidation Coal Company fleet to load here, was taken to Georgetown yesterday and docked and the work of

dumping coal in her hold was started. Capt. Henry Davis, master of the tug Carter, that brought No. 9 to Georgetown, reports having run into several heavy squalls on his way up the river and at times it was all the tug could do to keep the barge from going ashore.

Barge No. 12, which was brought here in the latter part of last week, yesterday completed the taking aboard of about 1,600 tons of Cumberland coal and in tow of the Carter, left for Point Lookout to join a tow going from Baltimore to New England points. By the time the barge now loading is ready to leave, a light barge will be at the mouth of the river to come here for a cargo of coal.

ES, Fri. 7/3/14, p. 5. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter left with coal-laden barge from Georgetown for the mouth of the river enroute to Boston, and will return with light barge to load coal at Georgetown; tug Winship arrived with light coal boats enroute by Chesapeake and Ohio canal to Cumberland, Md.

Memoranda

Barge No. 23, light, from Boston for this city, is at Point Lookout waiting tug to bring her to this city.

ES, Tue. 7/7/14, p. 18. **Personal to Rivermen.** – Capt. George Davis of Alexandria has been appointed mate of the Consolidation Coal Company tug Edith Goddard Winship and has entered upon the discharge of his duties.

Ibid, p. 19. **ALONG THE RIVER FRONT – Arrivals** – Canal boat No. 70, at 10th street wharf with railroad ties from Seneca, Md., for L. A. Clarke & Son.

Memoranda.

Consolidated Coal Company's Barge No. 18, with coal from Georgetown, has arrived at Portsmouth, N. H.

ES, Wed. 7/8/14, p. 20. **ALONG THE RIVER FRONT – Departures** – Canal boat Ruth, from 10th street wharf to Georgetown enroute for Seneca, Md., to load railroad ties.

Tugs and Tows.

Tug James O. Carver arrived towing hull of new tugboat from Solomon's Island, Md., tug Winship arrived at Georgetown with coal-carrying boats in tow for Chesapeake and Ohio canal points.

ES, Sun. 7/12/14, p. 10. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown with fertilizer-laden boat enroute up Chesapeake and Ohio canal.

Ibid, p. 23. **STERN-WHEEL HOUSEBOAT** – The stern paddlewheels to be placed on the new houseboat belonging to the Chesapeake and Ohio Canal Company have been completed at the works of A. G. Frostberg, at the foot of K street southwest. Early in the coming week, they will be put in position and connected with the engine.

Within the next week, the vessel will be ready for service and will go to Georgetown, which will be her headquarters. The new craft takes the place of the power launch Candoc, and will be used as an inspection boat by canal officials.

The stern paddle wheels are to be used as they do not cause much swell and reduce the wash on the canal banks to a minimum. The new craft has sleeping and office room for a force of several persons and is fitted out in the most comfortable style. She will make a speed of six or seven miles an hour.

ES, Tue. 7/14/14, p. 21. **Schooner Barge Leaves Under Tow, Another on Way Here.** – Schooner barge No. 23 of the Consolidation Coal Company's fleet of coal carriers, which arrived here July 3 and which completed loading coal at Georgetown several days ago, left here yesterday in tow for Point Lookout, where she will join a tow going from Baltimore to Boston and other New England ports. Orders sending No. 23 away did not reach here until noon yesterday, and a half hour afterward the tug had her in tow and was on its way out of Georgetown.

Barge No. 19, the next Consolidation Coal Company coal carrier to load here, will arrive some time tomorrow. No. 19 passed in the capes of the Chesapeake yesterday, and the tug that is taking No.23 to Point Lookout will pick up No. 19 and bring her up the Potomac. No. 19 will load about 1,800 tons of Cumberland coal.

WH, Tue. 7/14/14, p. 3. **PHI MU SIGMA TO CAMP** – Ten chapters of the Phi Mu Sigma Fraternity of this city will open the annual summer camp next Monday. It will be located near the first lock of the Chesapeake and Ohio Canal just over the District line. The camp will remain open until August 1.

ES, Mon. 7/20/14, p. 14. **ALONG THE RIVER FRONT – Departures** – Boat No. 71, from 11th street wharf, for Georgetown, enroute up Chesapeake and Ohio canal to load railroad ties to return.

Tugs and Tows

Tug Edith Goddard Winship left Georgetown with two coal-laden canal boats for down-river points.

ES, Tue. 7/21/14, p. 14. **ALONG THE RIVER FRONT – Arrivals** – Consolidation Coal Company schooner-

barge, at Georgetown from Boston to load coal.

Tugs and Tows.

Tug James O. Carter has delivered coal-laden barge from Georgetown at Point Lookout and returned with light barge to load coal for a New England point; tug Capt. Toby delivered light canal boat and canal company power houseboat at Georgetown; tug Winship arrived at Georgetown, towing light coal boats from Indian Head.

Ibid, p. 19. **CRAFT TO GO UP CANAL** – Repairs to the stern paddlewheel gear of the power houseboat belonging to the Chesapeake and Ohio Canal Company, which has been lying at the K street wharf for several months, were completed yesterday and the vessel was taken around to the entrance to the canal at Georgetown to be made ready for a trip up that waterway. The craft is a new one and is used by the paymaster of the canal company on his trips up the canal and also by other officials of the company for inspection trips along the waterway. The new craft is the successor of the power launch Candoc, which was placed out of commission several months ago, her engine having been placed in the new boat. The canal company boat is the only stern paddlewheel gasoline powered craft in service in the vicinity of this city.

Ibid, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.**

Tug Capt. Toby left Georgetown with light canal boat for Alexandria after fertilizer cargo.

News, Thu. 7/23/14, p. 4. **Canal Boatman Has Smallpox.** - Andrew Jenkins, a boatman on the Chesapeake and Ohio Canal, is ill with smallpox on his boat, two miles south of Hancock. The boat has been quarantined under the direction of Dr. D. A.

Witkins, health officer. The case is reported to be serious.

ES, Wed. 7/29/14, p. 17. **ALONG THE RIVER FRONT – Arrivals** – Schooner barge Consolidation Coal Company, No. 6, light, from Boston, at Georgetown to load coal for a New England point.

Tugs and Tows

Tug Carter arrived from Point Lookout with Consolidation Coal Company Barge No. 6, in tow, to load coal at Georgetown; tug Winship arrived at Georgetown with light coal boats in tow.

BARGES LOADING COAL

Consolidation Coal Company Barge No. 20, which will next come to this port after a load of Cumberland coal to be taken to New England, is on her way down the coast, having left Portsmouth, N. H., in tow of one of the big C. C. tugs Sunday last. If favorable weather prevails, No. 20 should pass in the capes of the Chesapeake tomorrow or early Friday, and will be ere in time to start loading Monday.

Barge No. 6, which left Boston last week, arrived here yesterday morning in tow of the tug James O. Carter and was at once docked under the chutes at Georgetown to start loading. It is probable she will complete her cargo by the latter part of the week, and, in company with Barge No. 18, which completed loading several days ago, but has been lying here waiting orders, will leave for the mouth of the river to join a tow moving from Baltimore to points in New England.

ES, Thu. 7/30/14, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** Tug James O. Carter left Georgetown towing Barge No. 18, coal laden, for a New England port, via Point Lookout; tug

Winship left Georgetown with light [*sic* laden] coal boats for river points.

WP, Sun. 8/2/14, p. 3. **C. AND O. CANAL BREAKS - Section Forty Feet Long Washes Out Near Dam No. 5.**

Hagerstown, Md., Aug. 1 - A bad break in the Chesapeake and Ohio canal occurred last night a half mile from dam No. 5. The break is about 40 feet long and 10 feet below the bottom of the canal. Navigation on that level of the canal has been suspended.

About one week will be required to make repairs.

ES, Sun. 8/2/14, p. 4. **COAL BARGES ARE BUSY** – Movements of coal-laden vessels out of Georgetown were quite brisk in the past week and are expected to be brisk from now on, as the demand for coal in New England is reported on the increase.

Schooner barge No. 18, one of the big coal carriers of the Consolidation Coal Company, which arrived here in the middle of July, but which was held up after loading, left here Thursday in tow of the tug Carter, which had arrived the day before with barge No. 6, which was placed under the chutes. Friday, the Carter returned from Point Lookout towing barge No. 20, and fund No. 6 loaded, and with her in tow went down the river Friday afternoon.

Word was received here yesterday morning that barge No. 23 had sailed from Portsmouth, N. H., July 30 for this city. It is expected that barge No. 20 will be loaded and ready to leave tomorrow, and by the time the tug reaches Point Lookout with er, No. 23 will be there ready to be brought to this city. The latter part of next week another barge will leave Boston for this city to be loaded.

ES, Wed. 8/5/14, p. 19. **COAL RECEIPTS LIGHT** – In consequence of a big break in the Chesapeake and Ohio canal,

receipts of coal at this city have been light for several days past, and schooner barge No. 20, which arrived here last Friday is lying at the Georgetown piers half loaded, and it may be the early part of the coming week before she is ready to leave. It was expected that she would be at Point Lookout by this time on her way to Boston.

Barge No. 23, which sailed from Portsmouth, N. H., for this city to load coal for a New England port, will be stopped by telegraph at the capes of the Chesapeake, and will be taken to Baltimore to load. Some few boats laden with coal, which were between Georgetown and the point where the break occurred, have arrived here, but the coal they are bringing is being kept, it is stated, for local orders.

WP, Fri. 8/7/14, p. 5. **New Break in the Canal**, Hagerstown, Md., Aug. 6. - Within a few hours after the break in the towpath of the Chesapeake and Ohio Canal, near dam No. 5, above Williamsport, had been filled and water turned into the canal, the fill gave way again last evening.

The break is more serious than the first, and will cause another week's interruption to navigation.

ES, Mon. 8/10/14, p. 14. **BREAK CAUSES DELAY** – According to report, difficulty is being had in closing the recent break in the Chesapeake and Ohio canal, located at a point over 100 miles from this city. The break occurred about ten days ago, and the work of repairing it was at once started. The broken banks were restored and water was being let into the waterway when the new bank gave away, ant the work had to be done over. It is stated that the repairs are again about finished, and it is expected that coal-laden boats will begin to arrive here in the later part of this week.

This is the second serious break that has occurred in the canal this season, the

former one, caused by the giving away of a culvert under the bed of the canal, tying up navigation for about ten days. Two big barges are lying at Georgetown to load coal as soon as the fuel begins to arrive at the Georgetown end of the waterway.

ES, Tue. 8/18/14, p. 18. **ALONG THE RIVER FRONT – Departures.** – Tug Edith G. Winship, with two Cumberland coal boats for the Indian Head proving grounds.

ES, Wed. 8/19/14, p. 16. **ALONG THE RIVER FRONT – Arrivals** – Tug Winship, with two light Cumberland boats from Indian Head to Georgetown canal locks on way back to Cumberland.

ES, Sun, 8/30/14, p. 27. **ALONG THE RIVER FRONT – Tugs and Tows.** Tug Edith G. Winship arrived at Georgetown with light coal boats from Indian Head for canal point.

Memoranda

Consolidation Coal Company Barge No. 28, at Georgetown, will complete loading tomorrow for a New England point.

ES, Wed. 8/26/14, p. 17. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with light coal boats from Indian Head, Md., for Chesapeake and Ohio canal point.

ES, Tue. 9/1/14, p. 14. **COAL BARGE BEGINS TRIP** – Schooner barge No. 23, of the fleet of coal carriers belonging to the Consolidation Coal Company, yesterday completed her cargo of about 1,600 tons of Cumberland coal at Georgetown and, in tow of the tug James O. Carter, left here for the mouth of the river, where she will join a tow going from Baltimore to Boston and other down-east ports. No. 23 has been lying at

this city for the past three weeks, but in consequence of a break in the canal, which occurred about the time she arrived here, and the fact that coal is coming down the canal but slowly, she has had a slow time in completing her cargo, particularly as it is usual to load a big barge at Georgetown in forty-eight hours. It is probable that other barges will be sent here later to load coal for New England, but there is none now on the way, it is stated, and it is not known when one will be ordered here. No. 23 will arrive at Point Lookout this afternoon and will at once be taken in tow by one of the big tugs of the C. C. Co. fleet, coming down from Baltimore.

ES, Fri. 9/4/14, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** Tug James O. Carter arrived towing hull of small tugboat from Solomons Island, Md.; tug Edith G. Winship arrived at Georgetown with light coal boats for a Chesapeake and Ohio canal point.

ES, Sun. 9/6/14, p. 7. **Personal to Rivermen** – Lewis Carter, for a number of years chief engineer of the Consolidation Coal Company tug Edith Goddard Winship, has resigned and Frank Passano has been appointed to fill the vacancy.

Ibid, p. 16. **ALONG THE RIVER FRONT – Tugs and Tows** – Tug Winship arrived at Georgetown with light canal boats bound to Chesapeake and Ohio canal points.

ES, Sun. 9/13/14, p. 29. **LUMBER FOR REPAIR WORK** – Lumber with which to repair and build canal boats at Cumberland, Md., and heavy timber with which to repair the locks along the Chesapeake and Ohio canal are being loaded on canal boats at Alexandria for transportation up the waterway to the points where needed. Last week four boats laden with the material

were started to Cumberland, and this week several other boats with material aboard will be sent away from Alexandria. It is stated in all, several hundred thousand feet of construction material will be shipped to points along the waterway, consigned to the Chesapeake and Ohio Canal Company and the Canal Towage Company, which owns and operates the coal-carrying boats.

Repair work to the locks cannot be started until the water is drawn off for the winter, and it is understood the canal will be kept open for navigation for about a month longer. It is also understood the last shipment this season of coal from Georgetown to New England points has been made, although last season the last coal-laden barge did not leave Georgetown until after the middle of November.

ES, Mon. 9/14/14, p. 9. Mr. Ralph R. Rich and Mr. Paul W. Vestal of this city are at Skyland, Va. They spent the past week on a canoe trip from Cumberland, Md., via the Potomac river and Chesapeake and Ohio canal as far as Shepherdstown, W. Va., where the boat was docked while the navigators are spending a few days in the mountains. Mr. Vestal will spend today at the Luray caves, and after returning to Shepherdstown, will continue the canoe trip home to this city.

ES, Wed. 9/16/14, p. 14. **ALONG THE RIVER FRONT – Tugs and Tows** – Tug Capt. Toby left Georgetown with canal boat for Alexandria and returned with a loaded boat for a Chesapeake and Ohio canal point.

ES, Thu. 9/17/14, p. 25. **ALONG THE RIVER FRONT – Tugs and Tows** – Tug Capt. Toby arrived with canal boats for Chesapeake and Ohio canal points.

News, Sat. 9/19/14, p. 4. **Drought Hits Washington County.** Resulting from the

drought the Potomac river has become so low that it cannot supply sufficient water to keep the Chesapeake and Ohio Canal full. Many county wells in Washington county have gone dry and the creeks are very low. All late vegetables are suffering. The supply in the mountain reservoirs, which furnish water to Hagerstown, is dwindling every day. It has been necessary to pump into the city mains water from Antietam creek.

ES, Sat. 9/19/14, p. 23. The country life fever has struck Private F. W. Burke of the seventh precinct, after having heard the tales of a number of his fellow policemen who own farms in Maryland, and he left this week for a trip up the Chesapeake and Ohio canal for the purpose of looking over some farms. He is making the trip on a canal boat.

WT, Mon. 9/21/14, p. 7. **C. & O. Canal Traffic Hampered by Low Water.** Hagerstown, Md., Sept. 21. - The Potomac river and its tributaries in this section, the Antietam and Conococheague creeks, are lower at this time than in many years. Navigation on the Chesapeake and Ohio Canal is crippled. Boats are only carrying light cargoes of coal from Cumberland down the canal.

WH, Mon. 9/21/14, p. 2. **LOW WATER HAMPERS C. & O. CANAL TRAFFIC.** Hagerstown, Md., Sept. 20 - The Potomac River and its tributaries in this section, the Antietam and Conococheague Creeks, are lower at this time than in many years. In many places the smaller streams are almost dried up, while many of the smaller feeders contain no water.

Owing to the low stage of water in the Potomac River, navigation on the Chesapeake and Ohio Canal is crippled, as there is not sufficient water in the river to feed the levels of the canal and keep them

full. Boats are only carrying light cargoes of coal from Cumberland down the canal.

ES, Tue. 9/22/14, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows.**

Tug Edith G. Winship left Georgetown with coal-laden boats for Indian Head, Md.

ES, Fri. 9/25/14, p. 23. **ALONG THE RIVER FRONT – Arrivals** – Canal boat Harvey, at Alexandria to load fertilizer for Sharpsburg, Md.

Tugs and Tows.

Tug Capt. Toby left with lighter laden with lumber for Alexandria and returned with a fertilizer-laden boat for a canal point.

ES, Sun. 9/27/14, p. 16. **ALONG THE RIVER FRONT – Arrivals.** – Canal boat, No. 70, from Seneca, Md., at 19th street wharf, with railroad ties for L. A. Clarke & Son.

Departures.

Boat No. 70, light, for Alexandria to load fertilizer for a C. & O. canal point.

Tugs and Tows.

Tug Capt. Toby arrived towing canal boat and left with light canal boat for Alexandria, to return with lumber-laden schooner; tug Winship arrived at Georgetown with light canal boats.

ES, Mon. 9/28/14, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows** – Tug Capt. Toby arrived at Georgetown with fertilizer laden boats from Alexandria for Chesapeake and Ohio canal points.

Sun, Tue. 10/6/14, p. 10. **FINED FOR USING TOWPATH** – Hagerstown, Md., Oct. 5. – Clarence A. Gaylor, a business man of Williamsport, was given a trial before Justice Daniel W. Doub on the charge

of trespassing on the towpath of the Chesapeake and Ohio Canal, the canal company having instituted suit against him for \$5 damages. Justice Doub gave judgement against Mr. Gaylor for the amount sued for, with costs of litigation.

Mr. Gaylor owns a piece of land adjoining the canal, near Williamsport, and he used the towpath to gain access to his property. The object of the canal company in suing Mr. Gaylor, it is said, was to establish the rights of the company to the exclusive use of the towpath. Had Mr. Gaylor been permitted to use the towpath for a certain number of years the company claimed, without protest, he would have established the right to use the towpath.

ES, Wed. 10/7/14, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.**

Tug Edith G. Winship arrived at Georgetown towing light coal boats from the Indian Head naval powder plant.

WT, Thu. 10/8/14, p. 7. **ROCKVILLE.**

Funeral services for Mrs. Cora Quackenbush, thirty-six, wife of Augustus Quackenbush, formerly of Washington, who was drowned early Tuesday morning in the Chesapeake and Ohio canal at Sipes' Lock, three miles above the Great Falls, was held yesterday afternoon at the Southern Methodist Church at Potomac, The Rev. Mr. Sapp officiating.

ES, Thu. 10/8/14, p. 5. **ALONG THE RIVER FRONT – Tugs and Tows.**

Tug James O. Carter delivered tie-carrying canal boat at Georgetown and left seeking a tow.

WH, Thu. 10/8/14, p. 10. **WASHINGTON WOMAN DROWNS. - Mrs. Cora Quackenbush Falls into Canal Above Great Falls.** - Rockville, Md., Oct. 7. - Mrs. Cora Quackenbush, thirty-six years old, wife

of Augustus Quackenbush, of Washington, was drowned in the Chesapeake and Ohio Canal at Sipes' Lock, three miles above Great Falls, shortly after 12 o'clock Monday night.

Mrs. Quackenbush had been visiting at the home of Levi Hill, near Cropley. She attended a dance at Sipes' Lock, and when the festivity broke up, she and Albert Brooks, of Cropley, started to cross the canal by means of a swinging bridge. It is supposed that the bridge was not fastened at one side, for just as the couple stepped upon it, it gave way and both were plunged into the lock. Brooks swam to safety, but Mrs. Quackenbush, who was unable to swim, sank. Her body was recovered soon afterward.

ES, Tue. 10/13/14, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter delivered wood-laden boat at Georgetown; tug Winship arrived at Georgetown with light coal boats for Chesapeake and Ohio canal points.

ES, Fri. 10/16/14, p. 12. **ALONG THE RIVER FRONT – Tugs and Tows.** Tug Edith G. Winship left Georgetown with coal-laden boats for naval powder plant at Indian Head, Md.

WP, Sun. 10/18/14, p. 22. John Canty inspector in the sewer department is recovering from an accident experienced last week while riding a motorcycle. He was crossing the canal at Thirty-first and K street northwest, when he ran into a towline of a canal boat. He was severely cut about the face and hands, and his machine was badly damaged.

ES, Sun. 10/18/14, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.**

Tug Edith G. Winship arrived at Georgetown with light coal boats from down river.

ES, Tue. 10/20/14, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.**

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

WP, Sun. 10/25/14, p. 10. **NEW CLUB IS OPENED - Work of Converting Old Lock Tavern Inn Completed** - Repairs and renovating have been completed on the Lock Tavern Clubhouse, formerly Lock Tavern Inn, at Great Falls, Md. This new club, which is composed of leading society men and women of Washington, has recently been organized and incorporated in the District. A board of governors and committees have been appointed, and the new home is now open to its members.

Clubhouse 150 Years Ago.

The building is more than 150 years old, and was for many years used as an inn by the Chesapeake and Ohio Canal. It is at one of the locks on the canal opposite the Great Falls of the Potomac, and is the terminal of the National Conduit road.

It is located on a picturesque spot, and canoeing, fishing, swimming in the summer time, and skating on the canal in the winter are among the chief amusements. The new club was formed, not only to give Washington a country club possessing more than ordinary attractions, but the founders were also guided by a desire to preserve the quaint old house, which is linked with so many traditions.

List of Charter Members.

The membership of the club is limited to 200. Among the charter members are: Larz Anderson, Gen. James Allen, Lorenzo Bailey, Morgan H. Beach, Mrs. C. N. Bates, George F. Becker, J. Forbes Beale, Dr. Charles Bispham, Count von Bernstorff,

Lathrop Brown, Jerome N. Bonaparte, Gist Blair, Woodbury Blair, Frederick H. Brooke, John Barrett, Charles Page Bryan, Gen. James A. Buchanan, Barry Bulkley, Frank G. Carpenter, Miss Cameron, Murray A. Cobb, Gen. William Crozier, Robert D. Cummin, Allerton Cushman, George Bond Cochran, Joseph B. Daingerfield, Henry E. Davis, Commander R. C. Davenport, Maj. J. J. Dickinson, G. Thomas Dunlop, George P. Eustis, James A. Emory, Thomas Ewing, Blaine Elkins, Franklin H. Ellis, Thomas T. Gaff, Senator J. H. Gallinger, Peter Gerry, Countess Gizgycka, Capt. J. H. Gibbons, Preston Gibson, Mellville Gillett, A. P. Gardner, Capt. Newton Gulick, Randall H. Hagner, C. S. Hamlin, Chauncey Hackett, Richard A. Harlow, J. Boardman Harriman, George H. Howard, Mrs. Mary B. Hazelton, John B. Henderson, jr., William B. Hibbs, F. D. Head, J. William Henry, Charles E. Howe, Walter Bruce Howe, Walter S. Hutchins, Frederick B. Hyde, Miss Gladys Ingalls, Dr. Ralph Jenkins, Dr. H. L. E. Johnson, Miss M. O. Layton, Arthur Lees, Dr. Francis B. Loring, Senator H. F. Lippitt, Maj. Theodore H. Low, Samuel Maddox, Frederick G. McKenney, Judge Charles E. Magoon, Prof. Charles E. Munroe, the Rev. Dr. Mackey-Smith, William C. Marrow, Bassell Miles, Edward Mitchell, Dr. E. E. Morse, Fr. William Gerry Morgan, Dr. Ralph McDowell, Mrs. Charles W. McFee, Admiral John McGowan, Judge J. K. Norton, Logan Walter Page, Mrs. Robert Patterson, Andrew J. Peters, R. B. Roosevelt, Charles S. Robb, A. F. Richardson, Col. S. T. H. Slocum, the Rev. Roland Cotton Smith, Frank W. Stone, Col. Robert M. Thompson, Mrs. Mary Scott Townsend, Lawrence Townsend, Edward W. Townsend, Walter R. Tuckerman, W. E. Tuttle, G. Oakley Totten, R. C. Wescott, Maj. Herbert S. Whipple, Ernest Wilkins, Robert C. Wilkins, Mrs. Charles B. Wood, and R. Wickliffe Wooley.

ES, Sat. 10/31/14, p. 9. **ALONG THE RIVER FRONT – Departures.** – Boat Ruth W., from the Eastern branch to Georgetown enroute to a Chesapeake and Ohio canal point.

Tugs and Tows.

Tug Winship arrived at Georgetown with light canal boats from down river.

ES, Sun. 11/1/14, p. 32. **TRAFFIC INTERRUPTED** – A break in the Chesapeake and Ohio canal at Oldtown, about 150 miles from this city, occurred Friday night, and yesterday the canal company was hurrying men to the scene of the accident in order to have repairs made as quickly as possible. Exactly how serious the break has been, is not known as yet at the Georgetown office of the company, but it is probable the waterway will be tied up for a week or longer.

There are in the canal about twenty-five loaded boats this side of the break, and they can come on without interruption.

ES, Thu. 11/5/14, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with light canal boats bound to Chesapeake and Ohio canal points.

ES, Sun. 11/8/14, p. 31. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown with fertilizer-laden canal boats for Chesapeake and Ohio canal points.

Sun, Mon. 11/9/14, p. 5. **Harper's Ferry, W. Va.** – William Allen, 70 years old, who died in Sandy Hook, Md., Friday, was buried Sunday in the old Harper's Ferry Cemetery here. He was for many years a foreman on the Chesapeake and Ohio canal.

He served during the Civil War in the Confederate Army.

ES, Thu. 11/12/14, p. 23. **ALONG THE RIVER FRONT – Arrivals.** – Boat Ruth W., railroad ties from a Chesapeake and Ohio canal point, at 10th street wharf for dealers.

Departures.

Power boat Ruth W., light, for Georgetown enroute up the Chesapeake and Ohio canal.

Tugs and Tows.

Tug Winship arrived at Georgetown with light canal boats for Chesapeake and Ohio canal points.

ES, Sat. 11/14/14, p. 17. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with light coal boats for Chesapeake and Ohio canal points.

ES, Mon. 11/16/14, p. 15. **ALONG THE RIVER FRONT – Memoranda.** – Canal boat No. 9 is at 9th street wharf to load lumber for a canal point.

ES, Thu. 11/19/14, p. 19. **ALONG THE RIVER FRONT – Arrivals.** – Barge Ruth W., from Seneca, Md., via Chesapeake and Ohio canal, at 9th street wharf with railroad ties for Washington dealers.

ES, Fri. 11/20/14, p. 6. **ALONG THE RIVER FRONT – Departures.** – Barge Ruth W., light, from 9th street wharf enroute to Seneca, Md., via Chesapeake and Ohio canal.

Tugs and Tows.

Tug Capt. Toby arrived at Georgetown with light canal boats for canal points.

ES, Sat. 11/21/14, p. 3. **REPAIRS TO TUGBOATS** – For repairs to her boiler, the tug Edith Goddard Winship, belonging to the Consolidation Coal Company, and used in towing canal boats about the harbor and to points on the river, was yesterday out of service at Georgetown. While she was laid up, the tug James O. Carter and other boats of the Taylor fleet, attended to her duties.

The Taylor tug Capt. Toby was out of service yesterday to have her boiler supplied with the additional safety plugs now required under the regulations of the steamboat inspection service. The tug returned to duty this morning and will engage in general towing work on the river.

Ibid, p. 4. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown with coal boats from river points for up Chesapeake and Ohio canal.

ES, Sun. 11/22/14, p. 13. **ALONG THE RIVER FRONT – Arrivals.** – Boat Harvey at Alexandria, to load fertilizer for Chesapeake and Ohio canal points.

ES, Tue. 11/24/14, p. 12. **ALONG THE RIVER FRONT – Arrivals.** – Canal barge Ruth W., at 10th street wharf from Chesapeake and Ohio canal points for dealers.

Departures.

Thomas W. Harvey, from Alexandria for Georgetown, enroute to Chesapeake and Ohio canal points.

Tugs and Tows.

Tug Winship left Georgetown with coal boats for down-river points.

ES, Thu. 11/26/14, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown with

boats bound to Chesapeake and Ohio canal points.

ES, Sat. 11/28/14, p. 9. **ALONG THE RIVER FRONT – Tugs and Tows.**

Tug Edith G. Winship left with coal-laden boats for naval powder plant, Mattawoman creek, Md., and returned to Georgetown with light boats for canal points.

ES, Sun. 11/29/14, p. 19. **ALONG THE RIVER FRONT – Departures.** – Canal boat Ruth W., light, for Georgetown enroute to Seneca, Md., to load railroad ties for dealers here.

ES, Fri. 12/4/14, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.**

The James O. Carter arrived with a tow of oyster-laden craft from the lower river; tug Edith G. Winship, at Georgetown, with coal boats from Indian Head powder plant, bound for Cumberland, Md.

News, Fri. 12/11/14, p. 8. **Navigation Suspended.** - Navigation on the Chesapeake and Ohio canal has been discontinued for the winter and will be resumed in April. The boats will go into winter quarters at Georgetown, Sharpsburg, Williamsport, Hancock and Cumberland. The season was a prosperous one.

ES, Sun. 12/13/14, p. 4. **C. & O. CANAL ABOUT TO CLOSE.** – Receipts of coal by the Chesapeake and Ohio canal from the region about Cumberland, Md., are over for the season. Drawing off of water in the canal for the winter will start tomorrow night.

For two weeks receipts of coal have been heavy at the Georgetown terminal. As fast as boats were unloaded, they were started back to points along the waterway to lay up. During the winter, the canal will be

thoroughly repaired and many locks rebuilt. Bank walls will be strengthened.

ES, Mon. 12/14/14, p. 2. **To Tax C. & O. Canal.** – Representative Johnson of Kentucky succeeded on Saturday in getting into the bill his amendment to tax the property of the Chesapeake and Ohio canal within the District of Columbia. He told the House the canal had not been taxed in ninety-one years, inasmuch as it had succeeded in getting from Congress a charter by which the property should not pay taxes.

The amendment to nullify this congressional charter was simple, stating merely that the property should make returns and pay taxes in the same manner as followed by others.

Mr. Johnson said the company owns real estate in the District worth \$150,000, and he also said the Baltimore and Ohio Railroad Company owns 5 percent of the stock.

ES, Tue. 12/15/14, p. 24. **C. & O. CANAL TO BE CLOSED.** – Navigation is over for the season on the Chesapeake and Ohio canal, connecting this city with the mining regions of Maryland in the vicinity of Cumberland, and the water is now being drawn off the levels at the upper end of the waterway. The railroad tie-carrying barge Ruth W., the last boat to start up the canal, was locked in late yesterday afternoon and a boat to go to Alexandria was locked out. These were the last boats to use the Georgetown locks, and as soon as the Ruth W. reaches Seneca, Md., the letting of the water out of the locks and levels at this end will be started.

According to report, the season has been a busy one on the canal and many thousand tons of coal were brought here from Cumberland mines. About 35,000 tons of coal was shipped in the big Consolidation

Coal Company barges from Georgetown to New England ports and large quantities were also sent to the naval proving grounds at Indian Head, Md., for use of the naval powder-making plant. The canal will lie idle until about the early part of March.

WP, Wed. 12/16/14, p. 9. The Chesapeake and Ohio Canal, connecting this city with the mine fields of Maryland in the vicinity of Cumberland, has suspended navigation for the season, and the water is being drawn. Navigation will be resumed next March.

WP, Sun. 12/20/14, p. 15. **SAW ADAMS BEGIN ON CANAL. - J. H. Jones, Witness of Many Historic District Events, is Dead.** - James Henry Jones, oldest member, save one, of the "Oldest Inhabitants" of the District died Friday afternoon in his ninety-eighth year at Seat Pleasant, Md., at the home of his daughter, Mrs. William Lacey. Mr. Jones has been an invalid for several years. Death was due to pneumonia.

Funeral services will be held tomorrow afternoon at 2 o'clock at the chapel in Congressional Cemetery, where the body will be buried. Harmony Lodge, No. 9, I. O. O. F., of which he was the oldest member, will direct the funeral. The Association of Oldest Inhabitants of this city will attend the services.

Mr. Jones was born at Middlebrook, Md., in 1818. Save for the years 1837 - 1842 when he was in Columbus, Ohio, he resided all his life in Washington. When 9 years old he went to Georgetown, where he received his grammar school education. Later he became a printer, which trade he followed through his life.

He was an eyewitness when President John Quincy Adams lifted the first spadeful of dirt that was to begin the Chesapeake and Ohio Canal. He saw the beginning of work on the Aqueduct Bridge

in Georgetown. He helped haul the cornerstone of the Washington monument to its resting place. He became a member of the Association of Oldest Inhabitants in 1855, when the organization was in its infancy. Mr. Jones is survived by his daughter, Mrs. William Lacey; twelve grandchildren, and two great-grandchildren.