

COMPILATION OF
CANAL TRADE ARTICLES FROM
BOSTON HERALD
a Boston, Ma. newspaper,
and
THE SUN
a Baltimore, Md., newspaper,
and
THE WASHINGTON TIMES,
THE EVENING STAR
and
THE WASHINGTON HERALD
three District of Columbia newspapers
1915

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FEBRUARY 2022

A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from, *Boston Herald*, a Boston, Ma. newspaper, *The Sun*, a Baltimore, Md. newspaper, *The Washington Times*, *The Evening Star* and *The Washington Herald*, three 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 *Boston Herald* are preceded by BH, those from *The Sun* are preceded by *Sun*, those from *The Washington Times* are preceded by WT, those from *The Evening Star* are preceded by ES, and those from *The Washington Herald* are preceded by WH.

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

Even though winter had closed down the C. & O. Canal, coal was still being shipped from Cumberland to Baltimore, via the B. & O. Railroad, thence to Georgetown. Coal was also arriving in Georgetown from the head of Chesapeake bay, which may have been hard coal from Philadelphia actually.

A lot of coal was being shipped from Baltimore to New England and other points and so I have included information on shipments therefrom; although the entries are a bit cryptic at times. Readers are reminded that every schooner barge load of coal amounting to 1,600 to 1,800 tons of Cumberland coal, whether shipped from Baltimore or Washington, D. C. I have not found records of coal departing Cumberland by canal boat or railroad and so I have focused on where did the coal arrive?

Coal was being shipped from Alexandria to coastal points. To give the reader some idea of the activity in the Georgetown and Baltimore waterfronts, I have included information on several tugs and their crew. In short, what is included in this report differs from the others.

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

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Transcribed February 2022
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Canal Trade 1915.

BH, Fri. 1/1/15, p. 16. Sailed from Boston, tug Cumberland, towing barges Nos. 10 (from Baltimore, for Portsmouth) and 19 (from Baltimore, for Portland).

ES, Sat. 1/2/15, p. 11. Hundreds of Washington anglers were disappointed when they learned that nothing had been done by the bureau of fisheries this season in the matter of saving the fish from the Chesapeake and Ohio canal.

In past years the canal was seined and from 300,000 to 500,000 fish saved. These fish were mostly bass, crappie and sunfish. They were taken from the canal and put overboard in the river, and, it is stated, the saving of so many fish was of immense benefit to the supply the following spring.

This season, it is stated, the freeze came so suddenly that ice formed on the canal before the water was drawn off. The result was that the fish commission did not get the fish from the deep holes in the canal.

"I suppose the people residing along the line of the canal are eating fish." remarked one of the veteran anglers.

BH, Sun. 1/3/15, p. 14. Arrived in Boston, Sat. Jan 2, tug Savage, Capt. Michalski, from Baltimore, towing barges Nos. 8 (for Lynn), 9 and 24.

ES, Mon. 1/4/15, p. 15. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tugs Southern and Bohemia are reported on their way to this city with a tow of coal-laden barges.

Sun, Wed. 1/6/15, p. 3. **COASTWISE COMPANY FORMED.** – **To Take Over Consolidation Coal's Fleet of Vessels.** – The Consolidation Coastwise Company of Massachusetts has been formed with a capital of \$650,000, practically all of which has been

taken by the Consolidation Coal Company, of this city. The company will take over the fleet of vessels of the Consolidation Coal Company and operate it in connection with the transportation business of the coal company.

The directors are: R. G. Gillespie, G. H. Sargeant and E. H. Cerner, of Boston; W. L. Andrews and C. H. Schanze, of Baltimore. The officers are: W. L. Andrews, president; R. C. Gillespie, vice-president; and C. H. Schanze, superintendent.

The coal company has transferred to the Massachusetts company the Charles F. Mayer, its ocean-going steamer; four ocean-going tugs and 18 steel and wood coal barges, all the present fleet of the Consolidation Coal Company.

It is said at the company's offices here that it had been found advisable to separate the transportation end from the coal mining and coal distributing end of the Consolidation's business. As its coastwise trade is very large to New England, Massachusetts was chosen as the home of the new company.

BH, Thu. 1/7/15, p. 10. Arrived in Boston, Wed. Jan 6, tug Cumberland, with Capt. McDuffie, from Portland, Me.

ES, Thu. 1/7/15, p. 22. **Personal Notes of Rivermen.** – Capt. Frank V. Kintz, master of the tug Capt. Toby, is temporarily aboard the tug M. Mitchell Davis, as mate, while Davis is employed in towing work on the river.

Capt. Frank Taylor is aboard the big tug Advance of the Taylor fleet, on her way from New York to the Chesapeake to take up general towing work.

Capt. Ollie Crowder, master of the tug Advance, is confined to his home, 321 11th street southwest, by illness.

ES, Fri. 1/8/15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** - Tug Dauntless arrived at Georgetown with three coal-laden barges in tow from Baltimore;

tug Advance has sailed from Baltimore, light, for this city; tug Southern is reported on her way to this city with coal-laden barges.

BH, Mon. 1/11/15, p. 5. Arrived in Boston, Sun. Jan. 10, SS Charles F. Mayer, with Capt. Machen, from Portsmouth, towing barge No. 10, for Baltimore.

Sun, Mon. 1/11/15, p. 12. Tug Savage, with Capt. Michalski, sailed for Baltimore with barges Nos. 6, 13 and 24, from Boston, 9th instant.

Sailed on Saturday, tug Cumberland, towing barges Nos. 14, 21 and 23, for Boston.

BH, Tue. 1/12/15, p. 10. Arrived at Boston, Mon. Jan. 11, tug Piedmont, with Capt. Hudgins, from Baltimore, towing barges Nos. 6 (for Portsmouth), 7 (for Portland) and 17.

ES, Fri. 1/15/15, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows.** - Tug Southern arrived at Georgetown with a coal-laden barge from Baltimore.

BH, Sun. 1/17/15, p. 17. Sailed from Boston, tug Piedmont, for Baltimore, towing barges Nos. 5, 12 and 20.

Sun, Mon. 1/18/15, p. 10. Tug Savage, with Capt. Michalski, cleared from Boston for Baltimore, with Consolidation Coastwise Company barges.

BH, Sat. 1/23/15, p. 8. Arrived in Boston, Fri. Jan. 22, tug Cumberland, with Capt. Svendsen, from Baltimore, towing barges Nos. 14, 21 and 25 (the latter for Portsmouth).

ES, Sat. 1/23/15, p. 18. **ALONG THE RIVER FRONT – Tugs and Tows.** - Tug Bohemia is reported due to this city with a tow of coal-laden barges from the head of Chesapeake bay.

BH, Mon. 1/25/15, p. 10. Sailed from Boston, tug Cumberland, towing barge No. 25 (from Baltimore, for Portsmouth).

BH, Wed. 1/27/15, p. 14. Arrived in Boston, Tue. Jan. 26, tug Cumberland, with Capt. Svendsen, from Portland, towing barge No. 6 for Baltimore.

ES, Wed. 1/27/15, p. 18. Barge Patapsco, at Alexandria with coal from Philadelphia; barge Warwick, at Georgetown with coal from Philadelphia, for William King.

ES, Fri. 1/29/15, p. 4. **Personal Notes of Rivermen.** – Capt. Thomas Selectman, master of the Consolidation Coal Company tug Edith G. Winship, has returned from a short visit to his home, at Occoquan, Va.

Capt. R. T. Foukes left here yesterday in command of the tug M. Mitchell Davis for towing work on Chesapeake bay and its tributaries.

ES, Sun. 1/31/15, p. 31. **TUG TO BE OVERHAULED. – Machinery of River Craft Will be put in Good Order.** – The tug Edith Goddard Winship, belonging to the Consolidation Coal Company, which is laid up for the winter at the wharf of Stephenson & Bro., foot of 7th street southwest, is to have her boiler rebuilt before she returns to service in the spring. The machinery of the Winship is also to receive needed attention before she resumes towing coal bats about the harbor.

BH, Mon. 2/1/15, p. 10. Arrived in Boston, Sun. Jan. 31, tug Savage, with Capt. Michalski, from Baltimore, towing barges Nos. 8, 18 and 27.

Sailed from Boston, Sun. Jan. 31, tug Georges Creek, for Baltimore, towing barge No. 21, calling at Portsmouth for barges Nos. 7 and 25.

ES, Tue. 2/2/15, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.** - Tug Southern is reported on her way to this city with a tow of coal-laden barges from the head of Chesapeake bay.

BH, Thu. 2/4/15, p. 12. Baltimore, Feb. 3, passed down Sparrows Point, 9:30 A.M., tug Cumberland, from Baltimore, towing barges Nos. 6, 17 and 20, for Boston.

Sun, Thu. 2/4/15, p. 3. **Potomac Subsiding.** Hagerstown, Md., Feb. 3. – Rising at an alarming rate last night, the Potomac river this morning reached the highest stage this winter. At 9 A.M., the water was 18 feet above normal, when it ceased rising.

All of the bottom lands below the mouth of the Conococheague creek are flooded as far as the towpath bank of the Chesapeake and Ohio canal. Last evening the water rose at the rate of 7¾ inches an hour for a short time.

BH, Sat. 2/6/15, p. 10. Sailed from Boston, Fri. Feb. 5, tug Charles T. Gallagher, towing barge No. 27 (from Baltimore, for Portsmouth).

Sun, Sat. 2/6/15, p. 8. **Tugs and Their Tows.** Tug M. Mitchell Davis left Solomons Island for Baltimore to tow out the schooner Baker Palmer, coal-laden, for Boston.

Consolidation Coastwise tug Piedmont, was in Delaware breakwater yesterday, with barges.

ES, Sun. 2/7/15, p. 28. **ALONG THE RIVER FRONT – Tugs and Tows.** - Tug Advance will leave Baltimore this morning with a tow of coal-laden schooners for the capes of the Chesapeake.

ES, Mon. 2/8/15, p. 7. **ALONG THE RIVER FRONT – Tugs and Tows.** -

Tug Advance is at the capes of the Chesapeake seeking vessels bound to Baltimore.

BH, Wed. 2/10/15, p. 14. Arrived at Boston, Tue. Feb. 9, tug Piedmont, with Capt. Hudgins, from Baltimore, towing barges Nos. 5, 9 and 12.

ES, Thu. 2/11/15, p. 18. **ALONG THE RIVER FRONT – Tugs and Tows.** - Barges Cecil, Virginia and Baltimore, from Baltimore with coal for the gas-light company and dealers.

Memoranda.

Barge Laura V. Groves is at Fort Washington unloading coal for the army post.

ES, Fri. 2/12/15, p. 8. **ALONG THE RIVER FRONT – Memoranda.** – Barge L. V. Grimes, discharging coal at Fort Washington, has been chartered to load railroad ties on the Potomac for Philadelphia.

BH, Sat. 2/13/15, p. 10. Sailed from Boston, Fri. Feb. 12, tug E. L. Pillsbury, towing barge No. 20 (from Baltimore, for Lynn).

Sailed, tug Cumberland, towing barge No. 6 (from Baltimore, for Portsmouth).

BH, Sun. 2/14/15, p. 13. Delaware Breakwater, Feb. 12, arrived tug Georges Creek towing barges Nos. 7, 14 and 25.

BH, Mon. 2/15/15, p. 10. Cape Henry, Feb. 14, passed out SS Charles F. Mayer, towing barge No. 23 (from Baltimore, for Boston).

ES, Mon. 2/15/15, p. 19. **C. & O. Canal Being Repaired.** – While the Chesapeake and Ohio canal, connecting this city with the coal mines in the Cumberland, Md. region probably will not be opened for navigation for about six weeks, improvement work on the waterway is being pushed and probably will be completed long before the time comes for starting coal to this city. Locks and levels are being

strengthened and other work done so that when navigation starts it will be continued without interruption, barring accident. The outlook for a big year in the coal business is said to be excellent.

Sun, Tue. 2/16/15, p. 79. **Looked Like Washingtonian Wreck.** – Capt. R. E. Hudgins of the Consolidation Coastwise Company's tug Piedmont, from Boston, reports that on February 13 at 11:45 A. M., he observed indications of the position of the wreck of the American Hawaiian steamer Washingtonian, sunk by collision in January with the schooner Elizabeth Palmer. At a point about one and five-tenths miles southeast by south from Fenwick Island lightship, he observed a tide rip and at about the middle of the rip was a steady stream of black oil, apparently crude petroleum, coming up to the surface and spreading to leeward. The sea was smooth, with a light northerly wind and ebb tide. The Washingtonian used oil for fuel.

ES, Tue. 2/16/15, p. 21. **ALONG THE RIVER FRONT – Arrivals.** – Barges Juanita and Howard, coal from Baltimore for the gas light company, at anchor in the harbor.

Sun, Fri. 2/19/15, p. 8. **Tugs and Their Tows.** For annual United States steamboat inspection, the Consolidation Coastwise Company's sea tug Piedmont is being held at Skinner's lower shipyard. She is expected to be ready for service tomorrow.

ES, Sun. 2/21/15, p. 26. **ALONG THE RIVER FRONT – Tugs and Tows.** - Tug Advance delivered coal-laden schooner at capes of Chesapeake, bound to Boston.

BH, Wed. 2/24/15, p. 12. Arrived in Boston, Tue. Feb. 23, tug Georges Creek, with Capt. Brooks, from Baltimore, towing barges Nos. 7, 14 and 25.

Arrived, tug Savage, with Capt. Michalski, from Baltimore, towing barges Nos. 15, 19 and 21.

BH, Fri. 2/26/15, p. 12. Sailed for Boston, tug Georges Creek, towing barges Nos. 6, 12 and 14, from Baltimore.

ES, Fri. 2/26/15, p. 6. **ALONG THE RIVER FRONT – Tugs and Tows.** -

Tug James O. Carter delivered coal-laden barge at Georgetown.

Memoranda.

Schooner J. A. Holland, at Alexandria, is loading coal for Colonial Beach; barge Cecil has been shifted to Georgetown to discharge cargo of coal.

ES, Sat. 2/27/15, p. 12. **ALONG THE RIVER FRONT – Tugs and Tows.** -

Tug Capt. Toby delivered coal scow at Alexandria and returned with a tow; tug Advance arrived at Baltimore with a schooner from the capes in tow.

ES, Sun. 2/28/15, p. 32. **ALONG THE RIVER FRONT – Tugs and Tows.** -

Tug Advance left Baltimore towing coal-laden schooner for the capes of the Chesapeake; tug Capt. Toby arrived with coal-laden lighter from Alexandria for dredge Dewey in the Georgetown channel.

BH, Mon. 3/1/15, p. 10. Arrived at Boston, Sun. Feb. 28, tug M. Mitchell Davis, with Capt. Hoyt, from Portsmouth, towing barge No. 23, for Baltimore.

ES, Mon. 3/1/15, p. 12. **ALONG THE RIVER FRONT – Departures.** – Schooner J. A. Holland, from Alexandria with coal for Colonial Beach.

ES, Wed. 3/3/15, p. 8. Work of putting the tug Edith G. Winship of the Consolidation Coal Company fleet in condition for service will be

started, it is said, within the next day or two. The boiler of the vessel is to be overhauled and other work done before she resumes service as tender to the coal boats that bring coal from the Cumberland mining region to this city, via the Chesapeake and Ohio canal.

The tug will be ready for duty in the latter part of this month.

ES, Thu. 3/4/15, p. 25. **ALONG THE RIVER FRONT – Arrivals.** – Barge Kent, at Georgetown, with coal from Baltimore to the gas light company.

Tugs and Tows.

Tug Dauntless arrived with coal-laden barge and left with five light barges for bay points.

BH, Fri. 3/5/15, p. 13. Sailed from Boston, tug Cumberland, for Baltimore, towing barges Nos. 15, 23 and 25.

Sailed, tug Piedmont, towing barge No. 24 (from Baltimore, for Portsmouth).

BH, Sat. 3/6/15, p. 10. Arrived at Boston, Fri. Mar. 5, tug Piedmont, with Capt. Hudgins, from Portsmouth, towing barge No. 7, for Baltimore. Called for barges Nos. 10 and 21.

WT, Sat. 3/6/15, p. 12. Traffic arrangements have been entered into between the Consolidation Coal Company and the Western Maryland railway, whereby the business of the coal company originating along the lines of the railway will be given to the latter corporation. Estimates have been made that this will mean an increase in gross receipts of the Western Maryland from \$8,000,000 to \$12,000,000 in the next year.

The change in the affairs of the Consolidation Coal Company is looked upon as a corroboration of the report that John D. Rockefeller has acquired control of the company. All new business of the company, it is said, will be given to the Western Maryland.

BH, Sun. 3/7/15, p. 14. Sailed from Boston, tug Charles T. Gallagher, towing barge No. 5 (from Baltimore, for Gloucester).

ES, Sun. 3/7/15, p. 5. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Southern is due at this city with coal-laden barges from Philadelphia.

Sun, Mon. 3/8/15, p. 3. **C. AND O. CANAL TO OPEN APRIL 1. – About 80 Boats Will be Operated on Waterway.** – Cumberland, Md., March 7. – The boating season on the Chesapeake and Ohio Canal will begin April 1 and the Canal Towage Company is getting the waterway in readiness for navigation.

Contractor George Kean is rebuilding several locks, among them the locks opposite Patterson creek, and the upper lock at North Branch. The canal has been dredged at many points and the banks stiffened.

During the winter, a number of boats have been repaired and several built at the boat yards in Cumberland. Approximately 80 boats will be operated on the canal this season, and it is stated a number of large contracts have been secured by coal shippers for delivery by the canal.

BH, Tue. 3/9/15, p. 14. Delaware Breakwater, Mar. 8, arrived tug Georges Creek, from Baltimore, for Boston, towing barges Nos. 6, 12 and 14.

ES, Tue. 3/9/15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby delivered coal-laden lighter to dredge Dewey, working on the Georgetown channel

GETTING CANAL READY.
C. & O. Waterway Being Prepared for Spring Business. – Work on the Chesapeake and Ohio canal, which connects this city with the coal mining region about Cumberland, Md., is being pushed actively, in order to have

the locks and levels in condition to be filled with water in the latter part of this month. Considerable dredging has been done along the waterway, and at many points the banks have been made heavier to prevent possible washouts if heavy rains come during the boating season. The locks opposite Patterson creek and at North branch, in the upper reaches of the canal, are being rebuilt.

It is said that navigation will be resumed on the waterway about April 1. Since the close of navigation last fall, the Canal Towage Company, which owns and operates the coal-carrying boats, have built several new boats at the Cumberland yard, and the old boats have been repaired and put in trim for good service.

About eighty boats will be used in coal traffic on the canal, and it is stated that a good season is anticipated by the canal officials.

BH, Wed. 3/10/15, p. 14. Sailed from Boston, tug Piedmont, for Baltimore, towing barges Nos. 7, 10 and 21; not before.

WH, Wed. 3/10/15, p. 10. **Rushing Work in C. & O. Canal.** – Work is being rushed on the Chesapeake and Ohio canal, which connects this city with the coal regions of Maryland, in an effort to have the locks and levels ready for the admittance of water the latter part of this month. Officials expect a banner traffic season on the canal.

ES, Thu. 3/11/15, p. 18. **Personal to Rivermen.** – Capt. Henry Davis, master of the Taylor tug James O. Carter, is confined to his home by illness. Capt. W. H. Davis is temporarily in command of the tug.

Capt. Charles Speake of Alexandria is superintending repairs being made to house and hull of the Consolidation Coal Company tug Edith G. Winship. The Winship is lying at the wharf, foot of 6th street southwest.

ES, Sat. 3/13/15, p. 6. **JAMES GRAHAM PEARRE DIES. – Resident Here for Twenty Years, He Succumbs at Cumberland, Md.** – James Graham Pearre, fifty-three years old, paymaster of the Chesapeake and Ohio Canal Company, and resident of this city for more than twenty years, died Thursday night in Cumberland, Md., at the home of his brother, Col. George A. Pearre, where he had gone to attend the funeral of a sister, Mrs. Merwin McKaig. Funeral services for the sister were to have been held the next morning. The death of Mr. Pearre was due to heart disease, which, friends think, the death of the sister aggravated.

Following the services for the sister yesterday, services for the brother were held in Cumberland today.

Mr. Pearre was the youngest son of the late Judge George A. Pearre. His wife, Mrs. Elizabeth Compton Pearre, and two daughters, Miss Mary Worthington Pearre and Miss Elizabeth Otey Pearre, survive him.

Ibid, p. 9. **UNDERGOING REPAIRS. – Tug Winship Being Prepared for Service.** – Repair work to the tug Edith Goddard Winship, belonging to the Consolidation Coal Company, is in progress at the wharf, foot of 7th street southwest, and she will be ready for service in the latter part of this month, about the time the Chesapeake and Ohio canal opens for navigation. The Winship is used to shift coal-laden boats from Georgetown to points about the harbor and to take them to river points when necessary. She is receiving boiler repairs as well as having house and hull overhauled.

Ibid, p. 12. **Personal to Rivermen.** – Capt. Thomas Selectman, master of the tug Edith G. Winship, is superintending the repairs being made to the vessel in preparation for going into service in the latter part of this month.

Damaged by Sunken Obstruction.

As the tug Capt. Toby, Capt. Frank Kintz, was yesterday evening passing under the new railroad bridge across Occoquan creek, she struck a submerged obstruction in almost midchannel and broke a plank in her hull. The tug was on her way to Occoquan to bring a partially laden barge to Alexandria, but the accident caused her to return to Alexandria, where she was this morning hauled out on the marine railway to repair damages. To keep the tug afloat on her way from Occoquan to Alexandria it was necessary to keep two steam syphons going steadily. The Capt. Toby will be ready to return to service Monday morning.

ES, Sun. 3/14/15, p. 6. **FUNERAL OF MR. PEARRE – Paymaster of C. & O. Canal is Buried at Cumberland, Md. –** CUMBERLAND, Md. – March 13. – The funeral of James Graham Pearre of Washington, D. C., paymaster of the Chesapeake and Ohio canal, brother of former Representative George A. Pearre, who died suddenly at the home of the latter Thursday night, was held this afternoon from the house with burial in Rose Hill cemetery, where yesterday, Mrs. Merwin McKaig, sister of Mr. Pearre, was laid to rest.

Mr. Pearre came to attend the funeral and expired suddenly from heart trouble. Rev. William Cleveland Hicks, rector of Emanuel Episcopal Church, officiated at the service. The pallbearers were G. L. Nicolson of Washington, D. C., general manager of the Canal Towage Company; Richard J. Bruce, James A. McHenry, J. W. Scott Cochrane, C. Edgar Keller, Michael D. Reinhart, John C. Shupe and R. Hugh McCleave.

BH, Mon. 3/15/15, p. 11. Arrived at Boston, Sun. Mar. 14, SS Charles F. Mayer, from Portsmouth, towing barge No. 24.

Arrived, tug Savage, with Capt. Michalski, from Baltimore, towing barges Nos. 9, 17 and 20.

Sun, Mon. 3/15/15, p. 8. Cleared Baltimore on Saturday, tug Cumberland, with Capt. Svendsen, for Boston, towing barge No. 23, Capt. Sevier; and barge No. 25, Capt. Falkenberg, Consolidation Coastwise Company.

BH, Tue. 3/16/15, p. 12. Sailed from Boston, tug Savage, towing barge No. 9 (from Baltimore, for Portsmouth).

Sailed tug Georges Creek, for Baltimore, towing barges Nos. 18 and 24. Calls at Gloucester for No. 25.

ES, Wed. 3/17/15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance left Baltimore towing two coal-laden schooners to be placed at sea; tug Kenmore arrived with two coal-laden barges from Baltimore.

BH, Sat. 3/20/15, p. 10. Sailed from Boston, tug Cumberland, towing barges Nos. 12 and 23 (from Baltimore, for Portland).

Sailed, tug Savage, for Baltimore, towing Barges Nos. 6, 14 and 27.

BH, Wed. 3/24/15, p. 12. Sailed from Boston, tug Cumberland, towing barges Nos. 9, 19 and 20.

Sailed, tug Piedmont, towing barge No. 15 (from Baltimore, for Portland).

Sun, Fri. 3/26/15, p. 8. **OVER THE C. & O. CANAL IN AN AUTO.** – We do not know how great are the practical difficulties in the way of the project suggested by Prof. L. S. Randolph, dean of the Virginia Polytechnic Institute, in *The Sun*'s Letter Column a few days ago, of converting the Chesapeake and Ohio Canal into an automobile highway. Possibly the commercial importance of this waterway is much greater than our correspondent imagines. But there is something most attractive in the suggestion

otherwise. The Potomac from Washington to Cumberland is an unusually beautiful river, and the idea of rolling through it on a perfectly smooth roadbed such as the canal level would constitute is a peculiarly appealing one. Perhaps some day in the future, if not now, it will become practicable as well as fascinating.

Ibid, p. 11. Tug Savage, with Capt. Michalski, cleared for Boston, towing barge No. 14, Capt. Gayle; barge No. 15, Capt. Johnson; and barge No. 27, Capt. Olsen, Consolidation Coastwise Company.

ES, Sat. 3/27/15, p. 8. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Fortuna arrived with coal-laden barge from the head of the bay and left with one light and two loaded barges for bay points.

BH, Sun. 3/28/15, p. 16. Arrived at Boston, Sat. Mar. 27, tug Piedmont, with Capt. Hudgins, from Portland, towing barge No. 12, for Baltimore.

Sailed from Boston, tug Piedmont, for Baltimore, towing barges Nos. 12 and 25.

ES, Sun. 3/28/15, p. 35. **CANAL SOON TO OPEN. – Water Being Let into the Chesapeake and Ohio.** – Water is now being let in the levels of the Chesapeake and Ohio canal, and about the middle of this week the loading of the canal barges with coal will be started, and coal-laden boats will be on their way to this city. During the winter the waterway connecting this city with the coal fields in the vicinity of Cumberland, Md., was given thorough repairs. Many brick arches over small streams, constructed when the canal was built fifty years ago, were removed and replaced by modern steel and concrete construction, level walls were strengthened and lock repairs made so that when navigation is resumed, the waterway will be in condition for continuous service until next fall.

The letting of water into the canal was started several days ago and the levels are gradually filing to the navigation depth. It is stated that the first coal-laden boat is expected to reach Georgetown in the latter part of this or early in the coming week and shortly after the boats begin to arrive, shipments of coal in big barges to New England points will be started.

BH, Mon. 3/29/15, p. 5. Arrived at Boston, Sun. Mar. 28, tug Georges Creek, from Baltimore, towing barges 5, 8 and 24.

ES, Mon. 3/29/15, p. 18. **ALONG THE RIVER FRONT – Memoranda.** – Schooner Maine is at Fort Washington from Baltimore with coal for the army quartermaster.

BH, Thu. 4/1/15, p. 14. Sailed from Boston, Wed. Mar. 31, tug Georges Creek, with Capt. Brooks, towing barges Nos. 7 (Portsmouth), 15 (Portland) and 17 (Boston via Portsmouth) for Baltimore.

Sun, Fri. 4/2/15, p. 3. **HELD DEAD AFTER NINE YEARS. – Court Orders M. G. Kinsell's Estate Divided Among Heirs.** – Hagerstown, Md., April 1. – Settlement with the heirs of Martin G. Kinsell, of Big Pool, who disappeared on December 10, 1906, was made yesterday in the Washington county Orphans' Court, which upon a petition filed by Mrs. Kinsell, declared Kinsell legally dead and ordered a distribution of the estate among his wife and children.

Kinsell, it was believed at the time of his disappearance, was murdered, robbed and his body thrown into the Big Pool. He was a boatman on the Chesapeake and Ohio Canal and on the night of his disappearance he tied up his boat at Big Pool and started for his home. He had a large roll of money in his pocket.

A county-wide search was made. The Big Pool and Potomac river were dragged and the mountains scoured, but his body was never

found. His estate consisted largely of real estate and money in a Hancock bank.

BH, Sat. 4/3/15, p. 10. Sailed from Boston, tug E. L. Pillsbury, towing barge No. 18 (from Baltimore, for Lynn).

Sailed, tug Savage, towing barge No. 27 (from Baltimore, for Portsmouth).

ES, Sun. 4/4/15, p. 4. **COAL CARRYING RESUMED. – C. and O. Canal is Again Open to Navigation.** – Navigation on the Chesapeake and Ohio canal has been resumed, and coal-laden boats are on their way down the waterway to this city with coal from the Cumberland mines. The first boat laden with coal is expected to reach the Georgetown locks about Wednesday of this week, and from that time to the close of navigation next fall, the arrival of boats with coal will be of daily occurrence.

A heavy demand for coal is anticipated during the season now opening, and shipments of the fuel to points in New England will be started in the middle or latter part of this month. The coal will be carried in the big barges of the Consolidation Coal [*sic.*] Company, one or two of which are expected to load each week. In addition to this, many thousand tons of coal will be sent to the naval powder plant at Indian Head, Md.

A new and modern tipple for the handling of the coal has been built in the past year at the naval coal storage point on Mattawoman creek, Md.

BH, Mon. 4/5/15, p. 1. **15 OF 17 ON BIG OCEAN TUG DROWN OFF FALSE CAPE. – Two Boston-bound Coal Barges Sink Off Cape Henlopen and Ten Perish While Tug Cumberland, with One barge Safe, Stands by Helpless to Give Assistance.** The storm toll off the Virginia coast and Delaware capes Saturday probably was 75 lives, according to reports from New York and Norfolk last night. It is believed that the

steamer Prins Maurits of the Royal Dutch West Indies company has sunk with four passengers and a crew of between 40 and 45.

Ten seamen were drowned and three of their bodies washed ashore at Lewes, Del., when barges Nos. 6 and 9 of the Consolidation Coal [*sic.* Coastwise] Company went to pieces after breaking away from the tug Cumberland. They were bound for Boston.

Sun, Mon. 4/5/15, p. 1. **HEAVY TOLL IN SHIPS TAKEN BY COAST STORM. – Nearly a Dozen Vessels Founder or are Swept to their Doom on Shoals.** – New York, April 4. – Death and disaster rode on the terrific hurricane which swept the Atlantic Coast yesterday, according to reports from many points received today. Almost a dozen vessels of various kinds foundered at sea or were swept to their doom on the shoals, taking a toll of 74 lives, of whom four were passengers and the remaining seamen.

Other lives, dozens of them, were saved by the breeches buoy and the "S. O. S.," call of the wireless brought succor to more. [Transcriber's Note: this article has been edited for brevity,]

Ten go Down on Barges.

A message from Lewes, Del., tonight says that the storm claimed 10 victims in the vicinity of the Delaware capes. They were the crews of the Consolidation Coastwise Company's barges Nos. 6 and 9, bound from Baltimore to Boston with coal, and were drowned when their crafts foundered near Cape Henlopen and went to pieces in the gale.

The barges, which were in tow of the tug Cumberland, broke adrift early in the day. Despite heroic efforts in the face of a blinding snowstorm and a 60-mile gale, the Cumberland was unable to get another line to the barges, which drifted helplessly for some time, finally going aground. For hours the tug stood by, but because of the fury of the sea, found it impossible to render any assistance.

About noon the barges broke to pieces and sank, with all hands on-board.

The bodies of Capt. Joshua Johnson, Baltimore; Kurt Larsen, a Swedish subject; and Dempsey Jarvis washed ashore late in the day and were recovered by coast guards.

BH, Tue. 4/6/15, p. 14. Sailed from Boston, tug Savage, (from Baltimore, for Portsmouth), towing barge No. 27, and will return with barge No. 8, for Baltimore.

Sun, Tue. 4/6/15, p. 2. **DEATH LIST MAY BE 100. – Boats had Rough Time.** – New York, April 5. – Latest reports received here of the effects of the great storm that swept the Atlantic coast Friday and Saturday indicated that the toll of human life would reach nearly 100 persons. [Transcriber's Note; This article has been edited for brevity.]

Ten men were drowned when two coal barges broke away from the tug Cumberland and were pounded to pieces off Cape Henlopen, Delaware.

Thirteen men aboard the barge Tampico, which broke away from her tow, are believed to be lost.

Dozens of barges, schooners and other craft went ashore at various points along the coast, where crews were rescued by other vessels or coast guards.

Ibid, p. 5. While Mrs. Dowdy was sitting yesterday afternoon mourning the fate of her husband, another widow was at her home, a mile away, waiting further news of the death of her husband, who was drowned in the storm Saturday. She was Mrs. Joshua Johnson, 2718 Jefferson street. Captain Johnson was drowned off the Delaware Capes when his coal barge foundered. His body and the bodies of the two members of his crew, Karl Jansen and Dempsey Jarvis, were washed ashore near Lewes, Del. An agent of the Consolidation Coastwise Company, owner of

the barge, left yesterday for Lewes to take charge of the bodies.

ES, Tue. 4/6/15, p. 8. **KNOWN IN LOCAL TRADE. – Barges Sunk by Storm with Crew of Ten Men.** – Consolidation Coal [*sic.*] Company barges No. 6 and No. 9 of Baltimore, which sank off Cape Henlopen in the storm of Saturday last, drowning ten men, were both well-known visitors to this city after coal for New England points. Several times last summer and fall they were brought to this city and loaded coal at Georgetown, their last visit having been in the latter part of the coal shipping season.

Both were wooden-hulled vessels, with three masts, but depended more upon a tugboat to take them up and down the coast than they did on sails. No. 6 registered 910 gross tons and No. 9 909 gross tons. Both vessels were built at Bath, Me., the former in 1898 and the latter in 1899. Capt. Johnson, master of one of the lost barges, was known at this city.

Ibid, p. 20. **FIRST SPRING CARGO OF COAL. – Canal Boat Arrives from the Cumberland, Md., Mines.** – The first canal boat loaded with coal from the Cumberland, Md., mines to arrive here this season was locked out into the river yesterday and taken to a Georgetown wharf to discharge her cargo for a local brewery. The boat was Canal Towing Company, No. 36, which left her loading point in the middle of the past week. From now until the coming of cold weather next fall coal-laden boats will arrive here daily and before the end of the week a large fleet of boats, each with a hundred or more tons of coal, will have arrived.

The repairs to the tug E. G. Winship, which tows the coal-laden boats from Georgetown to river points, have been completed and within the next day or two she will start taking coal boats to the naval powder plant on Mattawoman creek, Md.

Since the close of navigation last fall, improvements have been made all along the canal that put the waterway in the best of order for traffic.

BH, Wed. 4/7/15, p. 12. Arrived at Boston, Tue. Apr. 6, tug Savage, from Portsmouth, towing barge No. 18, for Baltimore. Called for barges Nos. 21 and 24, for Baltimore.

ES, Wed. 4/7/15, p. 20. **ALONG THE RIVER FRONT – Departures.** – Boat Harvey from Alexandria for a Chesapeake & Ohio canal point with fertilizer from Alexandria.

Tugs and Tows.

Tug Edith G. Winship left Georgetown for Alexandria with coal-laden canal boats; tug Capt. Toby delivered fertilizer-laden canal boat at Georgetown, enroute to Seneca, Md.

BH, Thu. 4/8/15, p. 12. Sailed from Boston, tug Savage, for Baltimore, towing barges Nos. 8, 21 and 24.

Sun, Fri. 4/9/15, p. 3. **THREE BODIES WASH ASHORE. – They Were Lost When Baltimore Barges Went Down.** – Lewes, Del., April 8. – Three more bodies from the barges Nos. 6 and 9, of the Consolidation Coastwise Company, which went to pieces near Cape Henlopen during the storm Saturday, were found yesterday by coast guards along the beach.

Two of the bodies were near Bethany Beach, 20 miles from this town, and the other was found near the Rehoboth Life Saving Station. This makes a total of six bodies that have been washed ashore.

BH, Sat. 4/10/15, p. 12. Arrived in Boston, Fri. Apr. 9, tug Cumberland, with Capt. Svendsen, from Baltimore, towing barge No. 23, lost barges Nos. 6 and 9 off Cape Henlopen.

Arrived, tug Neptune, Capt. Cunningham, from Lynn, towing barge No. 14, for Baltimore.

Sailed from Boston, tug Piedmont, towing barge No. 27 (from Baltimore, for Portsmouth).

Sun, Sat. 4/10/15, p. 3. **CAPT. JOSHUA JOHNSON.** – The funeral of Capt. Joshua Johnson, of the Consolidation Coastwise Company's barge No. 9, which was lost in a wreck with barge No. 6 off the coast last Saturday, when 10 men were drowned, was held yesterday afternoon at his home, 2718 Jefferson street. Capt. Johnson's body was washed ashore with seven of the 10 who comprised the crews of the barges. Captain Johnson was a member of Zeta Lodge of Heptasophs, which was represented at the funeral, as was the Consolidation Company by Superintendent Schanze and Capt. Thomas W. Wheatley, of barge No. 21. Burial was in Loudon Park Cemetery.,

ES, Sat. 4/10/15, p. 4. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with coal boats for canal points.

BH, Sun. 4/11/15, p. 6. Arrived at Boston, Sat. Apr. 10, tug Piedmont, with Capt. Hudgins, from Portsmouth, towing barge No. 27 for Baltimore.

ES, Mon. 4/12/15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown from Mattawoman creek, Md., where she delivered coal boats at naval powder plant.

BH, Sun. 4/18/15, p. 22. Arrived at Baltimore, Sat. Apr. 17, tug Piedmont, towing barges 10, 18 and 27, from Boston and Portsmouth.

Sailed from Baltimore, Sat. Apr. 17, passed down, 8 A. M., tug Savage, towing barges Nos. 7, 8 and 24, for Boston.

BH, Mon. 4/19/15, p. 10. Sailed from Boston, tug Cumberland, for Baltimore, towing barges Nos. 25 (from Portsmouth) and 5.

ES, Mon. 4/19/15, p. 10. **ALONG THE RIVER FRONT – Arrivals.** – Barges Breton, Cecil and Virginia, coal, at Georgetown, to gas light company; barge Totuskey, from Philadelphia, with coal for dealers.

Tugs and Tows.

Tug Defiance arrived with three coal-laden barges for Georgetown; Tug Southern arrived with one coal-laden barge from Philadelphia.

BH, Tue. 4/20/15, p. 15. Sailed from Boston, tug Georges Creek, towing barge No. 17 (from Baltimore, for Portsmouth).

ES, Tue. 4/20/15, p. 21. **ALONG THE RIVER FRONT – Arrivals.** – Boat Ruth, at Alexandria, from a canal point, to load fertilizer to return; Consolidation Coastwise barge No. 15, light, at Georgetown, from Boston, to load coal for a New England point.

Tugs and Tows.

Tug Dauntless is due to arrive in Baltimore with light barge from this city; tug James O. Carter arrived with Consolidation Coastwise Company barge No. 15, light, from Boston; tug Capt. Toby left Georgetown with canal boat for Alexandria.

COAL BARGE FIRST TO ARRIVE.

Brought Down Coast to Take on Cargo at Georgetown. – To load about 1,600 tons of Cumberland coal, barge No. 15 of the Consolidation Coal [*sic.*] Company's fleet, arrived here today in tow from the mouth of the river, and was docked at the Georgetown coal piers to take aboard her cargo. No. 15 is the first of the coal-carrying fleet to come here for a cargo this spring, but it is stated one or two barges will be loaded here each week from this time until the close of the coal-shipping season in the fall. No. 15 was brought down

the coast by the steamer Charles F. Mayer, and at the mouth of the river was turned over to a Taylor tug to be brought here. She will be loaded by the end of the week, and in tow of the tug Carter will be taken to the mouth of the river to join a tow going from Baltimore to ports in New England.

By the time No. 15 is loaded, another light barge of the Consolidation Coal [*sic.*] Company will be on her way to this city to load Cumberland coal at the Georgetown piers.

BH, Thu. 4/22/15, p. 12. Sailed from Boston, tug James Woolley, with Capt. Beverly, towing barge No. 15, from Baltimore.

ES, Thu. 4/22/15, p. 22. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with coal-carrying boats for Chesapeake and Ohio canal points.

BH, Fri. 4/23/15, p. 14. Arrived at Boston, Thu. Apr. 22, tug Savage, with Capt. Michalski, from Baltimore, towing barges Nos. 7, 8 and 24.

ES, Sat. 4/24/15, p. 10. **BARGE CARRIES COAL CARGO. – First Shipment from Cumberland Mines to New England Points.** Having aboard the first cargo of coal from the Cumberland mines to be shipped from Georgetown for New England points, barge No. 15 of the Consolidation Coastwise Company fleet, left Georgetown this morning in tow of the tug James O. Carter. At the capes of the Chesapeake, where she will join a tow of coal-laden boats moving from Baltimore to New England ports, No. 15 will go to Boston.

The barge, though drawing more than eighteen feet of water, was brought out from Georgetown without any question as to the condition of the tide, the dredging work recently completed in Georgetown channel

allowing this to be done. Last season vessels could be brought out only on tiptop high water. Early in the coming week, it is stated, another big barge will be brought here from a northern port to load coal, and through the shipping season a barge or two will load here each week.

BH, Sun. 4/25/15, p. 7. Sailed from Boston, tug Georges Creek, for Baltimore, calling at Beverly for barges Nos. 12, 25 and 15.

ES, Sun. 4/25/15, p. 18. **Canal Boat Mule Kicks Boy.** – Ernest Martin, sixteen years old, member of a family living aboard canal boat No. 89, at present in the Chesapeake and Ohio canal above Georgetown, was kicked by a mule yesterday afternoon while on the towpath and received a scalp wound that necessitated his being taken to Georgetown University Hospital for treatment. His injury is not serious, it is stated.

ES, Mon. 4/26/15, p. 8. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance arrived light from Baltimore for cleaning and painting; tug James O. Carter returned after delivering loaded coal barge at Point Lookout, enroute to Boston; tug Edith G. Winship arrived at Georgetown with light coal boats for Chesapeake and Ohio canal points.

ES, Wed. 4/28/15, p. 5. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with coal boats from Alexandria for Chesapeake and Ohio canal points.

ES, Thu. 4/29/15, p. 3. **ALONG THE RIVER FRONT – Memoranda.** – Consolidation Coal [*sic.*] Company's barge No. 15, is on her way from Boston for this city to load coal.

ES, Fri. 4/30/15, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter arrived from Point Lookout towing barge No. 15 to load coal for a New England point; tug Winship arrived at Georgetown with coal boats from river points bound up the Chesapeake and Ohio canal.

ES, Sat. 5/1/15, p. 13. **ALONG THE RIVER FRONT – Arrivals.** – Consolidation Coal [*sic.*] Company barge No. 15, at Georgetown from Boston to load coal for a New England point.

ES, Sun. 5/2/15, p. 11. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Kenmore arrived with two coal-laden barges and left Georgetown with light barge for Nanjemoy creek.

ES, Mon. 5/3/15, p. 8. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Kenmore delivered barge Nanjemoy in Nanjemoy creek, Md., to load for Philadelphia; tug James O. Carter will leave for the lower river with coal-laden barge in tow; tug Edith G. Winship left Georgetown with coal boats for river points.

BH, Tue. 5/4/15, p. 12. Sailed from Boston, tug Piedmont, towing barge No. 18 for Baltimore. Called at Portsmouth for other barges.

ES, Tue. 5/4/15, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby left, towing shell-laden lighter for Alexandria and returned with light coal boats from Alexandria for Georgetown.

ES, Wed. 5/5/15, p. 5. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown with light coal boat from Alexandria; tug Winship left Georgetown with coal boats for naval powder plant at Indian Head.

BH, Fri. 5/7/15, p. 16. Arrived at Boston, Thu. May 6, tug Piedmont, with Capt. Hudgins, from Portsmouth, towing barge No. 17 for Baltimore. Called for Nos. 10 and 21.

BH, Thu. 5/6/15, p. 12. Sailed from Boston, tug Cumberland, towing barge No. 14 (from Baltimore, for Portsmouth).

ES, Fri. 5/7/15, p. 4. **Schooner Coal Barge Arrives.** – Schooner barge No. 20, one of the big coal carriers belonging to the Consolidation Coastwise Company of Baltimore, yesterday arrived light from Boston to load coal for New England. Tug James O. Carter took her in tow at the mouth of the river and brought her here. No. 15, which loaded last week, probably will be sent away tomorrow.

Ibid, p. 27. **ALONG THE RIVER FRONT – Arrivals.** – Schooner barge C. C. Co. No. 20, at Georgetown from Boston to load coal for a New England point.

Tugs and Tows.

Tug James O. Carter arrived at Georgetown with light barge No. 15 from Boston and left with barge Shenandoah for Nomini; tug Winship arrived at Georgetown with light coal boats from a down river point.

ES, Sat. 5/8/15, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter arrived with light Consolidation Coal [*sic.*] Company barge from the mouth of the river.

Sun, Mon. 5/10/15, p. 12. **Exonerated and Commended.** – Wright & White, United States steamboat inspectors, gave their decision Saturday in the case of the loss of the Consolidation Coastwise Company's barges No. 6 and No. 9 on April 3, while in tow of the tug Cumberland. Ten lives were lost with the barges. Capt. S. Svendsen and officers of the tug were exonerated from all blame and

commended for the fight they made to save lives and property.

ES, Mon. 5/10/15, p. 18. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carver returned light after delivering Consolidation Coal [*sic.*] Company barge No. 15 at Point Lookout from Georgetown with coal for a New England point.

BH, Tue. 5/11/15, p. 16. Arrived at Boston, Mon. May 10, tug Georges Creek, from Baltimore towing barges Nos. 5 (from Baltimore, for Lynn) and 25 (from Norfolk).

ES, Tue. 5/11/15, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown with light canal boat for a Chesapeake and Ohio canal point.

BH, Wed. 5/12/15, p. 16. Sailed from Boston, tug Cumberland, for Baltimore, towing barges Nos. 14, 24 and 21.

ES, Wed. 5/12/15, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown with light boats for Chesapeake and Ohio canal points; tug Carter will probably leave for the mouth of the river tomorrow with coal-laden barge bound for a New England point.

ES, Thu. 5/13/15, p. 25. **ALONG THE RIVER FRONT – Departures.** – Schooner barge No. 20, from Georgetown, in tow for Point Lookout, with coal for a New England point.

Tugs and Tows.

Tug James O. Carter left towing coal-laden barge for Point Lookout and will return to Georgetown with loaded barge; tug Winship left Georgetown with coal-laden boats for naval powder plant at Indian Head, Md.

Memoranda.

Schooner barge No. 10 of the C. C. Co. fleet is reported at Point Lookout waiting tug to bring her to this city.

ES, Fri. 5/14/15, p. 27. **ALONG THE RIVER FRONT – Arrivals.** – Schooner barge No. 10, at Georgetown from a New England point to load coal to return; barges Pocomoke and Hudson, at Georgetown from the head of Chesapeake bay with hard coal for the gas company.

Tugs and Tows.

Tug Fortuna arrived at Georgetown towing two coal-laden barges from the head of Chesapeake bay; tug James O. Carter delivered barge No. 20 at Point Lookout, enroute to Boston, and returned with light barge No. 10 from Boston to load coal.

ES, Sat. 5/15/15, p. 12. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with light coal boats from the Indian Head powder plant.

ES, Sun. 5/16/15, p. 13. **ALONG THE RIVER FRONT – Departures.** – Consolidation Coal [*sic.*] Company barges No. 10 and No. 23, from Georgetown, with coal for a New England point.

Tugs and Tows.

Tug James O. Carter left Georgetown towing Consolidation Coal [*sic.*] Company barges coal-laden for New England points to anchor off Alexandria for tug Advance; tug Capt. Toby arrived at Georgetown, with light coal boats in tow from Alexandria.

Ibid, p. 19. **FUEL FOR NEW ENGLAND. Coal Being Shipped from This City in Big Barges.** Cumberland coal in large quantities is being shipped from this city in the big barges of the Consolidation Coastwise Company, and within the next week over 6,500 tons of the fuel will be afloat between Georgetown and New England ports. Barge

No. 20, with about 1,600 tons aboard, was turned over to one of the big seagoing tugs of the C. C. Co. at Point Lookout to be taken north. Barge No. 23, one of the larger vessels of the C. C. Co., is loading at Georgetown, and the tug Carter brought to Georgetown barge No. 10 from Boston. As soon as No. 23 is loaded, the Carter will start with her for Point Lookout and will there pick up barge No. 14, which is on its way down the coast from Boston.

By the time No. 10 is loaded, another of the big coal carriers will be at Point Lookout waiting to be brought to this city.

ES, Mon. 5/17/15, p. 21. **ALONG THE RIVER FRONT – Departures.** – Consolidation Coal [*sic.*] Company barges No. 19 and 23, coal-laden from anchor off Alexandria, in tow for Point Lookout enroute to New England.

Tugs and Tows.

Tug Advance left towing two barges, laden with coal at Georgetown, from anchorage off Alexandria, to Point Lookout to join a tow for Boston; tug Capt. Toby arrived at Georgetown with a fertilizer-laden boat in tow for a Chesapeake and Ohio canal point.

ES, Tue. 5/18/15, p. 6. **ALONG THE RIVER FRONT – Arrivals.** – Schooner barge No. 14, light, from Boston, at Georgetown to load coal for a New England point; boat No. 6, at 10th street wharf with oak wood.

Memoranda.

Barge No. 12 is due at this city from Boston, via Baltimore, to load coal.

Personal to Rivermen.

Albert Lacey, steward aboard the tug Edith Goddard Winship, has successfully passed his examination before the United States steamboats inspectors, and has been granted a license as a pilot on the Potomac river.

Ibid, p. 13. **HEAVY CARGOES OF COAL. – Big Barges Continue Shipments to New England Ports.** – Shipments of coal from the Georgetown piers to Boston and New England ports, in the big barges of the Consolidation Coal [*sic.*] Company, continue quite heavy, and it is thought the quantity of the fuel sent north by water from Baltimore will this season be in excess of previous years. Sunday morning the tug Advance of the Taylor fleet left with barges No. 10 and No. 23, with nearly 4,000 tons of coal aboard, and at Point Lookout turned them over to a tug that will take them up the coast to New England. At Point Lookout she found barge No. 14 waiting to be brought to this city. The barge is now at Georgetown loading.

Barge No. 12 is reported at Point Lookout and the tug James O. Carter has gone after her. No. 14 will arrive here this afternoon, and by tomorrow afternoon it is expected No. 12 will be loaded and ready to leave.

It is stated that a barge is on her way down the coast, and will be at Point Lookout before the end of this week.

BH, Wed. 5/19/15, p. 14. Arrived at Boston, Tue. May 18, tug Georges Creek, with Capt. Brooks, Portsmouth, towing barge No. 18 (for Baltimore), arrived May 17, called for barges Nos. 5 and 25.

ES, Thu. 5/20/15, p. 23. **ALONG THE RIVER FRONT – Arrivals.** – Consolidation Coal [*sic.*] Company schooner barge No. 12, light, from Boston, via Baltimore, at Georgetown to load coal for a New England point.

Departures.

Boat No. 6, from 10th street wharf for Georgetown, enroute to Chesapeake and Ohio canal point to load wood to return.

Tugs and Tows.

Tug James O. Carter arrived at Georgetown with light Consolidation Coal [*sic.*] Company

barge from Point Lookout; tug Advance arrived at Baltimore with schooner in tow from the capes of the Chesapeake.

Sun, Fri. 5/21/15, p. 9. Cape Henry, Va., Passed out from Baltimore, 19th at 9:50 P. M., tug Piedmont, towing barges Nos. 10, 23 and 27, for Boston.

BH, Sat. 5/22/15, p. 12. Sailed from Boston, tug Savage, for Bath, towing barge No. 20 (from Baltimore).

ES, Sat. 5/22/15, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown towing light coal boats for canal points; tug Carter returned after delivering coal-laden barge at Point Lookout enroute to Boston.

Sun, Sun. 5/23/15, p. 15. Tug Savage, with Capt. Michalski, arrived at Baltimore with barges Nos. 7, 19 and 20, from Boston, 21st ultimo.

BH, Sun. 5/23/15, p. 17. Sailed from Boston, tug Georges Creek, for Baltimore, towing barges Nos. 5 and 25.

Sailed, tug Savage, towing barge No. 20 (from Baltimore, for Bath).

ES, Mon. 5/24/15, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith Goddard Winship arrived at Georgetown from Indian Head with light coal boats in tow; tug James O. Carter will leave with coal-laden barge for Point Lookout, enroute to Boston.

BH, Tue. 5/25/15, p. 14. Arrived at Boston, Mon. May 24, tug Piedmont, with Capt. Hudgins, from Baltimore, towing barges Nos. 10 (for Portland), 23 (for Gardiner) and No. 27

Sun, Tue. 5/25/15, p. 10. Tug Georges Creek, with Capt. Brooks, with barges Nos. 8 and 25,

from Boston for Baltimore, passed Vineyard Haven on the 23rd instant.

ES, Tue. 5/25/15, p. 11. **ALONG THE RIVER FRONT – Arrivals.** – Consolidation Coal [*sic.* Coastwise] Company barge No. 15, at Georgetown, from Boston to load coal for a New England port.

Tugs and Tows.

Tug Advance arrived with light coal barge in tow from Point Lookout, for Georgetown.

BIG BARGE TO LOAD COAL.

Coastwise Vessel Will Carry Cargo to New England. – Barge No. 15 of the Consolidation Coastwise Company fleet will be the next big vessel to load coal at the Georgetown piers for New England ports. No. 15 passed the capes of the Chesapeake yesterday, from Boston, and at Point Lookout was dropped by the tug that had her in tow, and a tug of this city will pick her up to bring her to Georgetown. This barge loaded the second cargo of the spring season at Georgetown.

Barge No. 12, which has been lying at the coal piers for the past several days, will probably complete her cargo so that the tug that brings No. 15 to this city can take No. 12 away. It is stated that shipments of coal from Georgetown to New England points will be exceptionally heavy this season.

ES, Thu. 5/27/15, p. 12. **ALONG THE RIVER FRONT – Departures.** – Barge No. 12, from Georgetown to anchorage off Alexandria, enroute to a New England point with coal.

Tugs and Tows.

Tug Capt. Toby delivered barge No. 12, from Georgetown, to anchorage off Alexandria, and returned from Broad creek with scow; tug Edith G. Winship left Georgetown with coal-laden boats for naval powder plant at Indian Head, Md.

BH, Fri. 5/28/15, p. 16. Arrived at Boston, Thu. May 27, tug Savage, Capt. Michalski, from Portland, towing barge No. 23, for Washington.

ES, Fri. 5/28/15, p. 12. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance left, towing Consolidation Coal [*sic.*] Company barge No. 12 for Point Lookout, enroute to a New England point and will return with light barge from Boston, via Baltimore.

Memoranda.

Consolidation Coal [*sic.*] Company barge No. 18 will come here from Baltimore to load coal for a New England point.

BH, Sat. 5/29/15, p. 12. Sailed from Boston, tug Cumberland, towing barges Nos. 14 (from Washington) and 21 (from Baltimore) for Portland.

Sun, Sat. 5/29/15, p. 9. Tug Georges Creek, with Capt. Brooks, towing barge No. 17, Capt. Andreasen; and No. 18, Capt. Johnson, Consolidation Coastwise Company, cleared for Boston.

Fredericksburg, Va. tug Cumberland, with Capt. Svendsen, arrived from Baltimore with three barges, from Boston, 28th instant.

Sat. 5/29/15, p. 4.¹ The two remaining bodies of the ten men drowned off cape Henlopen, on April 3, from Barges Nos. 6 and 9 of the Consolidation Coastwise Company, were interred in Lewes, Del., Methodist cemetery.

ES, Sun. 5/30/15, p. 3. **ALONG THE RIVER FRONT – Arrivals.** – Consolidation Coal [*sic.*] Company barge No. 18, light, from Baltimore to load coal for Boston.

Tugs and Tows.

Tug Fortuna arrived with coal-laden barges from Philadelphia and left with barge from Georgetown and Alexandria, for bay points; tug Advance arrived from Point Lookout with

¹ Cecil Whig, Elkton, Md.

light schooner barge to load coal; tug Capt. Toby arrived at Georgetown with coal boats.

ES, Mon. 5/31/15, p. 18. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with light coal boats for canal points.

Sun, Wed. 6/2/15, p. 9. **Arrived From Baltimore** tug Piedmont, Capt. Hudgins, with barges Nos. 10, 23 and 27, from Boston, 31st ultimo.

ES, Wed. 6/2/15, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance arrived with two light barges from the mouth of the river, and will take two coal-laden ones from Georgetown to Point Lookout, enroute to New England ports.

HEAVY COAL SHIPMENTS

Georgetown Forwarding More This Year Than for Some Time. Heavy shipments of coal for New England ports from Georgetown continue to be made by the Consolidation Coal Company. The coal is brought by canal from Cumberland, Md., and at Georgetown is loaded upon the big seagoing barges of the Consolidation Coastwise Company.

This morning the tug Advance arrived with two light barges from Boston. This afternoon or tomorrow she will leave here with barges Nos. 15 and 18, each with about 1,700 tons of fuel aboard. The Advance will take them to the mouth of the Potomac, where they will be taken in charge by one of the big tugs of the Consolidation Coal [*sic*. Coastwise] Company fleet, which will take them up the coast.

Coal shipments from this city so far this season have been heavier than for several years past.

WT, Thu. 6/3/15, p. 5. **POTOMAC FLOODED; MANY FLEE TO HILLS –**

River is on Rampage All Along Route and Many Sections of Land are Inundated. – Hagerstown, Md., June 3. – Racing along in an apparent effort to duplicate the big flood of 1889, at the time of the Johnstown disaster, the Potomac river is on a rampage all along its course today and is flooding great sections of land.

Incessant rains since Tuesday night caused the river to overflow at an alarming rate and at noon today the water was twenty-five feet above normal at Hancock, Williamsport and other points.

Sections of the Chesapeake and Ohio canal are flooded and navigation has been stopped. Coal boats have been secured to prevent them from being swept away.

Persons living along the river and canal have abandoned their homes. The western section of Hancock is being flooded. The river rose eighteen inches to the hour since 4 o'clock yesterday afternoon at Williamsport and at noon today was still rising.

Sun, Fri. 6/4/15, p. 3. **Water Backs into Cumberland.** – Hagerstown, Md., June 3. – The Potomac river at Williamsport overflowed its banks today and inundated the low-lands. The river rose rapidly all morning and this evening reached 26 feet above normal. Many acres of pasture and wheat land are under water, which at places is five feet deep. South of Williamsport, the river and Chesapeake and Ohio Canal are one body of water.

The river has leaped the canal banks on four-mile level and families living along the canal were forced to move to higher ground. J. Frank Wine, a canal superintendent, was driven from his home by the flood. Many canal boats have been made secure to prevent being washed away. At Williamsport, the Conococheague creek has overflowed its banks. The pumping station of W. D. Byron & Sons' tannery was flooded and the plant was compelled to close down. The grounds of the Williamsport Athletic Association are flooded.

ES, Fri. 6/4/15, p. 23. **RAIN CAUSES BIG RISE IN THE POTOMAC RIVER. – No Trouble Anticipated.** – Although the water in the river about this city is high, it is no higher than it has been on numerous previous occasions and the local rivermen anticipate no trouble. In consequence of the heavy current yesterday, one of the big barges of the Consolidation Coastwise Company, which was to have been taken to the mouth of the river, enroute for Boston with coal, had to be left at the dock.

Reports received at Georgetown this morning state that the flood had reached its highest point there and the water is falling. It is believed that the high level of the flood has reached this city and the water will begin to lower this afternoon.

ES, Sat. 6/5/15, p. 12. **ALONG THE RIVER FRONT – Departures.** – C. C. Company's barges No. 15 and No. 18, from Georgetown for Point Lookout, enroute to New England points with coal.

Tugs and Tows.

Tug Advance left Baltimore with two light schooners for Norfolk; tug James O. Carter left Georgetown with two coal-laden barges enroute to New England points, via Point Lookout.

ES, Sun. 6/6/15, p. 32. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter arrived from the mouth of the river, where she delivered two coal-laden barges from this city; tug Capt. Toby was out of service yesterday to wash boiler; tug Georges Creek picked up barges No. 15 and No. 18 at Point Lookout from this city and will take them to New England points; tug Advance is at the capes of the Chesapeake seeking vessels bound to Baltimore.

ES, Mon. 6/7/15, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug

James O. Carter will leave today with coal-laden barge from Georgetown for the mouth of the river enroute to a New England point; tug Edith G. Winship arrived at Georgetown with light coal boats from naval powder plant, Indian Head, Md.

ES, Wed. 6/9/15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with light coal boats bound for canal points.

Sun, Thu. 6/10/15, p. 9. **Arrivals at Baltimore**, tug Piedmont, with Capt. Hudgins, from Boston, light, to Consolidation Coastwise Company.

Sun, Fri. 6/11/15, p. 9. Tug Cumberland, with Capt. Svendsen, sailed for Baltimore with barges Nos. 11, 14 and 21, from Boston, 9th instant.

ES, Fri. 6/11/15, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship delivered two coal-laden boats in Mattawoman creek for naval powder plant; tug Advance left Baltimore with two loaded schooners for the capes of the Chesapeake.

ES, Sat. 6/12/15, p. 12. **ALONG THE RIVER FRONT – Departures.** – Schooner Ella, from Alexandria for Colonial Beach with coal.

Tugs and Tows.

Tug James O. Carter left for the lower river seeking vessels bound here; tug Winship arrived at Georgetown with light coal boats from river points.

Sun, Sun. 6/13/15, p. 10. Tug Georges Creek, with Capt. Brooks, arrived at Baltimore with barges No. 17 and 18, from Boston on the 11th instant.

ES, Sun. 6/13/15, p. 17. **ALONG THE RIVER FRONT – Departures.** – C. C. Co. barge No. 23, coal-laden, from Georgetown for Alexandria to await tug to take her to a New England point.

ES, Mon. 6/14, 15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Fortuna arrived at Georgetown with coal-laden barges and left with light barges for bay points; tug Advance arrived at Baltimore with two vessels in tow from the capes.

Memoranda.

Schooner Ella is at Colonial Beach with coal from Alexandria.

BH, Tue. 6/15/15, p. 14. Sailed from Boston, SS Charles F. Mayer, from Baltimore, towing barge No. 18, for Washington.

Sailed, tug Georges Creek, to Portsmouth to return with barge No. 17 for Baltimore, picks up barges Nos. 12 and 15 for Baltimore.

ES, Tue. 6/15/15, p. 25. **ALONG THE RIVER FRONT – Tugs and Tows.** The Cumberland left Alexandria with coal-laden barge No. 23 for a New England point.

ES, Wed. 6/16/15, p. 23. **ALONG THE RIVER FRONT – Arrivals.** – C. C. Co. barge No. 12, at Georgetown to load coal for a New England point.

Departures.

C. C. Co. barge No. 8, from Georgetown with coal, to Alexandria enroute to a New England point.

Tugs and Tows.

Tug Cumberland left Alexandria towing C. C. Co. barge No. 23, coal-laden, for a New England point; tug Winship placed barge No. 8 at anchorage off Alexandria; tug James O. Carter arrived at Georgetown with light canal boats for Chesapeake and Ohio canal points.

Canal Again Being Used.

Navigation on the Chesapeake and Ohio canal, after being somewhat interrupted for about a week, is again open and coal-laden boats are arriving at Georgetown with Cumberland coal for use in the city and for shipment to New England points. The trouble in the canal is reported to have been caused by the recent high water in the Potomac flooding the canal along its upper reaches and forming sand bars in the levels that prevented loaded boats getting by them. These sand bars had to be dug away before free navigation on the canal could be resumed.

BH, Thu. 6/17/15, p. 12. Arrived at Boston, Wed. Jun. 16, tug Georges Creek, with Capt. Brooks, from Portsmouth, towing barge No. 17 for Baltimore. Called for barges Nos. 12 and 15.

ES, Thu. 6/17/15, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Bohemia is due here with a tow of coal-laden barges from the head of Chesapeake bay; tug James O. Carter left Georgetown towing light barge for Smith's wharf to load; tug Capt. Toby arrived at Georgetown with light coal boats for Chesapeake and Ohio canal points; tug Winship arrived at Georgetown with light coal boats from naval powder plant, Indian Head, Md.

ES, Fri. 6/18/15, p. 24. **ALONG THE RIVER FRONT – Departures.** – Consolidation Coal [*sic.*] Company barge No. 8, coal from Georgetown, to anchorage off Alexandria waiting tug to take her away.

Tugs and Tows.

Southern Transportation Company tug Bohemia arrived with coal barges in tow and left with light barges for bay points; tug Piedmont is reported due at Alexandria after barge No. 8, due to a New England point with coal; tug Advance is at the capes of the Chesapeake seeking vessels bound to Baltimore.

ES, Sat. 6/19/15, p. 12. **ALONG THE RIVER FRONT – Arrivals.** – Consolidation Coastwise Company barge No. 18, light, from a New England point at Georgetown to load coal.

Departures.

Consolidation Coastwise Company barge No. 8, in tow from Alexandria for a New England port with coal from Georgetown.

Tugs and Tows.

Tug Piedmont arrived with light barge and left with loaded barge for a New England point; tug James O. Carter delivered light Consolidation Coastwise Company barge at Georgetown to load coal for a New England point; tug Winship arrived at Georgetown with light coal boats from naval powder plant at Indian Head, Md.

BIG TUGS ON POTOMAC.

Dull Business from Baltimore Sends Them into Local Service. – Tug Piedmont, one of the big seagoing tugs of the Consolidation Coastwise Company, yesterday paid a visit to the Potomac river as far up as Alexandria, the first she has made in several years. She brought, light, Consolidation Coastwise Company barge No.18 from New England points to load coal and took away barge No. 8, which has been lying loaded at Georgetown for several days past waiting for a tug to take her away.

At Point Lookout she will pick up barge No. 23, which left here several days ago in tow of the tug Cumberland, and will carry them with No. 27, from Baltimore, to Boston. The big seagoing tugs of the Consolidation Coastwise Company are being used for moving barges between Point Lookout and this city, on account of dull business in coal shipments to coastwise points from Baltimore.

BH, Sun. 6/20/15, p. 14. Sailed from Boston, tug Georges Creek, towing barges Nos. 12 and 17 for Baltimore, and No. 15 for Washington.

ES, Sun. 6/20/15, p. 22. **ALONG THE RIVER FRONT – Departures.** – Schooner barge No. 12, coal from Georgetown in tow for Point Lookout enroute to a New England point.

Tugs and Tows.

Tug James O. Carter took barge No. 10 from Georgetown to Alexandria enroute to the mouth of the river.

ES, Mon. 6/21/15, p. 17. **ALONG THE RIVER FRONT – Departures.** – Schooner barge No. 12, from Alexandria for Point Lookout, enroute to Boston.

Tugs and Tows.

Tug James O. Carter returned after delivering Consolidation Coastwise Company barge No. 12 at Point Lookout.

BH, Tue. 6/22/15, p. 12. Arrived at Boston, Mon. Jun 21, tug Savage, with Capt. Michalski, from Baltimore, towing barge Nos. 5 (for Portsmouth), 25 (for Portland) and 19.

ES, Tue. 6/22/15, p. 22. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter arrived, light, after delivering coal-laden barge at the mouth of the river; tug Winship left Georgetown with coal boats for Indian Head; tug Cumberland is reported on her way to this city with a light barge from Boston.

ES, Thu. 6/24/15, p. 13. **MAMMOTH TUG IN PORT. – Georges Creek Makes First Visit Here with Barge Tow.** – Towing barge No. 15, light, from Boston, the tug Georges Creek, one of the large towboats of the Consolidation Coastwise Company, arrived at Alexandria yesterday and turned the barge over to a local tugboat to be taken to Georgetown. Though the tugs Cumberland and Piedmont, the other towboats of the Consolidation Coastwise Company, have been frequent visitors here in past years and

recently came to Georgetown, it is stated, this is the first visit the Georges Creek has ever made to the Potomac, though she was built sixteen years ago.

The Georges Creek is one of the largest towboats in service on the Atlantic coast, registering 398 tons and being 128.9 feet long. She was built at Port Richmond, N. Y., and carries a crew of about twenty [*sic.* 10] men.

Schooner barge No. 18 of the Consolidation Coastwise fleet has completed loading of about 1,800 tons of Cumberland coal at Georgetown, and has started, in tow, for a New England point.

Ibid, p. 25. **ALONG THE RIVER FRONT – Arrivals.** – Consolidation Coal [*sic.*] Company's barge No. 15, light, at Georgetown from Boston, to load Cumberland coal for a New England point; barge Rancocas, with coal for the gas light company, at Georgetown from Philadelphia.

Departures.

Schooner barge No. 18, from Georgetown for a New England point, with coal.

Tugs and Tows.

Tug Georges Creek arrived with light barge from Boston and left with coal-laden barge for a New England port; tug Fortuna arrived with coal-laden barges from the head of the bay and left light; tug James O. Carter delivered light coal barge at Georgetown from Alexandria and took loaded barge to Alexandria enroute north; tug Advance left Baltimore with coal-laden vessel in tow for the capes of the Chesapeake.

ES, Fri. 6/25/15, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Fortuna arrived light and left with light barge for a Chesapeake bay point; tug Georges Creek anchored Consolidation Coal [*sic.*] Company barge from this city in the St. Mary's river to take tow of loaded barges to Baltimore.

BH, Sat. 6/26/15, p. 12. Sailed from Boston, tug Savage, for Baltimore, towing barges Nos. 25 and 19.

Sailed from Boston, tug Piedmont, towing barges Nos. 8 (from Alexandria) for Rockport and 27 (from Baltimore, for Portland).

ES, Sat. 6/26/15, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance has sailed from Baltimore, for New York, enroute to Portland, Me.; tug Winship arrived at Georgetown with coal boats for the Chesapeake and Ohio canal.

ES, Sun. 6/27/15, p. 28. **ALONG THE RIVER FRONT – Departures.** – Consolidation Coal [*sic.*] Company barge No. 15, from Georgetown for Alexandria with coal to await tug to take her to a New England point.

Tugs and Tows.

Tug Fortuna arrived at Baltimore with light barge from a Potomac point; tug James O. Carter shifted coal-laden Consolidation Coal Company barge to Alexandria.

BH, Mon. 6/28/15, p. 13. Arrived at Boston, Sun. Jun. 27, tug Piedmont, with Capt. Hudgins, supposed from Kennebec, with two barges.

ES, Mon. 6/28/15, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Consolidation Coal [*sic.*] Company's tug Cumberland is reported due at Alexandria after barge No. 15, for Boston; tug Winship left Georgetown with coal-laden boats for naval powder plant, Indian Head, Md.

BH, Tue. 6/29/15, p. 12. Sailed from Boston, tug Piedmont, towing barges Nos. 5 (from Portsmouth, for Washington), 24 (from Portsmouth, for Baltimore) and 23 for Baltimore.

Sun, Tue. 6/29/15, p. 8. **City of Richmond Raised.** – Wreckers raised on Saturday the steamer City of Richmond, which sank at her pier at West Point, Va., on June 8 and which left there last night for Baltimore in tow of the Consolidation Coastwise Company's tug Georges Creek. She will be placed in one of the docks of the Baltimore Drydocks Company as soon as she arrives. The raising of the vessel was witnessed by Inspectors Wright and White, of the United States service, and President Key Compton of the Chesapeake Steamship Company. While the cause of the sinking of the vessel is now known to President Compton and the inspectors, nothing will be explained until the vessel arrives.

ES, Tue. 6/29/15, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance arrived at New York enroute to Portland, Me., for service; tug Winship arrived at Georgetown with coal boats for Chesapeake and Ohio canal points.

ES, Wed. 6/30/15, p. 25. **ALONG THE RIVER FRONT – Arrivals.** – Schooner barge No. 19, light, at Georgetown from a New England point to load coal for Boston.

Departures.

Schooner barge C. C. Co. No. 15 in tow from Alexandria for New England with coal from Georgetown.

Tugs and Tows.

C. C. Co. tug Savage arrived with light barge from Boston and left with loaded barge for a New England point.

Seagoing Tug Savage in Potomac.

The tug Savage, another of the big seagoing boats belonging to the Consolidation Coastwise Company, arrived off Alexandria yesterday after Consolidation Coal [*sic.*] Company barge No. 15, which she will take to a New England point to discharge a cargo of coal taken aboard at Georgetown. Though the Savage has visited this city several times in

previous years, it has been several years since she was last up the Potomac.

ES, Thu. 7/1/15, p. 25. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with coal-laden lighters for canal points; tug Piedmont has arrived at Boston with coal-laden barge No. 23, from this city.

ES, Fri. 7/2/15, p. 5. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance, with dredging outfit in tow, from New York, has arrived at Newport, R. I., enroute to Portland, Me., via the Cape Cod canal; tug Edith G. Winship arrived with light coal boats from Indian Head.

BH, Sat. 7/3/15, p. 10. Cape Henry, July 1, passed out tug Georges Creek for Baltimore from Boston, towing three barges.

ES, Sat. 7/3/15, p. 11. **ALONG THE RIVER FRONT – Arrivals.** – Consolidation Coastwise Company schooner barges No. 5 and No. 23, light, at Georgetown, from New England points to load coal to return.

Departures.

C. C. Co. barge No. 19, from Georgetown, with coal for a New England point.

Tugs and Tows.

Consolidation Coal [*sic.*] Company tug Piedmont arrived with two light barges from New England points and left with loaded barge from Georgetown for Boston; tug Winship arrived at Georgetown with light canal boats for Chesapeake and Ohio canal points; tug Capt. Toby towed light C. C. Co. barges from Alexandria to Georgetown.

ES, Tue. 7/6/15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance has arrived at Portland, Me., from Baltimore under charter for service to a dredging company; tug Edith G. Winship left

with coal-laden boats from Georgetown for the naval powder plant at Indian Head, Md.

ES, Wed. 7/7/15, p. 20. **ALONG THE RIVER FRONT – Departures.** – C. C. Company barge No. 5, from Georgetown to anchorage off Alexandria, enroute to Boston with coal.

Tugs and Tows.

Tug James O. Carter left Georgetown with loaded coal barge which anchored off Alexandria; C. C. Company tug Cumberland reported on her way here from New England ports with light barges to load coal at Georgetown.

TUG ADVANCE AT PORTLAND.

Arrives for Service Under Charter to Coastwise Dredging Company. – For service under charter to the Coastwise Dredging Company the tug Advance of the Taylor fleet of this city has arrived at Portland, Me., from Baltimore. Her charterers have a contract for deepening the channels leading into the Maine port, and the Advance will be employed upon this work. After leaving Baltimore the tug went to New York and picked up the big dredge and several scows, which she towed to Portland by way of the Cape Cod canal. The Advance will be employed upon this work for several months.

Since going into service about four years ago, the Advance, with the exception of a few months, has spent the entire time with dredging plants in northern waters. The tug M. Mitchell Davis, the other boat of the Taylor fleet of this city, is working with the Maryland Dredging Company on a contract for the deepening of the channels of the Delaware river below Philadelphia.

BH, Thu. 7/8/15, p. 12. Sailed from Boston, tug Georges Creek (from Baltimore, for Portland), towing barge No. 15.

Sun, Thu. 7/8/15, p. 8. **Steward's Long Service.** – Saturday last Edward E. Warrington, steward of the Consolidation Coastwise Company's sea tug Piedmont, rung up the twelfth year of his service on that vessel. In that time, he has never missed a trip and of all who served on the Piedmont he is the only one who signed the payroll every month since he has been on the vessel. Mr. Warrington has seen every position on board change, but he was always on hand every morning to make early coffee, whether at sea or in port.

In his service as steward for 24 years he has been on but three tugs, beginning with the Kate Jones nearly a quarter of a century ago, and next on the Chicago, and last on the Piedmont.

BH, Thu. 7/8/15, p. 12. Arrived at Boston, Wed. Jul. 7, tug Savage, with Capt. Michalski, from Baltimore, towing barges Nos. 14, 17 and 21.

ES, Thu. 7/8/15, p. 22. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with coal boats in tow from Indian Head for Chesapeake and Ohio canal points.

ES, Fri. 7/9/15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown with canal boat from Alexandria with fertilizer for a canal point; tug Georges Creek arrived at Boston with coal-laden barge from Georgetown.

ES, Sat. 7/10/15, p. 5. **Personal Notes of Rivermen.** – Capt. Henry Davis, master of the Taylor tug, James O. Carter, who was confined to his home by illness, has recovered sufficiently to return to the command of his vessel.

Capt. Frank Taylor is aboard the tug Advance of this city, which arrived at Portland, Me., early in the week, and which

will go into service under charter at the Maine port.

Ibid, p. 10. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter arrived at Georgetown, towing light coal barge from Alexandria for canal points; tug Edith G. Winship left Georgetown with coal-laden boats for naval proving grounds at Indian Head, Md.

BH, Sun. 7/11/15, p. 14. Arrived in Boston, Sat. Jul. 10, tug Cumberland, with Capt. Svendsen, from Baltimore, towing barges Nos. 12 (for Portland), 19 (for Portsmouth) and 25, from Washington, D. C.

Sailed, tug Edwin L. Pillsbury, towing barge No. 21, (from Baltimore, for Lynn).

Sailed, tug Cumberland, towing barges Nos. 19 (from Baltimore, for Portsmouth) and 12 (from Baltimore, for Portland).

ES, Sun. 7/11/15, p. 5. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with light coal boats from naval powder plant at Indian Head, enroute to Cumberland, Md.

Ibid, p. 12. **ON MARINE WAYS.** Barge No. 8, one of the big coal-carrying vessels that load coal at Georgetown for the Consolidation Coal Company for the transportation to New England points, is also at a Baltimore shipyard for general repairs.

ES, Mon. 7/12/15, p. 3. **ALONG THE RIVER FRONT – Departures.** – C. C. Co., barge No. 5, from Georgetown with coal, to anchorage off Alexandria enroute to a New England point.

ES, Tue. 7/13/15, p. 18. **ALONG THE RIVER FRONT – Departures.** – C. C. Co. schooner barges No. 5 and No. 23, from Georgetown and Alexandria, with coal, in tow for New England points.

Tugs and Tows.

Tug Piedmont left towing two Consolidation Coal [*sic.*] Company barges with coal from Georgetown, and at Point Lookout will pick up a third barge, all for New England points; tug Capt. Toby delivered barge No. 23 from Georgetown at Alexandria; tug Georges Creek is reported on her way from Boston with three light barges in tow, one of which is to come to this city.

Memoranda.

Schooner barge C. C. Co. No. 10 is on her way in tow from Boston for this city to load coal for a New England point.

ES, Wed. 7/14/15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship returned from Indian Head with coal boats for a Chesapeake and Ohio canal point; tug Capt. Toby arrived at Georgetown with light canal boats from Alexandria and elsewhere; tug Piedmont passed out the capes of the Chesapeake towing barges No. 5 and No. 23, with coal from this city for New England points; tug Bohemia is reported on her way to this city with coal-laden barges from the head of Chesapeake bay.

Memoranda.

Schooner Oscar is at Alexandria loading coal for Colonial Beach.

Personal Notes of Rivermen.

Capt. Frank Taylor of A. J. Taylor & Bro., tugboat owners, this city, is in Portland, Me., where the tug Advance, flagship of the Taylor fleet, is in service under charter.

BH, Thu. 7/15/15, p. 12. Sailed from Boston, Jul. 13, tug Savage, towing barges Nos. 7 and 17 (for Baltimore) and 18 (for Alexandria).

ES, Thu. 7/15/15, p. 23. **ALONG THE RIVER FRONT – Departures.** – Schooner Oscar, from Alexandria, with soft coal for Colonial Beach.

Tugs and Tows.

Tug Winship arrived at Georgetown with light coal boats for Cumberland, Md.

BH, Fri. 7/16/15, p. 10. Arrived in Boston, Thu. Jul. 15, tug Cumberland, with Capt. Svendsen, from Portland, Me., towing barge No. 19, from Portsmouth, N. H.

ES, Fri. 7/16/15, p. 4. **ALONG THE RIVER FRONT – Tugs and Tows.** – Consolidation Coal [*sic.*] Company's tug Georges Creek arrived with light barge to load coal at Georgetown; tug Capt. Toby arrived at Georgetown with coal boats for Chesapeake and Ohio canal points

Ibid, p. 12. Edgar Merriman, son of J. W. Merriman of Brunswick, Md., jumped from a boat into the Chesapeake and Ohio canal yesterday and was drowned. The body was recovered.

BH, Tue. 7/20/15, p. 12. Arrived at Boston, Mon. Jul. 19, tug Piedmont, with Capt. Hudgins, from Baltimore, towing barges Nos. 24 (from Baltimore, for Portland), 5 (from Washington, for Portland) and 23 (from Washington, for Portsmouth).

Sun, Tue. 7/20/15, p. 56. **Arrived For Baltimore.** – Tug Piedmont, with Capt. Hudgins, with barges Nos. 5, 23 and 24, from Boston, 19th instant.

ES, Tue. 7/20/15, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith Goddard Winship left Georgetown with coal-laden boats for the naval powder plant, Indian Head, Md.; tug Capt. Toby arrived at Georgetown with light coal boats for Chesapeake and Ohio canal points.

ES, Wed. 7/21/15, p. 9. **NAVY NOW STORING COAL – Large Supplies Being Taken to Mattawoman Creek Powder Plant**

According to reports, the movement of coal from this city to the government storage yard at the naval powder plant on Mattawoman creek, Md., will be heavy in the next month, and shipments to New England points will drop off somewhat. It is stated that the tug Edith G. Winship will make daily trips from Georgetown with two or three canal boats in tow to the Indian Head storage point, and it is the purpose of the government officials to accumulate a surplus large enough to supply the powder factory and other works about the proving ground throughout the winter. This accumulation of coal is made each season in preparation for the four months or longer when the Chesapeake and Ohio canal is closed. It is stated that about 20,000 tons are stored at Indian Head for winter use.

Barge No. 20, which was yesterday put under the coal chutes at Georgetown to load for a New England point, will be ready to sail by tomorrow or Friday.

Ibid, p. 19. **ALONG THE RIVER FRONT – Arrivals.** – Barge 18, light, at Georgetown from a New England point to load coal to return.

Tugs and Tows.

Tug Winship arrived with light coal boats from the naval powder plant, Mattawoman creek, Md.; tug James O. Carter delivered light coal boats at Georgetown, enroute to Chesapeake and Ohio canal points

Memoranda.

Schooner barge C. C. Co. No. 20 is on her way from this city to a New England point with coal.

BH, Thu. 7/22/15, p. 10. Sailed from Boston, tug Piedmont, towing barges Nos. 12 (from Portland, for Washington), 14 and 21, for Baltimore.

ES, Thu. 7/22/15, p. 22. **May be W. H. Campbell's Body.** – Relatives of William H. Campbell, fifty-three years old, who

disappeared from this city in 1913, are trying to determine the identity of the body of a man found in the Chesapeake and Ohio canal August 6, 1913. It is believed that the body taken from the canal was that of the missing man. The description of the body, it is stated, tallied with that of Campbell, although the face is so badly decomposed that it could not be recognized.

ES, Fri. 7/23/15, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Piedmont delivered coal-laden barge from Georgetown at Portland, Me.

Memoranda.

Consolidation Coal [*sic.*] Company's barge No. 5 has arrived at Portland from this city with coal.

BH, Sat. 7/24/15, p. 10. Cape Henry, Jul. 22, passed out tug Savage, towing barges Nos. 7, 10 and 15, from Baltimore, for Boston.

Sun, Sat. 7/24/15, p. 12. **CAPTAIN A. PEDERSEN DEAD. – Former United Fruit Co. Master is Victim of Typhoid Fever.** – Capt. Anthon Pedersen, long chief officer of the steamer Brookline, of the United Fruit Company and lately in charge of tugs of the Consolidation Coal [*sic.*, Coastwise] Company, died yesterday morning at his home, 1745 Fleet street, from typhoid fever. Captain Pedersen was stricken early in the month on his way to Boston to take charge of the tug Cumberland.

Captain Pedersen was 44 years old and a native of Bergen, Norway. He came to Baltimore about 20 years ago and soon became identified with the city's marine trade.

In late years he had command of the tugs of the Consolidation Coal [*sic.* Coastwise] Company, his latest charge being the tug Piedmont. His widow, Mrs. Mary E. Pedersen; four children, Helga and Alma Pedersen and Theresa and Elleanor Volz; a brother, Louis Pedersen and two sisters, Mrs.

Hanna Strand, of Norway, and Mrs. Helga Thomson, of Chicago, survive. Captain Pedersen's mother, Mrs. Anna Pedersen, of Norway, also survives. The funeral will be held Monday.

ES, Sat. 7/24/15, p. 5. **LOCAL TUGS DOING WORK. – Towing barges of Consolidation Coal Company to Point Lookout.** – Under orders from the

headquarters of the Consolidation Coal Company, local tugs are again towing the big barges of the coal company between this city and the mouth of the river, in place of the big sea-going tugs Georges Creek, Savage and Piedmont, which have been used for the work in the past two months. The tug James O. Carter of the Taylor fleet left here yesterday afternoon with barge No. 18 in tow for Point Lookout, where No. 18 will join a tow going from Baltimore to Boston or other New England points. No. 18 arrived here early in the week from Boston and took aboard about 1,800 tons of coal at the Georgetown coal piers.

Barge No. 12 is on her way from a New England point to this city, and if the tug Carter does not find her at Point Lookout when she reaches there with barge No. 18, she will wait for her and bring her to Georgetown to load.

Ibid, p. 10. **ALONG THE RIVER FRONT – Departures.** – Schooner Bessie Ford, coal from Dove's for Colonial Beach; schooner barge Consolidation Coal [*sic.*] Company, No. 18, from Georgetown, with coal, in tow for Point Lookout enroute to a New England point; schooner Juanita, coal from J. M. Dove's for Colonial Beach.

Tugs and Tows.

Tug Capt. Toby delivered barge No. 18 from Georgetown to tug Carver at Alexandria, to be taken to Point Lookout; tug Carter arrived with wood-laden vessel from Colonial Beach and left with barge No. 18 for the mouth of the

river; tug Edith G. Winship arrived at Georgetown with light canal boats for Chesapeake and Ohio canal points.

Memoranda.

Schooner barge Consolidation Coal [*sic.*] Company, No. 12, is due at this city from Boston to load coal to return.

Sun, Sun. 7/25/15, p. 10. Sailed from Baltimore, tug Cumberland, towing barge No. 17, for Boston.

ES, Sun. 7/25/15, p. 24. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter delivered coal-laden barge at Point Lookout from Georgetown.

Cape Henry, Va., Passed in for Baltimore, 24th at 5 A. M., tug Piedmont, towing three barges, from Boston.

BH, Mon. 7/26/15, p. 12. Sailed from Boston, tug Georges Creek, for Baltimore, towing barges Nos. 5 and 24 (from Portland) and No. 23.

ES, Mon. 7/26/15, p. 5. **WILL CARY COAL SOUTH. – Consolidation Company Barges to Bring Back Phosphate Rock.** – Two of the big barges used by the Consolidation Coal Company in the carrying of soft coal from this city and Baltimore to New England points have been chartered by a Baltimore concern to carry coal from Norfolk to Port Tampa and to bring back phosphate rock to Baltimore. The steamer Charles F. Mayer also has been chartered for the trip and she will carry full cargoes in both directions and will tow the loaded barges.

This is said to be the first time in the history of the big barge coal traffic that barges of the Consolidation company have carried cargoes to south Atlantic ports. Their endeavors heretofore have been confined to coal transportation from the Chesapeake to New England points, returning light, though an occasional cargo of ice or other material is

brought from northern ports to Baltimore of this city. Shortage in tonnage in the phosphate rock trade, caused by so many bog schooners having gone into the trade to Pernambuco, Rio or the river Platte, has caused the chartering of these vessels at high freight rates.

Ibid, p. 17. **ALONG THE RIVER FRONT – Arrivals.** – Schooner barge No. 12, light, from Boston, at Georgetown to load coal.

Tugs and Tows.

Tug Edith G. Winship left with coal-laden boats for the naval powder plant, Mattawoman creek, Md.; tug Capt. Toby arrived at Georgetown with coal boats for canal points; tug James O. Carter arrived at Georgetown with light Consolidation Coal [*sic.*] Company barge to load soft coal for a New England point.

ES, Tue. 7/27/15, p. 8. **Believe W. H. Campbell Drowned.** – Relatives of William H. Campbell, a resident of southeast Washington, who disappeared about two years ago, are convinced that he was drowned in the Chesapeake and Ohio canal near Aqueduct bridge before his disappearance was reported to the police. A sample of clothing taken from the body of the drowned man has been identified as being similar to the clothing worn by Campbell shortly before he disappeared.

Ibid, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship left last night for the naval powder plant, Indian head, Md., with two coal-laden canal boats in tow; tug Capt. Toby arrived at Georgetown with coal boats for Chesapeake and Ohio canal points.

ES, Wed. 7/28/15, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Georges Creek is on her way to the Chesapeake from Boston with light barge for Georgetown; tug James O. Carter left towing

barge No. 12 for Point Lookout, enroute to a New England port; tug Winship arrived at Georgetown with coal boats from Indian Head.

Memoranda.

Barge No. 23 is on her way from Boston for this city in tow.

BH, Thu. 7/29/15, p. 10. Arrived at Boston, Wed. Jul. 28, tug Savage, with Capt. Michalski, from Baltimore, towing barges Nos. 7 (for Gardiner) and 10 (for Portsmouth); left No. 15 at Providence.

ES, Thu. 7/29/15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Georges Creek is due today at the capes of the Chesapeake with Consolidation Coal [*sic.*] Company barge No. 32, for Georgetown.

ES, Fri. 7/30/15, p. 22. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter will arrive today towing barge No. 24, light, from Point Lookout for Georgetown to load coal for a New England point; tug Piedmont picked up at Point Lookout barge No. 12, coal-laden, from this city for Boston.

ES, Sat. 7/31/15, p. 12. **ALONG THE RIVER FRONT – Arrivals.** – Consolidation Coal [*sic.*] Company barge No. 23, at Georgetown from a New England point to load coal to return.

Departures.

Schooner Ella, from Alexandria for Colonial Beach with coal.

Tugs and Tows.

Tug M. Mitchell Davis is on her way to the Chesapeake from Philadelphia for general towing work; tug Winship arrived at Georgetown with coal boats for Chesapeake and Ohio canal points.

BH, Sun. 8/1/15, p. 14. Sailed from Boston, tug Cumberland, towing barge No. 18 (from Washington, for Portsmouth).

ES, Sun. 8/1/15, p. 26. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Kenmore arrived with three loaded barges from the head of the bay, for Alexandria and Georgetown; tug James O. Carter arrived at Georgetown with light coal boats enroute to Cumberland.

COMING UP THE CHESAPEAKE.

Tug M. Mitchell Davis to be fitted with Steam Steering gear. – Having for a time completed her charter as tender to dredging machines working on the Delaware river in the vicinity of Philadelphia, the tug M. Mitchell Davis, one of the larger boats of the Taylor towboat fleet of this city, is on her way to the Chesapeake to take up general towing work.

It is stated that before she returns to service on the Delaware, which will be in about a month, she will be fitted with a modern steam steering outfit. Capt. R. T. Fowkes of this city is master of the Davis.

The tug Advance, the other big towboat of the Taylor fleet, is at Portland, Me., in service under charter to the Coastwise Dredging Company of Norfolk, which is working on the channels in the vicinity of the Maine port. The Advance will probably be employed upon this work for several months.

BH, Mon. 8/2/15, p. 11. Arrived at Boston, Sun. Aug. 1, tug Savage, with Capt. Michalski, supposed from Portsmouth with barges.

ES, Mon. 8/2/15, p. 19. **ALONG THE RIVER FRONT – Departures.** – Schooner Lancelot from Alexandria with coal for Wayside, Md.

Tugs and Tows.

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

Sun, Tue. 8/3/15, p. 8. Tug Georges Creek, with Capt. Brooks, towing barge No. 5, Capt.

Andresen; and barge No. 24, Capt. Anderson, Consolidation Coastwise Company, cleared for Boston.

ES, Tue. 8/3/15, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug M. Mitchell Davis arrived at Baltimore from Philadelphia with a dredging machine in tow; tug E. G. Winship arrived at Georgetown with coal boats from Indian head, enroute to Cumberland, Md.

ES, Wed. 8/4/15, p. 18. **ALONG THE RIVER FRONT – Memoranda.** – Barge No. 23 has completed loading coal at Georgetown and is waiting orders to sail for a bay point.

BH, Thu. 8/5/15, p. 7. Arrived in Boston, Wed. Aug. 4, tug Cumberland, with Capt. Svendsen, from Portsmouth, towing barges Nos. 10 and 18, for Baltimore.

ES, Thu. 8/5/15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown with coal boats for Chesapeake and Ohio canal points.

BH, Fri. 8/6/15, p. 10. Delaware Breakwater, Aug. 5, tug Georges Creek, towing barges Nos. 5 and 24, from Baltimore, for Boston.

ES, Fri. 8/6/15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship left Georgetown with coal-laden boats for the naval powder plant at Indian Head, Md.; tug M. M. Davis, at Baltimore, is being fitted with steam steering outfit; tug Capt. Toby arrived at Georgetown with light coal boats for Cumberland, Md.

ES, Sat. 8/7/15, p. 10. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Cumberland has sailed from Boston with light Consolidation Coal [*sic.*] Company barge for this city to load Cumberland coal; tug Winship left Georgetown with coal-laden boats for

naval powder plant coal bins at Mattawoman creek, Md.; tug James O. Carter delivered light coal boats at Georgetown enroute to Chesapeake and Ohio canal points.

LOG IN TUG'S PROPELLER.

Eugenia Will Go Out on Marine Railway for Repairs. – The little tug Eugenia, belonging to L. E. Smoot, is lying at Smoot's wharf at Alexandria, disabled by a log in her wheel. To remove the log, it will be necessary to haul the vessel out on a marine railway. The Eugenia was employed Thursday evening about the outlet of the Chesapeake and Ohio canal into the river when she picked up the log out of shoal water and jammed it into her propeller so tightly as to disable the tug. The tug Herbert, also one of the Smoot fleet, towed the Eugenia to Alexandria. Unless the log has damaged the hull or wheel of the tug, it will require but a short time to remove it after the Eugenia is taken from the water.

BH, Sun. 8/8/15, p. 14. Sailed from Boston, tug Piedmont, for Baltimore, towing barges Nos. 8, 18 and 17.

Sailed, tug Cumberland, from Baltimore, towing barges Nos. 10 and 27 for Baltimore, and 20 (from Portsmouth, for Washington).

ES, Sun. 8/8/15, p. 10. **ALONG THE RIVER FRONT – Tugs and Tows.** – Southern Transportation Company tug is due with tow of coal-laden barges from the head of Chesapeake bay; tug James O. Carter arrived at Georgetown with light coal boats enroute to Cumberland coal mines.

ES, Mon. 8/9/15, p. 16. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship left Georgetown with coal boats for naval powder factory, Indian Head, Md.

INDIAN HEAD LAYS IN COAL.

Tug Making Daily Trips to Pile Up 10,000 Tons. – Heavy shipments of Cumberland coal are being made from Georgetown to the naval powder plant dump on Mattawoman creek, Md. The tug Edith G. Winship is making daily trips to the naval coal dump, taking down two boats with from 225 to 250 tons of coal aboard and returning with two light barges. It is said to be the intention of the Indian Head powder plant authorities to lay in a supply of coal in excess of 10,000 tons to provide several months' fuel for the powder plant should the canal be closed for an unusual period during the coming winter.

Shipments of coal from Georgetown to New England points will be continued for about a month longer. One of the big barges of the Consolidation Coal [*sic.*] Company is lying loaded at Georgetown waiting orders and a light barge is reported on her way here from Boston. This barge should arrive here early this week.

Sun, Tue. 8/10/15, p. 8. Tug Cumberland, with Capt. Svendsen, towing barges Nos. 10, 20 and 27, from Boston for Baltimore, passed Vineland Haven, 8th instant.

ES, Tue. 8/10/15, p. 17. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Cumberland is reported on her way down the coast with a light barge from Boston for this city; tug Gwalia is reported on her way to Hampton Roads with barge to load coal for Alexandria; tug James O. Carter arrived at Georgetown with lumber-laden barge for a canal point.

Memoranda.

Barge Providence will load coal in Hampton Roads for Alexandria.

Will Carry Coal to Alexandria.

The barge Providence, one of the big coal carriers of the New England Coal and Coke Company of Boston, is reported on her way to Hampton Roads from Boston to load 2,300

tons of Pocahontas coal for Alexandria. In tow of big tug Gwalia, she is expected to arrive at Alexandria the latter part of this week. The Gwalia is one of the larger towboats used in the towing of coal-laden barges from the Chesapeake to New England ports, and will attract much attention at Alexandria on her arrival there.

ES, Wed. 8/11/15, p. 14. **REPAIRING CANAL DAMAGE. – Break Causes**

Stoppage of Traffic on the Waterway. –

Repair work is being pushed on a break in the Chesapeake and Ohio canal at Edward's Ferry, in what is known as the trunk at Broad run, but it is believed the water cannot be let into the level and the movement of boats resumed before Saturday. All coal boats this side of the break have arrived here and just now no coal is coming. It will take about twenty-four hours for the boats above the break to reach here after navigation is resumed.

The damage to the canal is reported to have been caused by the heavy rains and high water of about a week ago, the water from the Potomac cutting the canal bank away for some distance. The temporary close of navigation has put an end to the shipping of coal to the naval powder plant storage yard at Indian Head. It may cause the sending to Baltimore of a big barge which was ordered here to load for a New England point.

ALONG THE RIVER FRONT – Tugs and

Tows. – Tug Winship arrived at Georgetown with light coal boats bound up the canal.

BH, Thu. 8/12/15, p. 10. Sailed from Boston, tug Charles T. Gallagher, towing barge No. 24 (from Baltimore, for Portland).

Sailed, tug Georges Creek, for Baltimore, towing barges Nos. 7 (from Parkers' Flats) and 21. Calls at Newport for No. 15.

ES, Fri. 8/13/15, p. 18. **ALONG THE RIVER FRONT – Arrivals.** – Boat Alice May, at Alexandria, from Seneca, Md., to load fertilizer to return.

Departures.

Canal boat Alice May, from Alexandria for Georgetown enroute to Chesapeake and Ohio canal points.

Tugs and Tows.

Tug Capt. Toby arrived at Georgetown with fertilizer-laden boat for a canal point; tug Carter delivered coal-laden barge No. 20 at Point Lookout enroute to Boston.

ES, Sat. 8/14/15, p. 11. **ALONG THE RIVER FRONT – Arrivals.** – Consolidation Coal [*sic.*] Company's barge No. 20, light, at Georgetown to load coal for a New England point.

Tugs and Tows.

Tug Gwalia arrived at Alexandria with barge Providence from a down-east port; tug James O. Carter arrived at Georgetown towing light Consolidation Coal [*sic.*] Company's barge, to load coal at Georgetown

BRINGS CARGO OF PYRITES.

Whaleback Barge Providence in Port at Alexandria. – Lying at the wharf of the Alexandria Fertilizer and Chemical Company, at Alexandria, is the whaleback barge Providence, belonging to the New England Coal and Coke Company, discharging a cargo of 2,300 tons of pyrites, reported from a Maine port. The Providence is the first whaleback barge to bring a cargo up the Potomac. She is the product of a lake shipyard, having been built at West Superior, Wis., in 1891. She is an exceptionally long craft, and registers 1,150 gross tons.

When loaded and at sea, the waves sweep across her from stem to stern, but it is stated, the six men she carries are very comfortable in the large cabin at the stern of the vessel. She will probably be at Alexandria until the middle of the coming week.

The tug Gwalia, which brought the Providence to Alexandria, is one of the largest tugs that has ever been on the Potomac. She registers 415 tons and is 130 feet long.

Sun, Sun. 8/15/15, p. 9. Tug Piedmont, with Capt. Hudgins, towing barge No. 10, Capt. Sudds; barge No. 18, Capt. Johnson; and barge No. 27, Capt. Olsen, Consolidation Coastwise Company, departed for Boston.

ES, Tue. 8/17/15, p. 18. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived with light coal boats from Indian Head and left with loaded boats for the naval powder plant.

CANAL DAMAGE REPAIRED.

First Coal-Laden Barge to Arrive in Week Expected Tonight. – Repairs to the portion of the Chesapeake and Ohio canal near Edwards ferry damaged by high water in the early part of this month were completed yesterday and the water turned in. It is expected that the first coal-laden boat to arrive here in the past week or longer will come into Georgetown tonight and that many boats will reach here in the next forty-eight hours. The break was only about thirty miles from this city, and boats that left the coal fields in the past week were all held up by it. They will all arrive in a bunch and the docks at Georgetown will be filled.

Consolidation Coal [*sic.*] Company barge No. 26, which was brought here last week to load coal for a New England point, up to yesterday afternoon had not a pound of coal placed aboard her. The work of loading her will be started tomorrow morning, and it is expected she will be loaded by Friday evening.

Whether she will at once start on her trip to Boston depends upon orders received from the headquarters of the Consolidation Coal Company at Baltimore.

Shipments of about 225 tons of coal daily to the naval powder plant storage point

on Mattawoman creek, Md., will be at once also resumed.

ES, Wed. 8/18/15, p. 16. **ALONG THE RIVER FRONT – Arrivals.** – Boat Sally May arrived at Georgetown from Alexandria with fertilizer for a Chesapeake and Ohio canal point.

Tugs and Tows.

Tug Winship will leave today with coal-laden boats for the naval powder plant coal storage yard at Mattawoman creek; tug James O. Carter arrived at Georgetown with fertilizer-laden barge for Seneca, Md.; tug Cumberland has sailed from Boston with light Consolidation Coal [*sic.*] Company barges for this city and Baltimore; tug M. M. Davis is at Baltimore undergoing repairs.

ES, Thu. 8/19/15, p. 20. **DEEPENING COAL DOCK – Dredging Work is to Facilitate Shipments by Barge.** – Dredge No. 3, belonging to Lewis Smoot of this city, which was employed in banking work behind the stone dyke on the Virginia side of the Georgetown channel, was yesterday taken to Georgetown and put to work deepening the dock used by the big Consolidation Coal [*sic.*] Company barges to load coal. There is now twenty-two feet of water in the river channel from Georgetown to the main channel of the river and the dock is to be deepened so that the barges can load and be moved on any stage of the tide.

The work of loading the big C. C. Co. barge with coal for New England, which was to have been started yesterday morning, has been delayed by the non-arrival of the coal boats. The boats will be in today and the work of putting the coal aboard will be started. She probably will be ready to sail Saturday afternoon late or sometime Monday. A light barge from Boston is due here early in the coming week to load Cumberland coal for a New England port.

BH, Fri. 8/20/15, p. 10. Sailed from Boston, tug Cumberland, towing barges Nos. 17 (from Baltimore, for Portsmouth) and 8 (for Portland).

Sailed from Boston, tug Piedmont, towing barge No. 27 (from Baltimore, for Portsmouth).

Fri. 8/20/15, p. 8.² Martin, the young son of Alvey castle, of Williamsport, was drowned in the Chesapeake and Ohio Canal, at the Two Locks, where Mr. Castle is the locktender. The body was located by means of a broom with which the child had been playing, and was found floating on the water.

ES, Fri. 8/20/15, p. 19. **ALONG THE RIVER FRONT – Departures.** – Schooner Raymond, from Alexandria with coal for a lower river landing.

Tugs and Tows.

Tug Southern left with a tow of barges for bay points after leaving four hard-coal-laden barges here; tug James O. Carter left Georgetown with coal-laden boats for Alexandria and elsewhere; tug Edith G. Winship left with coal-laden boats for naval proving grounds at Indian Head, Md.

BH, Sat. 8/21/15, p. 10. Arrived at Boston, Fri. Aug. 20, tug Cumberland, with Capt. Svendsen, from Portland, Me.

ES, Sat. 8/21/15, p. 10. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter left towing barge Providence, light, from Alexandria for a bay point; tug M. Mitchell Davis left Baltimore towing loaded schooner for the capes of the Chesapeake.

Tug Davis Again in Service.

The tugboat M. Mitchell Davis, one of the larger vessels of the Taylor fleet of tugs that claim Washington as their home port, has been

² *Citizen*, Frederick, Md.

lying at Baltimore for the past two weeks having steam steering gear installed and other work done in preparation for resuming service as tender to mud-digging machines working at ports along the Atlantic coast. The work on the Davis was completed yesterday and the tug left Baltimore towing a loaded schooner for the capes of the Chesapeake. After delivering the schooner at sea, the Davis will come up the Potomac to meet the tug Carter with the whaleback barge Providence from Alexandria and will take the barge to her destination.

ES, Mon. 8/23/15, p. 17. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug M. M. Davis arrived at Norfolk with light whaleback barge Providence from Alexandria; tug Winship left Georgetown with coal-laden boats for naval powder plant, Mattawoman creek, Md.

ES, Tue. 8/24/15, p. 16. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby delivered light canal boat at Alexandria to load fertilizer.

ES, Wed. 8/25/15, p. 17. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship left Georgetown with coal-laden boats for the naval powder plant, Mattawoman creek, Md.; tug Capt. Toby arrived at Georgetown with light coal-carrying boats for Chesapeake and Ohio canal points.

ES, Thu. 8/26/15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Southern arrived towing three coal-laden barges from the head of the bay; tug Winship arrived at Georgetown with light coal boats from naval powder plant, Mattawoman creek, Md.; tug Capt. Toby arrived at Georgetown with coal boats for Chesapeake and Ohio canal points.

BH, Fri. 8/27/15, p. 12. Arrived at Boston, Thu. Aug. 26, tug Piedmont, with Capt.

Hudgins, from Portland, towing barges Nos. 27 from Portland and 17 from Portsmouth, for Baltimore.

Sun, Fri. 8/27/15, p. 8. Passed in for Baltimore, 26th at 7:40 A. M., tug Cumberland, towing barges Nos. 10 and 23, from Boston.

ES, Fri. 8/27/15, p. 18. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown with light coal-carrying boats for canal points.

BH, Sat. 8/28/15, p. 10. Arrived at Boston, Fri. Aug. 27, tug Savage, with Capt. Michalski, from Baltimore, towing barges Nos. 24 (for Portland) and 19, from Newport News.

ES Sat. 8/28/15, p. 10. **ALONG THE RIVER FRONT – Departures.** – Consolidation Coastwise Company barge No. 20, from Georgetown, with coal for a New England point; boat Alice May, from Georgetown for Alexandria to load fertilizer for points on the Chesapeake and Ohio canal.
Tugs and Tows.

Tug James O. Carter left with coal-laden barge No. 20 for Point Lookout, enroute to Boston; tug M. Mitchell Davis sailed from Baltimore towing schooner L. M. Baxter to be placed at sea enroute to Tampa; tug Piedmont is on her way from Boston with Consolidation Coastwise Company barge No. 18 bound to this city to load coal.

ES, Sun, 8/29/15, p. 4. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug M. M. Davis is on her way to Baltimore with two loaded schooners from Rio de Janeiro; tug Capt. Toby arrived at Georgetown with coal boats for canal points.

ES, Mon. 8/30/15, p. 17. **ALONG THE RIVER FRONT – Arrived.** – Schooner barge

No. 18, from Boston in tow to Georgetown to load coal for a New England point.

Tugs and Tows.

Tug James O. Carter arrived towing Consolidation Coal [*sic.*] Company barge, light, from Boston, to load soft coal at Georgetown; tug Edith G. Winship left Georgetown with coal-laden canal boats for naval powder magazine at Indian Head, Md.

Sun, Tue. 8/31/15, p. 10. **Steamers for Baltimore Trade.** – Capt. Elmer Crowley, of the Coastwise Transportation Company, of Boston, was in the city yesterday from Camden, N. J., where his company is having three 9,000-ton steamers built by the New York Shipbuilding Company. The Franklin was launched August 21 and is expected to be completed for sea trials October 1, when she will come to Baltimore to load coal for the Consolidation Coal Company for the Mediterranean. September 9 is set for the launching of the Plymouth, a sister ship, intended for the same business. A third will follow early in 1916.

ES, Tue. 8/31/15, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug M. M. Davis will leave Baltimore for Philadelphia to take up charter service; tug Winship arrived at Georgetown with coal boats from Indian Head, enroute to Cumberland.

Tug Ordered to Philadelphia.

Orders have been sent Capt. Tally Fowles, master of the tug M. Mitchell Davis, one of the larger towboats of the Taylor fleet of this city, to go with his craft to Philadelphia to take up a charter with the Maryland Dredging and Contracting Company, which has a contract for channel dredging work in the Delaware river. The tug will leave Baltimore sometime today and will report for duty at Philadelphia tomorrow or Thursday.

BH, Wed. 9/1/15, p. 14. Arrived at Boston, Tue. Aug. 31, tug Savage, with Capt. Michalski, from Portland, towing barge No. 24 (for Baltimore), called for barges Nos. 19 and 21.

Sailed from Boston, tug Savage, for Baltimore, towing barges Nos. 24, 19 and 21.

Sun, Wed. 9/1/15, p. 8. Steamer Charles F. Mayer, Capt. Machen, towing barge No. 7, Capt. Larsen; and barge No. 8, Capt. Reed, light, Consolidation Coastwise Company, departed Boston, at Port Covington.

ES, Wed. 9/1/15, p. 20. **ALONG THE RIVER FRONT – Departures.** – Boat Alice May, from Alexandria for Georgetown, enroute to Chesapeake and Ohio canal points with fertilizer.

Tugs and Tows.

Tug James O. Carter delivered boat Alice May at Georgetown bound up the canal.

BH, Thu. 9/2/15, p. 10. Delaware Breakwater, Sep. 1, arrived tug Cumberland, towing barges Nos. 10, 20 and 23.

Sun, Thu. 9/2/15, p. 8. Tug Piedmont, with Capt. Hudgins, towing barge No. 14, Capt. Gayle; barge No. 17, Capt. Andreasen; and barge No. 27, Capt. Olsen, of Consolidation Coastwise Company, departed for Boston.

Tug Cumberland, with Capt. Svendsen, towing barges Nos. 10, 20 and 23, from Boston, for Baltimore, cleared Delaware Breakwater 1st ultimo.

Tug Savage, with Capt. Michalski, towing barges Nos. 19, 21 and 24, from Boston, for Baltimore, sailed 31st ultimo.

Sun, Thu. 9/2/15, p. 8. Cleared Baltimore, tug Piedmont, with Capt. Hudgins, for Boston, towing barges No. 14, Capt. Gayle; barge No. 17, Capt. Andreasen; and barge No. 27, Capt. Olsen, Consolidation Coastwise Company.

ES, Fri. 9/3/15, p. 18. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship left Georgetown with two coal-laden boats for the naval powder plant, Indian Head, Md.

ES, Sat. 9/4/15, p. 7. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship returned from Indian Head with light coal boats for canal points.

ES, Sun. 9/5/15, p. 7. **Barge Service May Be Discontinued.** – Whether or not other barges of the Consolidation Coal [*sic.*] Company will load coal at Georgetown this season depends entirely upon the local demand. If the demand is heavy and the coal coming down the canal from Cumberland is taken for local consumption, barge No. 18, which left here early in the past week, will be the last to load here this season. If there is surplus coal, it will be shipped north and a vessel will be brought here to load it. Barge No. 18, which was delivered at Point Lookout Thursday morning, was yesterday picked up by the steamer Charles F. Mayer on her way from Baltimore to New England points with a tow of barges, and will be delivered at Boston or some other “down east” port. The Mayer is reported lying in Hampton Roads awaiting favorable weather to take her tow of barges to sea.

Ibid, p. 24. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with coal-carrying boats for Chesapeake and Ohio canal points.

Memoranda.

C. C. Co. barge No. 18, coal-laden from this city, has been picked up by a towboat bound to Boston.

ES, Tue. 9/7/15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with light coal boats for Chesapeake and Ohio canal points.

ES, Wed. 9/8/15, p. 17. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with coal boats for Chesapeake and Ohio canal points.

ES, Thu. 9/9/15, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship left Georgetown with coal-laden boats for the Indian Head powder plant.

ES, Fri. 9/10/15, p. 19. **ALONG THE RIVER FRONT – Arrivals.** – Barge No. 21, light, from Baltimore, at Georgetown to load Cumberland coal for a New England point.

Tugs and Tows.

Tug James O. Carter arrived towing light barge No. 21 from Baltimore to load coal at Georgetown.

**VESSEL OUT FOR OVERHAULING
Tug at Boatyard.**

For a general overhauling of her engine, the Taylor tug Capt. Toby is lying out of service at the 9th street wharf. Several days will be required to complete the work, and the tug will then return to general towing service on the river.

ES, Sat. 9/11/15, p. 7. **HERE TO TAKE ON COAL. - Barge 21 Probably Last Vessel to Load This Season.** – Barge No. 21, one of the big coal carriers used by the Consolidation Coal Company in the transportation of soft coal from Chesapeake bay ports to New England, has arrived in tow of the tug James O. Carter from the mouth of the river, and is at the Georgetown coal pier to load about 1,600 tons of the fuel.

No. 21 was at Baltimore when ordered to this city, and was brought to Point Lookout in a tow from Baltimore. At Point Lookout the local-owned tug took her towline to bring her here. It is stated that No. 21 probably will be the last vessel to load coal at his city this season. Since the opening of the coal shipping season in April, about twenty-five big barges

have taken coal from here to Boston or other ports in New England..

Ibid, p. 10. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Jeff delivered light boat at Alexandria to load fertilizer for a canal point.

ES, Sun. 9/12/15, p. 28. **ALONG THE RIVER FRONT – Departures.** – Boat Alice May, from Alexandria for Seneca, Md., via Chesapeake and Ohio canal, with fertilizer.
Tugs and Tows.

Tug James O. Carter arrived at Georgetown with fertilizer-laden boat bound up the Chesapeake and Ohio canal.

BH, Mon. 9/13/15, p. 13. Sailed from Boston, tug Piedmont, towing barges Nos. 18 and 23 (from Baltimore, for Portsmouth).

ES, Mon. 9/13/15, p. 17. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship left Georgetown with coal-laden boats for the naval powder plant, Indian Head, Md.

Sun, Tue. 9/14/15, p. 9. Tug Piedmont, with Capt. Hudgins, arrived at Portsmouth, N. H., from Baltimore, with barges Nos. 18 and 23, 13th instant.

ES, Tue. 9/14/15, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with light coal boats for Cumberland, Md.

BH, Wed. 9/15/15, p. 12. Arrived at Boston, Tue. Sep. 14, tug Savage, with Capt. Michalski, from Baltimore, towing barges Nos. 19 (for Lynn), 8 and 24.

ES, Wed. 9/15/15, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby delivered fertilizer-laden boat at

Georgetown from Alexandria, enroute to a canal point.

Memoranda.

Barge No. 21 has completed loading coal at Georgetown and is waiting tug to take her to a New England point; schooner barge No. 18, from this city with coal, has arrived at Portsmouth, N. H., in tow.

BH, Thu. 9/16/15, p. 12. Arrived at Boston, Wed. Sep. 15, SS Charles F. Mayer, with Capt. Machen, from Portsmouth, towing barge No. 12, for Baltimore.

Arrived, tug Piedmont, Capt. Hudgins, from Portsmouth, N. H.

Sailed from Boston, SS Charles F. Mayer, towing barges Nos. 7 and 12, for Baltimore.

Sailed, tug F. C. Hersey, towing barge No. 9 (from Baltimore, for Lynn).

Sailed, tug Piedmont, towing barges Nos. 10 and 20, for Baltimore.

ES, Thu. 9/16/15, p. 24. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at the Eastern branch towing lighter from Broad creek and delivered fertilizer-laden boat at Georgetown for Seneca, Md.; tug James O. Carter arrived at Georgetown with light coal boats for Cumberland, Md.; tug Winship left Georgetown with coal-laden boats for naval powder factory, Indian Head, Md.

BH, Fri. 9/17/15, p. 12. Arrived at Boston, Thu. Sep. 16, tug Georges Creek, with Capt. Brooks, from Baltimore, towing barges Nos. 5, 15 and 25.

BH, Sat. 9/18/15, p. 10. Sailed from Boston, tug Georges Creek, towing barges Nos. 15 and 25 (from Baltimore) for Portsmouth.

ES, Sat. 9/18/15, p. 9. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Piedmont has sailed from Boston with light

Consolidation Coal Company barge for this city and Baltimore.

Memoranda.

Schooner barge No. 20 has sailed from Boston for Georgetown to load coal.

ES, Sun. 9/19/15, p. 28. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter will leave for the lower river after light Consolidation Coal Company barge, the latter to load coal at Georgetown.

REPAIRS ON LOCAL CRAFT.

Tug M. Mitchell Davis Having Broken Rudder Replaced. – To repair a broken rudder, the tug M. Mitchell Davis of the Taylor fleet of this city, is out of service at Philadelphia for a few days. The Davis is at Philadelphia under charter to the Maryland Dredging and Contracting Company of Baltimore, which has a contract for the deepening of the Delaware river channels. She will probably remain there until freezing weather comes and puts an end to the work for the time being.

ES, Mon. 9/20/15, p. 19. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship left Georgetown with coal-laden boats for naval powder plant, Indian Head, Md.; tug Southern Transportation Company is due here with barges laden with coal from the head of Chesapeake bay.

BH, Tue. 9/21/15, p. 12. Sailed from Boston, tug Cumberland, for Baltimore, towing barges Nos. 14, 19 (from Lynn) and 27.

ES, Tue. 9/21/15, p. 21. **ALONG THE RIVER FRONT – Departures.** – Schooner barge No. 21, from Georgetown in tow for Point Lookout, enroute to a New England point with coal.

Tugs and Tows.

Tug James O. Carter left with coal-laden barge for Point Lookout, enroute to Boston, and will

return with light barge; tug Edith G. Winship arrived at Georgetown with light canal boats enroute to Cumberland; tug Capt. Toby delivered fertilizer-laden canal boat at Georgetown for Seneca, Md., and vicinity.

Memoranda.

Schooner Henry S. Little is chartered to load coal at Baltimore for an Atlantic port.

Movements of Coal Barges.

With barge No. 21 of the Consolidation Coal [*sic.*] Company fleet in tow for Point Lookout, the Taylor tug James O. Carter left here yesterday morning. No. 21 arrived here September 9 and was loaded a few days after arrival. She has been lying at Georgetown for the past week waiting orders to sail. At Point Lookout No. 21 will be picked up by one of the big tugs of the Consolidation Coal [*sic.*] Company and will be taken up the coast to Boston or other port in New England. Barge No. 20, which left Portsmouth, N. H., in the latter part of last week, is reported at Point Lookout, and the Carter will pick her up there and bring her to Georgetown to load about 1,600 tons of coal for New England. No. 20 was last in port here August 28, when she left for Boston.

Sun, Fri. 9/24/15, p. 9. Passed out from Baltimore, at Cape Henry, Va., 4 p. m., Consolidation tug Piedmont, towing barges Nos. 10 and 12, for Boston.

BH, Thu. 9/30/15, p. 12. Sailed from Boston, tug Piedmont, for Portland, towing barge No. 12 (from Baltimore). Calling at Portsmouth for barge No. 7 for Parkers' Flats, tug will leave both barges at Portland.

ES, Thu. 9/30/15, p. 24. **ALONG THE RIVER FRONT – Departures.** – Boat Alice May, from Georgetown for Alexandria to load fertilizer for Seneca, Md., via the Chesapeake and Ohio canal.

Tugs and Tows.

Tug Edith G. Winship, at Georgetown with light coal boats enroute to Cumberland, Md.; tug James O. Carter delivered light canal boat at Alexandria after fertilizer for a Chesapeake and Ohio canal point.

BH, Sat. 10/2/15, p. 12. Arrived at Boston, Fri. Oct. 1, tug Piedmont, with Capt. Hudgins, from Portsmouth, towing barge No. 25, for Baltimore.

Sun, Sat. 10/2/15, p. 8. Tug Cumberland, with Capt. Brooks, with barge No. 19, Capt. Thomas; barge No. 23, Capt. Sevier; and barge No. 27, Capt. Olsen, of Consolidation Coastwise Company, departed for Boston.

ES, Sat. 10/2/15, p. 12. **ALONG THE RIVER FRONT – Departures.** – Boat Alice May, from Alexandria with fertilizer for Seneca, Md., via Chesapeake and Ohio canal.

Tugs and Tows.

Tug James O. Carter will leave today with schooner Henry S. Little in tow for the mouth of the river, enroute to Baltimore.

ES, Sun. 10/3/15, p. 16. **ALONG THE RIVER FRONT – Departures.** – Schooner Henry S. Little, light, in tow for Baltimore to load for Martinique.

Tugs and Tows.

Tug James O. Carter left towing schooner Henry S. Little to the mouth of the river, enroute to Baltimore; tug Winship arrived at Georgetown towing light coal boats for canal points.

ES, Mon. 10/4/15, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby left Georgetown for Alexandria, towing boat Thrasher, to load fertilizer.

ES, Tue. 10/5/15, p. 10. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter returned after delivering light schooner at Point Lookout, enroute to

Baltimore; tug Edith G. Winship left Georgetown with boats laden with coal for Alexandria and elsewhere; tug Fortuna arrived from the head of the bay with coal-laden barges.

BH, Thu. 10/7/15, p. 12. Arrived at Boston, tug Savage, with Capt. Michalski, from Baltimore, towing barges Nos. 20 and 24 (for Portsmouth) and 18.

Sun, Thu. 10/7/15, p. 9. Tug Piedmont, with Capt. Hudgins, arrived at Baltimore from Boston.

ES, Sat. 10/9/15, p. 12. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with coal boats for Cumberland, Md.

Tug Sinks at Dock.

The tug D. M. Key, which has been lying out of service for the past year and a half, Thursday night sank in the dock at Bennett's boatyard, but is lying in shoal water, and can be raised without great difficulty. The Key was formerly in active service with the fleet of A. J. Taylor & Bro., but has been replaced by another boat for harbor work. Thursday night she caught under the edge of a pier and the water coming on deck filled the tug through the openings in the deck. On the low tide of today she will be pumped out and raised.

ES, Mon. 10/11/15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship left Georgetown with coal boats for Alexandria and other points.

BH, Tue. 10/12/15, p. 14. Arrived at Boston, Mon. Oct. 11, tug Georges Creek, from Baltimore, towing barges Nos. 8, 15 and 17.

Tug Cumberland, with Capt. Svendsen, from Baltimore, towing barges Nos. 19, and 27 (for Portland) and 23.

ES, Tue. 10/12/15, p. 14. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with coal boats for Chesapeake and Ohio canal points.

BH, Thu. 10/14/15, p. 14. Sailed from Boston, tug Cumberland, towing barge No. 15 (from Baltimore) for Portsmouth.

ES, Thu. 10/14/15, p. 5. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with boats from Indian Head powder plant, enroute to Cumberland, Md.

ES, Fri. 10/15/15, p. 3. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with coal boats for Chesapeake and Ohio canal points.

BH, Sat. 10/16/15, p. 12. Sailed from Boston, tug Cumberland, for Baltimore, towing barges Nos. 27, 17 and 23.

ES, Sat. 10/16/15, p. 20. **ALONG THE RIVER FRONT – Departures.** – Schooner Lancelot, from Alexandria for a Virginia point with coal.

Tugs and Tows.

Tug Edith G. Winship left Georgetown with two coal-laden boats for the naval powder plant at Indian Head, Md.; tug Capt. Toby arrived at Georgetown with light coal boats for Chesapeake and Ohio canal points.

ES, Sun. 10/17/15, p. 11. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with coal boats for Cumberland, Md.

ES, Mon. 10/18/15, p. 7. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship left Georgetown with coal boats for Alexandria and elsewhere

ES, Thu. 10/21/15, p. 12. **COMING TO LOAD COAL – Barge from Boston Expected Here Monday for 1,600 Ton Cargo.** – Contrary to general expectation, another vessel is to load coal at this city this season for New England ports. Several weeks ago, when Consolidation Coal [*sic.*] Company barge No. 20 left Georgetown with about 1,600 tons of coal aboard, it was thought that she would be the last one to load coal here this year, as it was announced she would be, unless the receipts of coal from Cumberland were considerably greater than the local demand.

The continued warm weather has made the demand light, and to prevent the wharves here from being over-crowded with coal, schooner barge No. 5 has been ordered her to load. No. 5 is on her way down the coast from Boston, in tow of the steamer Charles F. Mayer, and is expected to reach Point Lookout Saturday. A tug from this city will be there to meet her, and the barge will be under the coal chutes ready to start loading Monday morning. No. 5 will take away about 1,600 tons of the fuel. It is possible that one more barge may be ordered here between now and the coming of freezing weather.

Ibid, p. 26. **KNOCKED INTO THE CANAL. – Woman and Girl Got in the Way of Tow Rope.** – Loud screaming done by a colored woman and girl yesterday afternoon created considerable excitement near where 20th street crosses the Chesapeake and Ohio canal. The woman was Lucy Powell, thirty-two years old, and the girl was Sadie Pinkney fifteen years old, who were knocked overboard by the line of a canal boat.

The were walking along the towpath on their way home, it is stated, when boat No. 21 came along. They managed to get between the line and the water, and suddenly both were precipitated into the muddy stream.

Andrew Jenkins, in charge of the mules drawing the boat, stopped his team and quickly

rescued them. Both hurriedly left the canal and went home to get a change of clothing.

WH, Thu. 10/21/15, p. 2. **TOW LINE DUCKS WOMAN. – Knocked into Canal while Picking Wild Flowers.** – Two screams aroused Andrew Jenkins from his reverie yesterday, as he lugged along behind six mules towing a Chesapeake and Ohio Canal barge. The screams ended in a muffled, bubbling noise as Jenkins turned, he saw a flutter of skirts. The skirts disappeared with the cries, but their immediate reappearance confirmed Jenkins' belief that some one, or two, must be overboard.

He ran back a few steps and saw two colored women clinging to his tow line. The women, Sadie Pickney and Mrs. Lucy Powell, had been picking wild flowers along the bank, it is said, and had not heard the soft tread of the mules. They were swept into the canal by the tow rope. Jenkins rescued them.

BH, Sat. 10/23/15, p. 12. Sailed from Boston, tug Piedmont, for Baltimore, towing barges Nos. 19 and 25.

ES, Sun. 10/24/15, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows.** – S. T. Company tug arrived with two coal-laden barges for Georgetown and left with two light barges for bay points; tug Advance is reported in Buzzards bay bound to New York with dredging outfit.

Memoranda.

Schooner barge No. 5 is due at Georgetown to load coal for Boston.

ES, Mon. 10/25, 15, p. 7. **ALONG THE RIVER FRONT – Arrivals.** – Consolidation Coal Company's schooner barge No. 5, at Georgetown to load coal for a New England point.

Tugs and Tows.

Tug James O. Carter arrived, towing light Consolidation Coal Company's barge from Boston to load coal at Georgetown.

BH, Tue. 10/26/15, p. 14. Arrived at Boston, Mon. Oct. 25, tug Georges Creek, with Capt. Brooks, from Baltimore, towing barges Nos. 18 and 27, for Portland.

Arrived, tug Cumberland, with Capt. Svendsen, from Baltimore, towing barges Nos. 23 (for Portsmouth) and 17.

ES, Thu. 10/28/15, p. 13. **LEAVES WITH FUEL CARGO. – Barge on the Way to New England with 1,600 Tons of Coal.** – Laden with about 1,600 tons of coal, which she took aboard at Georgetown, schooner barge Number Five, one of the big coal carriers belonging to the Consolidation Coal [sic.] Company, has left Georgetown enroute to Point Lookout, in tow of the tug James O. Carter. At Point Lookout she will join a tow moving from Baltimore to New England ports and will reach her destination, Boston, Portland or Lynn, in the latter part of this week.

While there is a possibility that another barge may load here this season, it is not though probable, and the sailing of Number Five is generally thought to mark the close of the coal-shipping season from this port. Should the weather continue warm and the local demand for coal be light, causing an accumulation of stock on the wharves of the Consolidation Coal Company, another barge may be brought here to move the surplus. Otherwise, the season closes with the sailing of Number Five.

Ibid, p. 24. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter delivered Consolidation Coal [sic.] Company's barge No. 5 at Point Lookout and is due here on return.

ES, Fri. 10/29/15, p. 15. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter returned after delivering Consolidation Coal [*sic.*] Company's barge No 5 at Point Lookout from Georgetown; tug Piedmont picked up barge No. 5, coal-laden, from Georgetown, at Point Lookout and will take her to a New England point.

WH, Fri. 10/29/15, p. 15. **Coal Barge Leaves City.** – The schooner barge No. 5, of the Consolidation Coal [*sic.*] Company, has left the Georgetown channel with 1,600 tons of coal for a New England destination. The barge will be towed to Point Lookout by the tug James O. Carter and at Baltimore will receive a change of tugs for the trip to New England. The destination will probably be Boston, Portland or Lynn. It is likely the trip of the No. 5 will mark the close of the season of coal -sipping from this point.

ES, Sat. 10/30/15, p. 12. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived in Georgetown with light canal boats from Alexandria for C. & O. canal points; tug Winship arrived at Georgetown with light canal boats from Indian Head powder plant for Cumberland, Md.

ES, Sun. 10/31/15, p. 21. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with light coal boats enroute to canal points.

ES, Mon. 11/1/15, p. 7. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship left Georgetown with coal boats for down river.

BH, Thu. 11/4/15, p. 12. Baltimore, passed down Sparrows Point (8 A.M.) tug Georges Creek for Boston, with barges No. 15, 18 and 25.

ES, Fri. 11/5/15, p. 16. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby delivered light coal boats at Georgetown for canal points.

Memoranda.

Schooner Dexter has sailed from Baltimore reported with hard coal for Indian Head naval proving grounds.

Ibid, p. 25. **Tug Edith G. Winship Breaks Wheel.** – While in Mattawoman creek, where she takes coal-laden boats from Georgetown for the naval powder plant, the tug Edith G. Winship, belonging to the Consolidation Coal Company, broke her wheel. Although crippled, the tug was able to return to this city under her own power. She was sent to Alexandria to haul out. A new wheel was put in place and the tug probably will return to service this afternoon. While out of service, the tugs of the Taylor fleet have been towing in her place.

BH, Sat. 11/6/15, p. 12. Arrived at Boston, Fri. Nov. 5, tug Piedmont, with Capt. Hudgins, from Baltimore, towing barges Nos. 24 and 19 (for Portland) and 5 (from Washington).

ES, Sat. 11/6/15, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter left with light barge for a river point and tie-laden barge for Point Lookout to return with coal-laden barge for Georgetown; tug Jeff delivered light coal boats at Georgetown for canal points.

WH, Sat. 11/6/15, p. 17. **Coal Tug Back in Service.** – The tug Edith G. Winship, belonging to the Consolidation Coal Company, has returned to service after being laid up at Alexandria for repairs. She recently broke her wheel while in Mattawoman creek.

ES, Sun. 11/7/15, p. 34. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter delivered barge Lucretia in St.

Mary's river and is on her way to this city with barge Diascond laden with coal; Southern Transportation Company barge is due here from the head of the bay with a coal-laden barge.

BH, Tue. 11/9/15, p. 14. Sailed from Boston, tug Piedmont, towing barges Nos. 19 and 24 (from Baltimore, for Portland).

ES, Tue. 11/9/15, p. 20. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with light coal boats bound to Cumberland, Md.

BH, Wed. 11/10/15, p. 14. Arrived at Boston, Tue. Nov. 9, tug Piedmont, with Capt. Hudgins, from Portsmouth, towing barge No. 7, for Baltimore.

Sailed, tug Piedmont, for Baltimore, towing barges Nos. 5 and 7.

ES, Wed. 11/10/15, p. 18. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance has arrived at Norfolk from New York; tug Kenmore arrived at Georgetown with two coal-laden boats from the head of the bay and left light to pick up barges on her way down river.

ES, Thu. 11/11/15, p. 18. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with coal-laden boats for a canal point.

BH, Fri. 11/12/15, p. 16. Arrived at Boston, Thu. Nov. 11, tug Georges Creek, with Capt. Brooks, from Baltimore, towing barges Nos. 18 (for Portland), 25 (for Portsmouth) and 15 (for Lynn).

Sun, Fri. 11/12/15, p. 8. **BOATMAN SUES FOR \$5,000 – H. F. Mock Alleges Cumberland Man Had Him Falsely Arrested.** – Rockville, Md., Nov. 11. –

Harry F. Mock, employed on a Chesapeake and Ohio canal boat, is the plaintiff in a suit for \$5,000 damages, which has been filed in the Circuit Court here, against Denton Shepp, of Cumberland, for many years engaged in the boating business on the canal.

Several weeks ago, Shepp visited Rockville and swore out a peace warrant against Mock, representing that Mock had threatened him and that he was afraid he would do him bodily injury. Mock was arrested and placed in jail here for a day or two finally being released upon bond.

Mock claims that the action of Shepp in having him arrested was unwarranted and has resulted in serious injury to his reputation.

ES, Fri. 11/12/15, p. 16. **ALONG THE RIVER FRONT – Departures.** – Barge Delaware, from Georgetown for Fort Hunt to complete discharging cargo of coal.

Tugs and Tows.

Tug Capt. Toby left towing barge Rappahannock from Georgetown for Fort Hunt with coal for the quartermaster.

BH, Sat. 11/13/15, p. 16. Arrived at Boston, Fri. Nov. 12, tug Savage, with Capt. Michalski, from Baltimore, towing barges Nos. 12, 14 and 21.

Sailed from Boston, tug E. L. Pillsbury, towing barge No. 21 (from Baltimore, for Lynn).

ES, Sat. 11/13/15, p. 13. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby delivered coal-laden barge Delaware at Fort Hunt to complete unloading coal; tug Edith G. Winship left Georgetown with coal boats for the naval powder factory, Mattawoman creek, Md.

ES, Sun. 11/14/15, p. 35. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with light coal boats for canal points; tug Capt.

Toby arrived at Georgetown with coal boat for Cumberland coal regions.

ES, Mon. 11/15/15, p. 23. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship left Georgetown with coal-laden boats for the naval powder plant at Indian Head.

ES, Wed. 11/17/15, p. 3. **Charles A. Fox Dies.** – Charles A. Fox, seventy years old, captain of canal boat No. 71, anchored near Aqueduct bridge, died suddenly this morning aboard his boat. The captain sent for a physician when he became ill, and Dr. Shannon of Georgetown University Hospital responded. Death occurred while the physician was on the boat. Capt. Fox resided in Cumberland, Md. A certificate of death from natural causes was given, and relatives were notified.

Ibid, p. 15. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with light boats enroute via the canal to Cumberland.

BH, Thu. 11/18/15, p. 14. Arrived at Boston, at Boston, Wed. Nov. 17, tug Edwin L. Pillsbury, Capt. Swimm, from Lynn, towing barge No. 21, for Baltimore.

Arrived, tug Savage, with Capt. Michalski, from Portland, Me. Called for barges Nos. 15, 12 and 24, for Baltimore.

Baltimore, Nov. 17, passed down Sparrows Point, tug Piedmont, for Boston, towing barges Nos. 5 and 7.

ES, Thu. 11/18/15, p. 24. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with coal boats bound up the canal.

BH, Fri. 11/19/15, p. 14. Arrived at Boston, Thu. Nov. 18, tug Cumberland, with Capt.

Svendsen, from Baltimore, towing barges Nos. 8, 10 and 27.

Sailed from Boston, tug Savage, for Baltimore, towing barges Nos. 12, 15 and 21.

ES, Fri. 11/19/15, p. 12. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship left Georgetown with coal-laden boats for naval powder plant, Indian Head, Md.

Memoranda.

Barge Wilmington has left Boston in tow for Alexandria, reported laden with fertilizer material.

ES, Sat. 11/20/15, p. 16. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with light coal boats from Indian Head powder plant bound up the canal.

ES, Sun. 11/21/15, p. 34. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown with light coal boats bound up the canal; tug James O. Carter arrived with coal boats from down river.

BH, Mon. 11/22/15, p. 17. Sailed from Boston, tug Cumberland, towing barge No. 27 (from Baltimore) for Portsmouth.

BH, Wed. 11/24/15, p. 14. Arrived in Boston, Tue. Nov. 23, tug Piedmont, with Capt. Hudgins, from Baltimore, towing barges No. 5 (for Portsmouth) and No. 7 (for Rockland).

BH, Thu. 11/25/15, p. 12. Arrived at Boston, Wed. Nov. 24, tug Georges Creek, with Capt. Anderson, from Baltimore, towing barges Nos. 24 (for Portland) and 23.

ES, Fri. 11/26/15, p. 24. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Dauntless arrived at Alexandria with fertilizer material from Boston; tug Edith G. Winship

arrived at Georgetown with coal boats bound up the canal.

BH, Sat. 11/27/15, p. 14. Sailed from Boston, tug Georges Creek (from Baltimore) towing barges Nos. 24 (for Portland) and 7 (for Rockland).

Sailed, tug Piedmont, towing barge No. 5 (from Baltimore, for Portsmouth).

BH, Sun. 11/28/15, p. 24. Arrived at Boston, Sat. Nov. 27, SS Charles F. Mayer, with Capt. Machen, from Portsmouth, towing barge No. 18, for Baltimore.

Sailed, SS Charles F. Mayer, for Baltimore, towing barges Nos. 8 and 18.

BH, Mon. 11/29/15, p. 5. Arrived at Boston, Sun. Nov. 28, tug Georges Creek, with Capt. Anderson, from Portsmouth, N.H., towing barge No. 27 for Baltimore.

ES, Mon. 11/29/15, p. 10. **C. & O. CANAL STILL OPEN – Water may not be Drawn off until Middle of November.** – Unless ice-making weather comes sooner, it will probably be the middle of December before the Chesapeake and Ohio canal, connecting Georgetown with the coal mining regions of Maryland, will be closed for the season and the water drawn off. Coal is still coming down the canal in quantities, and in addition to sending much of it to the naval powder plant at Indian Head, to get a supply on hand to meet the needs of the plant during the closed season, many local firms are now stocking up for winter use.

The canal connecting Chesapeake bay with the Delaware river will be kept open all the winter if ice will allow, but the managers of the Delaware and Raritan canal, another link in the coast inland waterways connecting the Delaware with the waters about New York, give notice that their waterway will be closed to navigation after December 21 at 7 a.m., unless earlier closed by ice.

ES, Fri. 12/3/15, p. 12. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance arrived in New York with two coal-laden barges from Norfolk.

BH, Sat. 12/4/15, p. 14. Arrived in Boston, Fri. Dec. 3, tug Piedmont, with Capt. Hudgins, from Portsmouth for Baltimore, towing barges Nos. 5 (from Portsmouth), 17 and 24 (from Portland), all for Baltimore.

ES, Sat. 12/4/15, p. 4. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance left New York with one barge for Norfolk; tug Winship arrived at Georgetown with two light coal boats from the naval powder plant, Indian Head, Md., enroute to Cumberland.

Sun, Sun. 12/5/15, p. 12. Tug Georges Creek, with Capt. Brooks, with barges No. 14, Capt. Sudds; barge No. 23, Capt. Sevier; and barge No. 27, Capt. Olsen, from Boston, light, to Consolidation Coastwise Company, at Port Covington.

ES, Sun, 12/5/15, p. 39. **COAL SHIPMENTS END. – Barges Take Their Last Consignment to Indian Head.** – Shipments of coal from Georgetown to the storage yard of the naval powder plant at Indian Head, Md., have been completed for the season, the last boats having gone down Thursday last in tow of the tug Winship. Under the contract awarded the Consolidation Coal Companies by the naval authorities last spring, 25,000 tons of Cumberland coal were delivered to the coal tipple at Mattawoman creek, but judging from the great pile of coal in storage, many tons in excess of the quantity contracted for have been delivered there in the past six or seven months. It is stated to be the object of the naval authorities to get a reserve supply of many thousand tons of the fuel on hand, so that the powder plant can be kept in operation in all emergencies. The tug

Winship, belonging to the Consolidation Coal [*sic*,] Company, which has been employed in towing the coal boats to Indian Head, will be placed out of commission as soon as the last coal boat is started up the canal. This will be in the middle or latter part of this week.

Ibid, p. 40. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance arrived at Norfolk with light barge from New York; tug James O. Carter left light for Norfolk, enroute to the James river to take up charter work; tug Winship arrived at Georgetown with light coal boats bound up the Chesapeake and Ohio canal.

ES, Tue. 12/7/15, p. 25. **CANAL WILL BE CLOSED. – Water in Chesapeake and Ohio Channel Will be Drawn Off at Once.** – By the end of this week, the Chesapeake and Ohio canal, connecting this city with the coal-producing region of Maryland, will have shut down for the winter and the water in most of the levels will have been drawn off. No coal boats have been loaded at Cumberland since November 30, and by tomorrow or Thursday they will have arrived at Georgetown, unloaded and started back home. As the boats move up the canal, the water will be drawn off, except at the Georgetown level and at one of the levels at the beginning of the waterway. Advantage will be taken of the closing of the canal to make necessary repairs, so that when the waterway is opened in the spring it will be in thorough order. Navigation will be resumed next April.

The canal connecting the Delaware river with Chesapeake bay will be kept open the entire winter if ice does not force the closing of navigation.

ES, Wed. 12/8/15, p. 28. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance arrived at New York with tow of coal-laden barges from Norfolk.

BH, Thu. 12/9/15, p. 14. Baltimore, Dec. 8, Arrived tug Piedmont, from Boston, with barges Nos. 5, 17 and 24.

ES, Thu. 12/9/15, p. 25. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Winship arrived at Georgetown with light coal boats for up canal.

ES, Fri. 12/10/15, p. 12. **COAL TUG LAYS UP. – Consolidation's Tow Has Finished Work for the Season.** – The tug Edith Goddard Winship has towed the last canal boat that will bring coal to this city this season back to Georgetown. She has been taken to Stephenson's wharf, foot of 7th street, to be made ready for a lay-up of several months. The Winship is used by her owners, the Consolidation Coal Company, as tender to coal-laden boats arriving here via the canal, and when the canal shuts down the Winship is out of a job and lays up. During the winter she will be given a thorough overhauling and it will be the middle of April next year before she returns to service.

The Taylor tug James O. Carter, has arrived on the James river from this port and has taken up towing work under charter.

ES, Sat. 12/11/15, p. 13. **ASK FOR INCREASED PAY – Workmen at Naval Proving Ground Send Request by Committee.** – The workmen at the naval proving ground at Indian Head, Md., through a committee, have asked Assistant Secretary Roosevelt of the Navy Department to increase their pay, beginning January 1 next, so that it will equalize the pay for similar classes of work at the Washington navy yard.

Some time ago the Navy Department made an increase of 7 1/5 percent in the wages paid at the Washington navy yard and at Indian Head, in order to meet the higher cost of living. The increase was based on the prevailing rates of pay at the two establishments, which rates, it appears, are

higher at the Washington yard than at the proving grounds. The present application of the committee from the proving grounds is for an equalization of pay at both establishments.

The objection offered to that proposition is that the cost of living is higher in Washington than at Indian Head.

BH, Tue. 12/14/15, p. 14. Arrived at Boston, Mon. Dec. 13, tug Georges Creek, with Capt. Brooks, from Baltimore, towing barges Nos. 27 (for Portsmouth), 10 and 18.

Sailed from Boston, tug Savage, towing barge No. 25 (from Baltimore) for Portsmouth (returned).

ES, Wed. 12/15/15, p. 2. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter has taken up work under charter on the James river.

BH, Thu. 12/16/15, p. 13. Sailed from Boston, tug Georges Creek, (from Baltimore), towing barges Nos. 27 (for Portsmouth) and 10 (for Portland).

Sailed, tug Savage, towing barge No. 25 (from Baltimore, for Portsmouth).

ES, Fri. 12/17/15, p. 29. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug Advance is on her way to New York from Norfolk with two coal-laden barges.

BH, Sat. 12/18/15, p. 12. Arrived in Boston, Fri. Dec. 17, tug Piedmont, with Capt. Hudgins, from Baltimore, towing barges Nos. 17 and 24, for Portsmouth, N. H.

Sun, Sun. 12/19/15, p. 10. **C. & O. CANAL CLOSED. – Large Number of Boatmen on it go into Winter Quarters.** – Williamsport, Dec. 18. – The water has been drawn off of all the levels of the Chesapeake and Ohio Canal and navigation has closed for the winter. Hundreds of boatmen have gone into winter quarters at Williamsport, Sharpsburg,

Hancock, Georgetown and other places on the waterway.

The season just closed was an unusually good one. Large quantities of food fish have been caught in the pools in the bottom of the canal, which were seined when the water was drawn off. A new concrete lock will be constructed at Dam No. 6 and the various levels will be repaired.

BH, Mon. 12/20/15, p. 4. Sailed from Boston, tug Piedmont (from Baltimore), towing barges Nos. 17 and 24, for Portsmouth.

ES, Mon. 12/20/15, p. 4. **C. & O. CANAL IS CLOSED. – Waterway to be Given General Overhauling During Winter Months.** – The Chesapeake and Ohio canal has been closed for the season. During the winter months, the waterway will be given a general overhauling to put it in condition for service in the spring. The light coal boats, the last of which started up the canal about ten days ago, have all reached their home ports and tied up for the winter. The water has been drawn off all the levels to be emptied and the canal from this city to Cumberland, Md., now is ready for its long winter rest. Water will be left in the Georgetown level and in one other at the head of the creek. Between these points, the canal water has been allowed to run into the Potomac.

BH, Tue. 12/21/15, p. 14. Arrived at Boston, Mon. Dec. 20, tug Georges Creek, with Capt. Brooks, from Portsmouth, towing barge No. 25 for Newport News. Called for No. 12 for Newport News, arrived Dec. 19.

Arrived, tug Savage, with Capt. Michalski, from Portland, towing barge No. 10 for Newport News. Called for Nos. 18 and 21, arrived Dec. 19.

Sailed from Boston, tug Georges Creek, for Newport News, towing barges Nos. 12 and 25.

Sailed, tug Savage, for Newport News,
towing barges No. 10, 18 and 21.

WH, Tue. 12/21/15, p. 11. **C. & O. Canal
Dry.** – The Chesapeake and Ohio Canal has
been closed for the winter season, and all the
water, except that in the Georgetown level and
another level near the head of the creek, has
been drained off. The canal will be
overhauled and placed in condition for the
spring opening.