

COMPILATION OF
CANAL TRADE ARTICLES FROM
BOSTON HERALD
Boston, Ma. Newspaper,
and
THE WASHINGTON TIMES
THE WASHINGTON POST
THE EVENING STAR
and
THE WASHINGTON HERALD
Four District of Columbia newspapers
1916

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

FEBRUARY 2022

Canal Trade - 1916

A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *Boston Herald*, a Boston Ma. newspaper and *The Washington Post*, *The Washington Times*, *The Evening Star* and *The Washington Herald*, four Washington, D. C. newspapers of the era. The articles were compiled, chronologically in a two-column format, much as they appeared in the newspaper. Articles from *Boston Herald* are preceded by BH, those from *The Washington Post* are preceded by WP, 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.

Readers of “Canal Trade – 1915” will recall that approximately 20 schooner barges came to Georgetown to load 1,200 to 1,800 tons of soft coal, each, for delivery to New England points. In 1916, the Consolidation Coal Company continued to mine coal in the Cumberland region and shipped it to Georgetown by canal and to Baltimore by railroad. Then the Consolidation Coastwise Company or the Coastwise Transportation Company used their tugs and schooner barges to distribute the coal to New England and other ports, until mid-summer when the schooner barges ceased coming to Georgetown. Then in “Canal Trade – 1917” there were no schooner barges arriving at Georgetown. What happened? It appears that the Western Maryland Railway opened a line from the West Virginia coal fields, down through Richmond, to Newport News/Sewall’s Point.¹ In this report, some related stories are included to give the reader a perspective of world events in the coal distribution trade.

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

William Bauman
February 2022
wdbauman1086@gmail.com

¹ *Richmond Times Dispatch*, Richmond, Va., newspaper, Monday, 6/4/1917, p. 5.

Canal Trade 1916.

BH, Sat. 1/1/16, p. 14. Philadelphia, Dec. 30., Sailed from the breakwater, 11 A. M., tug Georges Creek, Norfolk for Boston, towing barges Nos. 12, 18 and 25.

BH, Sun. 1/2/16, p. 15. Arrived at Boston, Sat. Jan. 1, SS Coastwise, with Capt. Stromberg, Norfolk, Va.

Arrived, SS Charles F. Mayer, with Capt. Machen, Baltimore, towing barges Nos. 5 and 23.

Arrived, tug Cumberland, with Capt. Svendsen, Norfolk, towing barges Nos. 8, 14 and 19, latter for Lynn.

Arrived, tug Charles T. Gallagher, with Capt. Pierce, Portsmouth, N. H., towing barges Nos. 17 and 24, for Sewall's Point.

Sailed from Boston, SS Charles F. Meyer, from Baltimore, Portland, towing barge No. 5.

Mon. 1/3/16, p. 5.² **YEAR'S COAL DUMPINGS EXACTLY 14,812,430 TONS.**

Norfolk, Va., Jan. 2. A total of 14,812,480 tons of coal were dumped over the Hampton Roads coal piers, Lambert's Point, Sewall's Point and Newport News during the year 1915 just ended. Of the total amount dumped during the year, the Norfolk and Western Railroad dumped 7,530,607 tons over the Lambert's Point piers, the Virginian, 3,119, 023 tons over the Sewall's Point pier and the Chesapeake and Ohio 4,162,350 tons over the Newport News piers.

During the month of December just ended, a total of 1,188,542 tons were dumped over the various piers. The Norfolk and Western led all others, with a total dumping of 534,666 tons; the Chesapeake and Ohio was second with a dumping of 361,437 tons, while the Virginian dumped 292,439 tons during the month. [Transcriber's Note: The C&O Canal served the tidal Potomac niche but was no longer a competitor for the coastwise trade.]

BH, Tue. 1/4/16, p. 14. Sailed from Boston, SS Charles F. Mayer, from Baltimore, Portland, towing barge No. 5. (left, Jan. 2).

Sailed, SS Coastwise, Norfolk.

Sailed tug Charles Mann, towing barge No. 19, from Norfolk, for Lynn.

Sailed tug Cumberland, Sewall's Point, towing barges Nos. 17 and 24, from Portsmouth, for Norfolk.

BH, Mon. 1/10/16, p. 13. Arrived at Boston, Sun. Jan. 9, tug Piedmont, with Capt. Hudgins, Baltimore, towing barges Nos. 10, for Lynn, 15 and 20.

Sailed from Boston, SS Coastwise, Norfolk.

Sailed, SS Charles F. Mayer, Sewall's Point, Va., towing barges Nos. 8 and 14.

Sailed, tugs F. L. Pillsbury and F. C. Hersey, towing barge No. 10, from Baltimore, for Lynn.

Sailed, tug Piedmont, Baltimore, towing barges Nos. 19 and 23.

BH, Tue. 1/11/16, p. 16. Next Saturday another steamer, the Bristol, will be launched at the yard of the New York Shipbuilding Company for the Coastwise Transportation Company. Her general dimensions are: Length, 359 feet; beam, 49.3 feet; depth of mold, 23.9 feet; net tonnage being 2,444 tons and gross tonnage 4,015 tons.

BH, Wed. 1/12/16, p. 12. Arrived at Boston, Tue. Jan. 17, tug Savage, with Capt. Michalski, Norfolk, towing barges Nos. 7, for Portsmouth, 21 and 27.

Sailed from Boston, tug Savage, from Sewall's Point, for Portsmouth, towing barges Nos. 7 and 20.

BH, Thu. 1/13/16, p. 12. Arrived at Boston, Wed. Jan. 12, tug Georges Creek, with Capt. Anderson, Norfolk, towing barges Nos. 12, for Portsmouth, 18 and 25.

² *Richmond Virginian*, Richmond, Va.

BH, Fri. 1/14/16, p. 12. Arrived at Boston, Thu. Jan. 13, tug E. L. Pillsbury, with Capt. Swimm, towing barges No. 10, for Sewall's Point.

Arrived, tug Savage, with Capt. Michalski, Portsmouth, N. H., towing barge No. 5, Portland for Sewall's Point. Called for barge No. 27.

Sailed from Boston, tug Georges Creek, Sewall's Point, Va., towing barges Nos. 10 (from Lynn) and 15.

BH, Sat. 1/15/16, p. 12. Sailed from Boston, tug Savage, Sewall's Point, towing barges Nos. 5 and 27.

ES, Sat. 1/15/16, p. 14. Dipping fish from the holes of the Chesapeake and Ohio canal, it is stated, furnishes sport for some of the persons residing along that waterway.

"Incidentally," remarked an angler who witnessed a haul made one day last week, "it puts money in the pockets of the so-called sportsmen.

"Taking fish from such a stream in nets and then selling them," he added, "puts the individual out of the sporting class, and should put him where he could not handle a net."

It is believed that thousands of fish, small-mouth bass, catfish, mullets, fall fish and smelts, have been taken from different holes in the canal between Cumberland and this city since the canal company drew off the water to save the canal in case of freezing.

"In these days of conservation," said an old angler, "it does seem a pity that a few hundred dollars cannot be spent each year to save the thousands of fish from being dipped from the canal."

BH, Sun. 1/16/16, p. 14. Arrived at Boston, Sat. Jan. 15, SS Coastwise, with Capt. Stromberg, Newport News.

BH, Mon. 1/17/16, p. 13. Sailed from Boston, SS Coastwise, Norfolk.

BH, Thu. 1/20/16, p. 12. Norfolk, Jan. 19 – Sailed, SS Coastwise, Boston.

BH, Fri. 1/21/16, p. 12. Arrived at Boston, Thu. Jan. 20, tug Cumberland, with Capt. Svendsen, Norfolk, towing barges Nos. 17 and 24.

WT, Fri. 1/21/16, p. 19. **Coal Miners Get Raise.** – CUMBERLAND, Md., Jan. 21. – It is announced that, effective January 15, the Consolidation Coal Company has granted a voluntary increase to miners of 2½ cents a ton. They will receive 68 cents a ton, while day laborers have been increased 10 cents a day. There was no formality in giving the advance. Other companies are expected to follow suit.

BH, Sat. 1/22/16, p. 10. Arrived at Boston, Fri. Jan. 21, tug Charles T. Gallagher, with Capt. Pierce, Portland, Me., arrived 20th.

Sailed, tug Cumberland, Sewall's Point, towing barges Nos. 20 and 25.

BH, Sun. 1/23/16, p. 7. NEW YORK, Jan. 22. – The New York & Porto Rico steamship Brazos, with 171 passengers and a crew of 130 on board, docked at her pier in Brooklyn tonight with a jagged hole in her starboard side after a collision this afternoon, 23 miles southeast of Scotland light, with the coasting steamer Suffolk of the Coastwise Transportation Company of Boston. The Suffolk also returned to port and anchored off Quarantine.

Ibid, p. 18. Sailed from Boston, tug Charles T. Gallagher, towing barge No. 17, (from Norfolk), Portsmouth.

WH, Thu. 2/24/16, p. 5. **PLANS TO LINK GREAT PARKS ARE COMPLETED.** – **Commission Reports to Congress on Project to Join Rock Creek and Potomac Areas.** The report of the Rock Creek and Potomac Parkway Commission providing for the purchase of 4,113,818 square feet of land at a

cost of \$1,422,692 for the improvement of Rock Creek valley from Zoological Park to Potomac Park, was submitted to Congress yesterday. The report is signed by Secretary of the Treasury McAdoo, Acting Secretary of War Scott and Secretary of the Interior Houston.

The improvement plan provides for complete separation of Rock Creek and the Chesapeake and Ohio canal by digging a new canal bed through certain squares, the construction of two new locks and erection of a new sea wall. The estimated cost of the work is \$114,000.

Col. W. W. Harts, chief officer in charge of public buildings and grounds, and executive secretary of the Fine Arts Commission, prepared the report.

Ibid, p. 13. **Repairs to River Boats.**

Overhauling work on the tug Edith G. Winship, belonging to the Consolidation Coal Company, will be started within the next day or two. [Transcriber's Note: This report has been abbreviated.]

BH, Tue. 1/25/16, p. 11. Arrived at Boston, Mon. Jan 24, SS Charles F. Mayer, with Capt. Hudgins, Sewall's Point, towing barges Nos. 8 and 14; SS and latter barge for Portsmouth, N. H.

Sailed from Boston, SS Charles F. Mayer, (from Sewall's Point), towing barge No. 14 (from Sewall's Point), Portsmouth.

BH, Wed. 1/26/16, p. 14. Arrived at Boston, Tue. Jan. 25, tug Piedmont, with Capt. Brooks, Norfolk, towing barges Nos. 19 and 23.

BH, Thu. 1/27/16, p. 12. Sailed from Boston, tug Savage, Sewall's Point, towing barges Nos. 7, 19 and 23.

BH, Sat. 1/29/16, p. 12. Arrived at Boston, Fri. Jan. 28, SS Coastwise, with Capt. Stromberg, Newport News, via Beverly.

BH, Mon. 1/31/16, p. 10. Arrived at Boston, Sun. Jan. 30, tug Georges Creek, with Capt. Anderson, Sewall's Point, Va., towing barges Nos. 5 and 10.

BH, Tue. 2/1/16, p. 12. Sailed from Boston, tug Georges Creek, Sewall's Point, towing barges Nos. 14, 15 and 27.

BH, Fri. 2/4/16, p. 12. Beverly, Feb. 3. – Below, SS Coastwise, Norfolk.

BH, Sat. 2/5/16, p. 1. PROVIDENCE, Feb. 4. – Cut almost in two by the sharp prow of the steamship Howard of the Merchants' & Miners' Transportation Company, barge No. 12 of the Consolidation Coal Company sank in two minutes off Point Judith early today, with the loss of three lives and 2,500 tons of fuel [coal].

Ibid. p. 12. Beverly, Feb. 4. – Arrived, SS Coastwise, Norfolk.

BH, Sun. 2/6/16, p. 15. Arrived at Boston, Sat. Feb. 5, tug Cumberland, with Capt. Svendsen, Sewall's Point, towing barges Nos. 20, for Portland, and 25, for Portsmouth.

Beverly, Feb. 5. – Sailed SS Coastwise, Lambert's Point, Va.

BH, Thu. 2/10/16, p. 12. Arrived at Boston, Wed. Feb. 9, SS Charles F. Mayer, with Capt. Hudgins, Portsmouth, for Baltimore, towing barge No. 10.

BH, Fri. 2/11/16, p. 12. Sailed from Boston, SS Charles F. Mayer, (from Portsmouth), Baltimore, towing barges Nos. 10 and 5.

Chatham, Feb. 10. – Passed North, 2:50 P. M., tug Piedmont, towing barges Nos. 23 and 24, Sewall's Point.

BH, Sat. 2/12/16, p. 10. Arrived at Boston, Fri. Feb. 11, tug Savage, with Capt. Michalski, Sewall's Point, towing barges Nos. 21 (for Lynn), 7 and 18.

Arrived, tug Piedmont, with Capt. Brooks, Sewall's Point, towing barges Nos. 23, (for Portsmouth) and 24.

BH, Wed. 2/16/16, p. 12. Sailed from Boston, tug Piedmont, towing barges Nos. 8 for Baltimore and 18 for Sewall's Point.

Sailed, tug Savage, towing barge No. 23, from Sewall's Point, for Portsmouth, N. H.

BH, Sun. 2/20/16, p. 13. Sailed from Boston, tug Savage, Sewall's Point, towing barges Nos. 7, 20 and 24; not before.

BH, Mon. 2/21/16, p. 11. Arrived at Boston, Sun. Feb. 20, tug Savage, Sewall's Point, Va., towing barges Nos. 7, 20 and 24; having returned 19th.

BH, Wed. 2/23/16, p. 13. Sailed from Boston, SS Coastwise, Newport News.

ES, Tue. 2/29/16, p. 23. **GETTING THE CANAL READY. – Company to Have Water Let in the Last of March.** – No date has yet been set for letting water into the Chesapeake and Ohio canal, connecting this city with the coal fields of Cumberland, Md., but it will be in the latter part of March before this is done. The canal company has had a large force of men working on the waterway, strengthening level banks, repairing locks and doing other work so that when operations are resumed the coal boats can move without interruption.

BH, Thu. 3/2/16, p. 12. Arrived at Boston, Wed. Mar. 1, SS Charles F. Mayer, with Capt. Hudgins, Baltimore for Portsmouth, towing barges Nos. 10 (for Gloucester) and 18, Sewall's Point for Lynn.

Arrived, tug Piedmont, with Capt. Brooks, Baltimore, towing barges Nos. 7 and 23, Sewall's Point for Portsmouth and 5 from Baltimore.

Sailed from Boston, SS Charles F. Mayer, from Baltimore, towing barge No. 10 for Gloucester.

Sailed, tug Piedmont, towing barges Nos. 7 and 24 (from Sewall's Point), for Portsmouth.

ES, Sat. 3/4/16, p. 14. The many anglers who get rest and recreation along the towpath of the Chesapeake and Ohio canal are anxiously waiting for the water too be turned in on the upper levels.

“It is a case of enjoying scenery and fishing with those who fish in the canal,” observed an old sportsman, “and I can imagine no more enjoyable way to spend a day.”

Anglers say there usually is good fishing in the canal and numerous varieties of fish are found there. In that portion of the waterway known as Widewater, near the Anglers' Club, bass, crappie, catfish, sunfish, eels and pike abound. Turtles also are plentiful, according to a resident of that section who was trying his luck for pike last week.

BH, Tue. 3/7/16, p. 16. Arrived at Boston, Mon. Mar. 6, tug Piedmont, with Capt. Brooks, Portsmouth, towing barge No. 24, for Sewall's Point. Called for barge No. 19.

Sailed from Boston, tug Piedmont, towing barges Nos. 24 (from Portsmouth), and 19 for Sewall's Point.

Tue. 3/7/16, p. 9.³ **CHESAPEAKE AND OHIO PUSHING OUT WEST. – Will Give Direct Route for West Virginia Soft Coal to Points on Great Lakes.** – Construction work on the cut-off of the Chesapeake and Ohio Railway Company from Edgington, Ky., to Waverly, Ohio, is being pushed with all possible speed, and through freight service is expected to be inaugurated on this thirty-mile line forming the connecting link between West Virginia and the Northwest by January 1, 1917, according to a

³ *Richmond Times Dispatch*, Richmond, Va.

statement issued yesterday by the railroad's headquarters in Richmond.

The completion of the line, which is one of the few pieces of heavy railroad construction at this time in the United States, will be an important step in the plan of the Chesapeake and Ohio [Railway] to secure its own independent line from the coal fields of West Virginia and Kentucky to the Great Lakes and the Northwest. At this time, a great part of the coal is handled eastward to Newport News, and thence by water to its destination, although a considerable portion is also handled west for distribution through the Middle West.

The Chesapeake and Ohio [Railway] continues to handle large quantities of coal and coke, the figures for the month of February, made public yesterday, showing 2,276,925 tons of the combined product loaded at the various mines along the line, as compared with 1,524,640 tons for the same month of last year. The road dumped 364,798 tons of coal and coke over the piers at Newport News, compared with 260,372 tons a year ago.

ES, Wed. 3/8/16, p. 15. **TUG WINSHIP TO BE REPAIRED.** – Capt. Waters, port captain of the Consolidation Coal Company, was in the city yesterday from Baltimore, to look over the Consolidation Company tug Edith G. Winship, lying at the 7th street wharf, preparatory to ordering repairs on her. It is expected the work on the vessel's boiler and machinery will be started at once, so that she will be ready for service when the coal boats from Cumberland begin to arrive here the latter part of this month or early in April. The Winship is used to tow boats from Georgetown to the wharves of the local dealers and to Indian Head and other points.

BH, Sat. 3/11/16, p. 6. Arrived at Boston, Fri. Mar. 10, tug Savage, with Capt. Michalski, Norfolk, towing barges Nos. 20 and 21.

BH, Sun, 3/12/16, p. 17. Arrived at Boston, Sat. Mar. 11, tug Cumberland, with Capt. Svendsen, Norfolk, towing barges Nos. 17, for Portsmouth, and 27.

Arrived, tug Georges Creek, with Capt. Anderson, Norfolk, towing barges Nos. 23, for Portland, and 25.

Sailed from Boston, tug Georges Creek, from Norfolk, towing barges Nos. 17 and 23, for Portland, Me.

Sailed, tug Savage, Sewall's Point, towing barges Nos. 5 and 18, latter for Lynn.

BH, Mon. 3/13/16, p. 13. Norfolk, Mar. 12. – Sailed SS Coastwise, Boston.

ES, Wed. 3/15/16, p. 7. The Chesapeake and Ohio canal has been repaired and will soon be in operation. While not so important as the Panama waterway or the Dardanelles, it serves a valuable purpose and suggests no possibilities of war.

BH, Thu. 3/16/16, p. 14. Arrived at Boston, Wed. Mar. 15, tug Georges Creek, with Capt. Anderson, Portland, towing barge No. 23, for Sewall's Point. Called for barges Nos. 20, for Sewall's Point, and 21, for Baltimore. Arrived March 14.

Arrived, tug Cumberland, with Capt. Svendsen, Portsmouth, towing barges Nos. 7 and 27, for Norfolk.

BH, Sat. 3/18/16, p. 12. Sailed from Boston, tug Cumberland, towing barges Nos. 20 and 25, for Sewall's Point, and 21 for Baltimore.

Sailed, tug Georges Creek, towing barges Nos. 7 and 27, from Portsmouth, for Sewall's Point, and 23, from Portland, for Newport News.

BH, Wed. 3/22/16, p. 12. Arrived at Boston, Tue. Mar. 21, tug Savage, with Capt. Michalski, Norfolk, towing barges Nos. 14 and 19.

Arrived, tug Piedmont, with Capt. Brooks, Norfolk, towing barges Nos. 8, (for Portsmouth), and 24.

Sailed from Boston, tug Piedmont, towing barge No. 18, (from Norfolk), for Portsmouth.

Sailed, tug Savage, Sewall's Point. Calls at Portsmouth for barge No. 17 and at Gloucester for barge No. 10.

BH, Thu. 3/23/16, p. 4. **VETERAN COAST SKIPPER DIES IN MARYLAND.** – **Capt. J. S. Hand Brought Many Colliers to Boston.** – CUMBERLAND, Md., March 22. – Capt. J. S. Hand, 63 years old, who operated between Baltimore and Boston for the Consolidated Coal Company for 25 years, died today at Frostburg, Md. He had gone to the mountains 17 months ago in quest of health, having been ill six years.

His first boat was the Charles F. Mayer and the last the ocean-going tug Savage. He is survived by his widow, one son, W. T. S. Hand, and one daughter, Mrs. Bernard Jenkins, both of Jenkins, Ky. His only sister is Mrs. Frank Bennett, Hotel Lenox, Boston. He was a Mason and was a member of other fraternal orders in Boston, Baltimore and Philadelphia and of the Rescue Harbor No. 14, a ship captains' organization of Baltimore.

Ibid, p. 12. Beverly, Mar. 22. – Arrived, SS Coastwise, Norfolk.

ES, Sun. 3/26/16, p. 6. **TUG CAPT. TOBY INSPECTED.** – **Taylor Fleet Vessel and Tug Winship Meet requirements.** – Assistant Hull Inspector Tyler and Assistant Boiler Inspector Stanton of the United States steamboat inspection service were in the city yesterday to inspect the tug Capt. Toby of the Taylor fleet, lying at the wharf foot of 10th street southwest. The vessel was given the usual close examination as to her fitness for service on the river and meeting all the requirements of the steamboat inspection regulations will be licensed for towboat services for another year.

The inspectors also paid their annual visit to the tug Edith G. Winship belonging to the Consolidation Coal Company, and she met all requirements and will be relicensed for towing work on the river. The Winship is being made ready to return to service within the next ten days and will tow canal boats to and from the outlet lock of the Chesapeake and Ohio canal at Georgetown.

BH, Mon. 3/27/16, p. 13. Sailed from Boston, tug E. L. Pillsbury, towing barge No. 14, from Baltimore, for Lynn.

ES, Mon. 3/27/16, p. 2. **DECISION ON COAL RATES.** – **I. C. C. Gives Opinion Affecting Washington and Vicinity.** Lower rates on bituminous coal to this city and Alexandria than to Culpeper and Manassas were approved today in an opinion handed down by the Interstate Commerce Commission in the complaint against the Chesapeake and Ohio railway, and other roads participating in this traffic, filed by Bennett & Son. At the same time, the commission found that the rates to Culpeper and Manassas were not unreasonable.

The commission points out that the low rates to this city are water-compelled rates, because of the competition with the railroads from the Chesapeake and Ohio canal, which transports large quantities of soft coal. The commission said it was satisfied that on account of the competitive conditions at Washington and Alexandria the defendants have shown justification for charging lower rates to these points than to Culpeper and Manassas. However, it said that it was not convinced that the existing differentials against the latter points were warranted.

Ibid, p. 4. **SOON TO RESUME BUSINESS.** – **Canal Boats to Begin Operations Between Cumberland and Washington.** – Though no date has been set for the resumption of navigation on the Chesapeake and Ohio canal, it is stated that water will be let

in the levels this week and early the coming week boats will start from the mines, in the vicinity of Cumberland, Md., to this city.

All preparations for the early resumption of navigation have been completed. The locks and levels have received their winter overhauling and are in good condition for uninterrupted service, and, barring an accident, there will be no interruption in the movement of the boats from the opening of the waterway until the coming of cold weather next winter.

The first coal brought down the waterway will be used for home consumption and in supplying the immediate needs of the naval powder plant at Indian Head. In the latter part of April, the loading of the big barges of the Consolidation Coal Company will be started and shipments will be sent to Boston and other New England ports.

BH, Tue. 3/28/16, p. 14. Arrived at Boston, Mon. Mar. 27, SS Charles F. Mayer, with Capt. Hudgins, Portsmouth, N. H.

Norfolk, Mar. 26. – Sailed, tug Cumberland. Boston, towing barges Nos. 7, 20 and 25.

BH, Wed. 3/29/16, p. 16. Arrived at Boston, Tue. Mar. 28, tug F. C. Hersey, with Capt. Hopkins, Lynn, towing barge No. 27, for Sewall's Point.

Cleared, SS Charles F. Mayer, Sewall's Point, towing barges No. 14 and 19. Sailed 27th.

Beverly, Mar. 28. – Arrived, SS Coastwise, Newport News.

Baltimore, Mar. 28. – Passed down Sparrows Point at 1:30 P. M., tug Savage, towing barge No. 21, to call at Norfolk, for barges Monocacy and No. 8, all for Boston.

BH, Thu. 3/30/16, p. 12. Arrived at Boston, Wed. Mar. 29, tug Georges Creek, with Capt. Anderson, Norfolk, towing barges No. 27 (for Portsmouth) and No. 23.

Sailed, tug Georges Creek, towing barge No. 27, (from Norfolk), Portsmouth.

ES, Fri. 3/31/16, p. 26. **NEW PROPELLER FOR TUG. - The Edith Goddard Winship Being Fitted Out at Alexandria.** – Prior to taking her place as tender to the coal-laden boats which in the coming week will be arriving here by way of the Chesapeake and Ohio canal from the Cumberland, Md., mining region, the Consolidation Coal Company tug Edith Goddard Winship has gone to Alexandria to be fitted with a new propeller wheel. While on the railway, other work will be done to the tug, but she will be ready for duty tomorrow or Monday. The Winship has been lying idle at this city since the close of the coal season early in November of last year. Capt. Thomas Selectman will be master of the Winship the coming season.

Ibid, p. 27. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship for Alexandria to haul out for repairs.

BH, Sat. 4/1/16, p. 14. Arrived at Boston, Fri. Mar. 31, tug Georges Creek, with Capt. Anderson, Portsmouth, towing barges Nos. 5 and 18, for Baltimore. Called for barge No. 24.

ES, Sat. 4/1/16, p. 10. Water drawn off the Georgetown level of the Chesapeake and Ohio canal last week inconvenienced many expectant fishermen. Unaware of what had been done by the canal company, a number of anglers went to a point on the Cabin John line of the street railway company and walked to the waterway before learning there was no water there.

“It was impossible to cross the mud bed of the canal,” said one of the disappointed ones, “and we walked all the way to Aqueduct bridge to reach the towpath rather than return to the street car line.

“And it was some walk,” he added.

ES, Sun. 4/2/16, p. 81. **Cumberland, Md.** – More than 100 boats will be in service on the Chesapeake and Ohio canal during the coming

season. Many new boats have been built here during the winter, and many others have been repaired and overhauled in Cumberland boatyards. It is stated that every boat that can be put in serviceable condition will be operated.

BH, Mon. 4/3/16, p. 13. Arrived at Boston, Sun. Apr. 2, tug M. Mitchell Davis, with Capt. Hoyt, Portsmouth, N. H., towing barge No. 27, for Baltimore. Arrived 1st.

ES, Mon. 4/3/16, p. 21. **1916 CANAL SEASON BEGINS. – First Boat Laden with Coal, Leaves Cumberland Today.** – By the end of the week, coal-laden boats will be arriving here from the Cumberland, Md., mining region, via the Chesapeake and Ohio canal, and the busy coal season will be in full swing at the Georgetown docks. The waterway from Georgetown to its head in the vicinity of Cumberland, Md., is now being filled after its winter of idleness and the loading of boats will be started today. The first boat with its load of coal is due to arrive here next Friday evening or Saturday morning.

It will be after the middle of April before coal shipments in the big barges of the Consolidation Coal Company will be resumed.

BH, Tue. 4/4/16, p. 14. Arrived at Boston, Mon. Apr. 3, tug Piedmont, with Capt. Brooks, Portland, towing barges Nos. 25, (for Portsmouth, and 10; left barge No. 17 at Delaware Breakwater.

Arrived, tug Cumberland, with Capt. Svendsen, Norfolk, towing barges Nos. 15, from Baltimore for Portland, 7 and 20, from Newport News.

Sailed from Boston, tug Cumberland, from Norfolk, towing barge No. 25, for Portsmouth.

Sailed, tug Piedmont, Sewall's Point, towing barges Nos. 23 and 27.

Sailed, tug M. Mitchell Davis, towing barge No. 15 from Baltimore, for Portland.

Beverly, Apr. 2, Arrived, SS Coastwise, Norfolk.

WH, Tue. 4/4/16, p. 12. **To Open Canal Friday** – Preparations are underway to open the Chesapeake and Ohio Canal early this week. The canal, empty during the winter, will be flushed with water to permit the first coal barge from the Cumberland mining region to start on the down trip Friday. Repairs are being made at the Georgetown dock to receive the barges. The Consolidation Coal Company will start its fleet of barges about the middle of the month.

Tue. 4/4/16, p. 14.⁴ **COAL DUMPINGS Chesapeake and Ohio Railway Reports Record-Breaking Shipments for Export.** The Chesapeake and Ohio Railway during the month of March loaded 2,494,250 tons of coal and coke at all points on its line, according to figures made public yesterday at the general offices in this city, surpassing all previous records. Previous to last month, the record had been broken in January, when 2,451,730 tons were loaded, showing an increase of 42,520 tons for the month of March, while for the same month of last year there was loaded 1,624,305 tons, making a gain of 869,945 tons over the same month of a year ago.

The road dumped a total of 377,678 tons of coal over the piers at Newport News in March, as compared with 315,798 tons for the same month last year, an increase of 61,889 tons.

BH, Wed. 4/5/16, p. 14. Sailed from Boston, tug Piedmont, Sewall's Point, towing barges Nos. 23 and 27, and returned.

Beverly, Apr. 4. – Sailed, SS Coastwise, Newport News.

BH, Thu. 4/6/16, p. 14. Arrived at Boston, Wed. Apr. 5, tug Piedmont, Sewall's Point, towing barges Nos. 23 and 27, not before.

⁴ *Richmond Times Dispatch*, Richmond, Va.

BH, Fri. 4/7/16, p. 14. Arrived at Boston, Thu. Apr. 6, tug Cumberland, with Capt. Svendsen, Portsmouth, called for barges Nos. 7, 10 and 20, for Sewall's Point.

BH, Sun. 4/9/16, p. 7. Arrived at Boston, Sat. Apr. 8, tug Savage, with Capt. Michalski, towing barges Nos. 8, from Sewall's Point, for Lynn, and 21, from Baltimore, for Portland, Me.

Sailed from Boston, tug Savage, Portland, Me., towing barge No. 21, from Baltimore.

ES, Sun. 4/9/16, p. 27. **BOATS ARRIVING DAILY – Business Active on the Chesapeake and Ohio Canal.** – Operations along the Chesapeake and Ohio canal are now in full swing. Coal-laden boats are arriving daily, and are being taken to the various coal yards about the harbor and at Alexandria to unload. The first boat to arrive, No.36, Capt. Underdunk, was locked out at Georgetown Friday evening, and yesterday several boats came in.

The canal from this city to Cumberland is full of boats, coal-laden, coming this way, but by Monday empty boats will be starting back to Cumberland for their second load. Tomorrow or Tuesday, shipments of coal to the United States naval powder plant at Indian Head will be resumed, and several boats with full loads of the coal will be sent to Indian Head each week. As the local demand for coal is quite heavy, all that is now arriving is being absorbed. No coal will be sent north until after the local demand is satisfied.

TUGS OUT OF SERVICE.

The Jeff and Winship Receiving Needed Improvements. – Work of installing a new engine in the tug Jeff, belonging to A. J. Taylor & Bro., of this city, is in progress at the 10th street wharf, but it will be a week before the vessel will be ready for towing work. The Jeff was first equipped with an engine that came out of the launch Mercedes, one of the boats captured from the Spanish navy during the

Spanish-American war. The machine proved rather light for towing and a heavier and more powerful engine is being installed. When completed, the Jeff will be used for general towing work about the harbor and on the river in the vicinity of this city.

Work is being pushed on the tug Edith Goddard Winship, belonging to the Consolidation Coal Company, and she probably will be ready to resume service tomorrow. The Winship is to be used as tender to the coal-laden boats that come down the canal from Cumberland and will tow them to their unloading points about the harbor and at Alexandria and Indian head.

Since the close of the last coal season at this city, the Winship has been laid up at the wharf, foot of 7th street southwest.

BH, Tue. 4/11/16, p. 16. Arrived at Boston, Mon. Apr. 10, SS Coastwise, with Capt. Stromberg, Newport News.

BH, Wed. 4/12/16, p. 14. Arrived at Boston, Tue. Apr. 11, SS Charles F. Mayer, with Capt. Hudgins, Sewall's Point, for Portsmouth, towing barges Nos. 14, for Portland, and 19.

Sailed from Boston, SS Coastwise, New York and Newport News.

Sailed, SS Charles F. Mayer, Portsmouth, towing barge No. 14, for Portland.

BH, Fri. 4/14/16, p. 16. Sailed from Boston, tug E. L. Pillsbury, towing barge No. 8, (from Sewall's Point), for Lynn.

ES, Sat. 4/15/16, p. 13. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Capt. Toby delivered barer Harvey at Alexandria, to load fertilizer for Chesapeake and Ohio canal points; tug Edith G. Winship arrived at Georgetown with light coal boats for Chesapeake and Ohio canal points.

BH, Mon. 4/17/16, p. 15. Arrived in Boston, Sun. Apr. 16, tug Georges Creek, with Capt.

Anderson, Baltimore, towing barges 25, 18 and 24.

ES, Mon. 4/17/16, p. 22. **CARGOES FOR INDIAN HEAD. – Coal Shipments for Powder Mill and Other Plants Resumed.**

Shipments of coal from Georgetown to Indian Head, where it is stored at the tipple on the Mattawoman creek side of the reservation for the use of the big powder making mill and other naval plants there, have been resumed. The tug Edith Goddard Winship, with two coal-laden boats in tow, made several trips to the plant in the past week. On these trips, loaded boats are taken to the unloading point and light boats brought back to Georgetown to be sent back up the canal after another load of coal.

Between now and the close of the coal-shipping season next fall, many thousand tons of coal will be taken to Indian Head. When the shipping season is over, there will be stored there coal enough to last the plant through the winter.

BH, Tue. 4/18/16, p. 14. Arrived at Boston, Mon. Apr. 17, tug Piedmont, with Capt. Brooks, Sewall's Point, towing barges Nos. 7 and 27, for Portsmouth, and 23.

Sailed from Boston, tug Piedmont, towing barges Nos. 7 and 27, from Sewall's Point, for Portsmouth.

BH, Wed. 4/19/16, p. 12. Arrived at Boston, Tue. Apr. 18, tug Piedmont, with Capt. Brooks, Portsmouth, N. H.

Sailed from Boston, tug Piedmont, Baltimore towing barges Nos. 8 and 17.

ES, Wed. 4/19/16, p. 3. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Jeff arrived at Georgetown with fertilizer-laden barge from Alexandria for Seneca, Md.

ES, Thu. 4/20/16, p. 27. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug

Winship arrived from Indian Head towing coal boats, enroute to Cumberland, Md.

BH, Fri. 4/21/16, p. 14. Arrived at Boston, Thu. Apr. 20, tug Cumberland, with Capt. Svendsen, Norfolk, towing barges No. 10, 17 and 20.

Arrived, tug Georges Creek, with Capt. Anderson, Portsmouth, towing barge No. 27, for Sewall's Point.

Sailed, tug Cumberland, Portland, Me.

ES, Fri. 4/21/16, p. 10. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug James O. Carter left for the lower river seeking vessels bound here; tug Winship left Georgetown with coal-laden boats for the Indian Head naval powder plant.

BH, Sat. 4/22/16, p. 12. Cleared from Boston, tug Georges Creek, Sewall's Point, towing barges Nos. 27, from Portsmouth, 5 and 23, not before.

BH, Sun. 4/23/16, p. 19. Arrived at Boston, Sat. Apr. 22, SS Coastwise, with Capt. Stromberg, Baltimore.

Arrived, tug Savage, with Capt. Michalski, Norfolk, towing barges Nos. 15 and 25.

ES, Mon. 4/24/16, p. 21. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship left Georgetown for Indian Head with coal-laden boats for the powder plant.

BH, Fri. 4/28/16, p. 16. Sailed from Boston, tug Savage, Baltimore, towing barges Nos. 20 and 25.

Ibid, p. 17. **TWO STEAMERS DELAYED BY STRIKES AMONG CREWS.**

The steamers Suffolk and Currier, which were scheduled to leave port Wednesday, could not get out until late yesterday because of strikes among the crews, and it was with difficulty that new men were obtained. The vessels anchored

in the stream while the officers scoured the waterfront signing up sailors and firemen and sending them out to the steamers in small boats.

The Currier completed discharging her cargo of molasses at Cops Hill wharf and was ready to sail to Cuba, when it was discovered that six of her firemen had left the vessel. They refused to return unless their grievances were satisfied. The captain ordered the vessel towed into the stream, where anchors were dropped. When the Suffolk finished discharging, the same condition was found to exist.

The officers of the vessels had considerable trouble in getting a crew, but shipping interests claim that the same trouble has been experienced on a number of vessels of late. Several other vessels have been held up for men and the situation is regarded as serious. Coal Barge No. 25 of the Consolidated Coal Company, which was to leave Wednesday in tow of the tug Savage, had a strike of the crew, and new men had to be signed up yesterday.

BH, Sat. 4/29/16, p. 10. Norfolk, Apr. 28. – Sailed, SS Coastwise, Boston.

ES, Sun. 4/30/16, p. 31. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Jeff delivered fertilizer-laden boat at Georgetown from Alexandria, enroute to Seneca, Md., via the Chesapeake and Ohio canal.

ES, Mon. 5/1/16, p. 15. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with light coal boats for Chesapeake and Ohio canal points.

ES, Tue. 5/2/16, p. 23. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship arrived at Georgetown with coal boat for a canal point; tug Jeff delivered grain-laden boat at Alexandria from Seneca, Md.

BH, Wed. 5/3/16, p. 14. Arrived at Boston, Tue. May 2, tug Piedmont, with Capt. Brooks,

Baltimore, towing barges Nos. 19, for Portland, 23, for Portsmouth, and 5.

Sailed from Boston, tug F. C. Hersey, towing barges Nos. 23, from Baltimore, for Portsmouth, and 19, for Portland.

BH, Thu. 5/4/16, p. 14. Sailed from Boston, tug Piedmont, Sewall's Point, towing barges Nos. 7 and 24.

Norfolk, May 3. – Arrived, SS Coastwise, Boston.

BH, Fri. 5/5/16, p. 16. Norfolk, Va., May 4. – Sailed, SS Coastwise, Boston.

ES, Fri. 5/5/16, p. 15. **Personal to Rivermen.** Capt. Henry Davis, Jr., who was temporarily aboard the tug James O. Carter as mate, has returned to the command of the tug Capt. Toby of the Taylor fleet.

John W. S. Murphy, chief engineer of the Consolidation Coal Company tug Georges Creek, has been appointed as assistant boiler inspector in the United States steamboat inspection service. Inspector Murphy has left Baltimore for Bangor, Me., at which port he will take up his new duties.

BH, Sun. 5/7/16, p. 19. Arrived at Boston, Sat. May 6, SS Coastwise, with Capt. Stromberg, Baltimore.

ES, Sun. 5/7/16, p. 15. **Barge and Steamer Purchased.** – Barge No. 17, one of the coal-carriers of the Consolidation Coastwise fleet used in the coal trade between this city and ports on the Chesapeake bay, to Boston and other New England ports, has been sold to the Wittenberg Coal Company of New York, which also has purchased the steamer Charles F. Mayer, one of the big towing boats of the C. C. Co. fleet. The Mayer and barge No. 17, it is understood, will be used in the coal trade out of New York. The Mayer was built at Wilmington, Del., in 1884 for the Chesapeake

coal trade and has been constantly employed in this traffic.

BH, Tue. 5/9/16, p. 12. Arrived at Boston, Mon. May 8, tug Georges Creek, with Capt. Anderson, towing barges No. 20, (for Portland), and 25, for Portsmouth; both from Baltimore.

Arrived, tug Cumberland, with Capt. Svendsen, Norfolk, towing barges Nos. 17, for Portsmouth, 10 and 18.

Sailed, tug Cumberland, towing barge No. 17, from Sewall's Point, for Portsmouth.

ES, Tue. 5/9/16, p. 24. **CANAL REPAIRS DELAYED. – Boats Cannot Use Georgetown Locks Before End of Week.** – Though repair work has been pushed on the break in the Chesapeake and Ohio canal for the past ten days, the hole in the bank was so extensive that it will be some time tomorrow before the repairs will be completed. The letting in of water into the canal will then be started, and it will be the latter part of the week before the loaded canal boats will begin to arrive at the Georgetown locks. The break in the canal, the officials say, looks like it was caused by a slide in the bank, the towpath giving away for a distance of about 90 feet, and for 120 feet farther the towpath was damaged. Big Pool, at the lower end of which the break occurred, is one of the widest and deepest parts of the canal, the water in places being eighteen feet deep and about as wide as is the Potomac at Georgetown. All the boats that were this side of the break have arrived here and the Georgetown end of the canal is idle.

BH, Thu. 5/11/16, p. 10. Arrived at Boston, Wed. May 10, tug Savage, with Capt. Michalski, Baltimore, towing barge No. 8, for Portland.

BH, Fri. 5/12/16, p. 14. Arrived at Boston, Thu. May 11, tug Georges Creek, with Capt. Anderson, Portsmouth, towing barge No. 17, for Baltimore.

BH, Sat. 5/13/16, p. 14. Sailed from Boston, tug Georges Creek, Baltimore, towing barges Nos. 17, 5 and 15.

BH, Sun. 5/14/16, p. 19. Arrived at Boston, Sat. May 13, SS Coastwise, with Capt. Stromberg, Newport News.

Arrived, tug Piedmont, with Capt. Brooks, Sewall's Point, towing barges Nos. 24 and 7, latter for Lynn.

Sailed from Boston, tug Savage, Portland, Me., towing barge No. 8, from Baltimore.

Sailed, tug Piedmont, Portsmouth.

ES, Sun. 5/14/16, p. 31. **NOT YET COMPLETED. – Workmen Still Employed on Big Break in C. & O. Canal.** – Though work has been pushed with a large force of men, working twenty-four hours a day, the big hole made by a slide in the bank of the Chesapeake and Ohio canal at Big Pool, about two weeks ago, has not yet been closed. General manager Nicholson of the canal company, who returned from the break Friday night, states that the repair work will be completed tonight or tomorrow morning. As soon as the bank is again solid, water will be let into the canal, but it will require over forty-eight hours to fill the portion of the waterway drained by the accident, and it will be the latter end of the week before the loaded boats begin to arrive at Georgetown.

The break is the largest one that has ever occurred in the many years the canal has been in operation, and was at a point where the waterway forms a lake, about two miles long, from 600 to 1,200 feet wide and eighteen feet deep at its deepest point. So great is the volume of water confined in the lake by the canal banks that after the break occurred, it was two days before the water ran out and work started. The hole in the bank was 240 feet long and about thirty feet deep, so that the canal company has had a hard proposition to fill it.

The cause of the break is not exactly known. Less than two hours before the break

occurred, a level walker passed over the spot and found the towpath solid.

BH, Mon. 5/15/16, p. 13. Sailed from Boston, SS Coastwise, Newport News, Va.

BH, Tue. 5/16/16, p. 8. **WATERFRONT NOTES.** – The Whittenburg Coal Company of New York has purchased of the Consolidated Coal Company, barge No. 27, employed in the coal trade between Baltimore and New England ports. The steamer Charles F. Mayer, owned by the Consolidation Coal Company, has been bought by the New York concern.

BH, Thu. 5/18/16, p. 14. Portland, Me., May 17. In port, tug Savage, with barges Nos. 8, 19 and 20, for Sewall's Point, weatherbound.

Baltimore, passed up Cove Point, 16th, tug Georges Creek, towing barges Nos. 5, 15 and 17.

BH, Fri. 5/19/16, P. 18. Sailed from Boston, tug E. L. Pillsbury, towing barge No. 7, from Baltimore, and Charles F. Pritchard, (from Philadelphia), for Lynn.

BH, Sat. 5/20/16, p. 12. Arrived at Boston, Fri. May 19, SS Coastwise, with Capt. Stromberg, Newport News.

BH, Sun. 5/21/16, p. 19. Arrived at Boston, Sat. May 20, tug Edwin L. Pillsbury, with Capt. Swimm, Lynn, towing barge No. 7.

ES, Sun. 5/21/16, p. 28. **CANAL RESUMES BUSINESS.** – **Boats Bring Coal from Cumberland, First Time in Two Weeks.** Coal-laden boats from the Cumberland mines via the Chesapeake and Ohio canal are now arriving here for the first time in about two weeks, the interruption in traffic having been due to a big break in the canal. The repair work was completed in the early part of the past week, and as soon as water was let in the boats started moving. They had over a hundred miles

to come, and the first boat did not get in at Georgetown until last night. By tomorrow, the officials of the canal state, boats will be arriving in numbers, and the Consolidation Coal Company, which handles the coal coming by canal, will resume shipments to Indian Head.

The local demand for coal is heavy, but as soon as it is supplied, and a surplus of coal is on hand at Georgetown, one of the big barges of the Consolidation Coastwise Company will be ordered here to load a cargo for Boston.

BH, Mon. 5/22/16, p. 13. Sailed from Boston, SS Coastwise, Baltimore.

ES, Mon. 5/22/16, p. 8. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship left Georgetown with coal boats for Alexandria.

BH, Tue. 5/23/16, p. 14. Arrived at Boston Mon. May 22, tug Cumberland, with Capt. Svendsen, Baltimore, towing barges Nos. 21, for Portsmouth, and 22.

Sailed tug, Cumberland, towing barges Nos. 7, for Newport News, and 24 for Baltimore.

Sailed, tug Charles T. Gallagher, Portsmouth, towing barge No. 21, from Baltimore.

BH, Fri. 5/26/16, p. 16. Arrived at Boston, Thu. May 25, tug Georges Creek, with Capt. Brooks, Portland, Me.

Sailed from Boston, tug Georges Creek, Sewall's Point, towing barges Nos. 5 and 23.

BH, Sat. 5/27/16, p. 14. Arrived at Boston, Fri. May 26, tug Piedmont, with Capt. Brooks, Baltimore, towing barges Nos. 25, for Portland, and 10.

Sailed from Boston, tug Piedmont, Portland, Me., towing barge No. 25, from Baltimore.

ES, Sat. 5/27/16, p. 13. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship

arrived at Georgetown with coal boats enroute to Chesapeake and Ohio canal points.

BH, Sun. 5/28/16, p. 19. Arrived at Boston, Sun. May 27, tug Piedmont, with Capt. Brooks, Portsmouth, towing barge No. 21, for Baltimore.

Sun. 5/28/16, p. 19.⁵ **Newport News, Va.** – In a condensed review of conditions, John B. Locke, the secretary of the Newport News Chamber of Commerce, says:

Improvements at the port of Newport News during the last year were principally in the form of additions to railroad terminals on the water front. They comprised the erection by the Chesapeake and Ohio Railway Company of a steel coal pier, which cost \$1,600,000, and stock pens for the same company costing \$70,000. These latter have a capacity of 8,000 horses or mules, and the need for them is indicated by the fact that there were exported from Newport News during 1915 about 170,000 of such animals. Yard track improvements were also made at a cost of \$115,000. At present, forces are engaged upon the construction of additional yard tracks. A large general office building is also to be erected this year; it will cost about \$60,000, and will accommodate the shipping companies doing business at this port. Considerable real estate has been bought by the Chesapeake and Ohio Railway, and an adequate classification yard will be constructed. The company has handled, through its terminal here during the past year, a total of 60,500,000 bushels of grain for Europe, and its traffic is steadily increasing.

BH, Mon. 5/29/16, p. 9. Arrived at Boston, Sun. May 28, SS Coastwise, with Capt. Stromberg, Norfolk.

BH, Tue. 5/30/16, p. 12. Sailed from Boston, SS Coastwise, Norfolk.

BH, Fri. 6/2/16, p. 14. Arrived at Boston, Thu. Jun. 1, tug Savage, with Capt. Michalski, Norfolk, towing barges Nos. 20 (for Portsmouth), 8 and 19.

Sailed, tug Savage, towing barge No. 20, from Norfolk, for Portsmouth.

ES, Sat. 6/3/16, p. 13. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Edith G. Winship returned from Indian Head towing light coal boats enroute up the Chesapeake and Ohio canal.

BH, Sun. 6/4/16, p. 19. Arrived at Boston, Sat. Jun. 3, SS Coastwise, with Capt. Stromberg, Norfolk.

Arrived, tug Cumberland, with Capt. Svendsen, Baltimore, towing barges Nos. 15 and 17, for Portsmouth, and 18.

Arrived, tug Georges Creek, with Capt. Anderson, Baltimore, towing barges Nos. 5, 7 and 23.

Sailed from Boston, tug Georges Creek, Portsmouth, N. H.

Sailed, tug Cumberland, towing barges Nos. 15 and 17, from Baltimore, for Portsmouth.

ES, Wed. 6/7/16, p. 22. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Edith G. Winship left Georgetown with coal-laden boats for naval powder plant on Mattawoman creek, Maryland.

BH, Thu. 6/8/16, p. 14. Arrived at Boston, Wed. Jun. 7, tug Cumberland, with Capt. Svendsen, Portsmouth, towing barge No. 17, for Baltimore; called for barges Nos. 19 and 23.

Arrived, tug Georges Creek, with Capt. Anderson, Portsmouth, towing barges Nos. 15 and 20, for Baltimore; called for barge No. 5.

Sailed from Boston, tug Cumberland, Baltimore, towing barges Nos. 17, 19 and 23.

Sailed, tug Georges Creek, Baltimore, towing barges Nos. 5, 15 and 20.

⁵ *Daily Dispatch*, Richmond, Va.

ES, Thu. 6/8/16, p. 14. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship arrived at Georgetown with light coal boats from Indian Head.

WT, Sat. 6/10/16, p. 4. **PLAN TO ABANDON JAMES CREEK CANAL.** – Commissioners to Consider Waterway at Public Hearing. Plans for the abandonment as a waterway of historic James Creek Canal, between N and P streets, will be considered by the District Commissioners at a public hearing in the board room of the District Building June 29 at 10 o'clock.

The old canal was a part of the Washington canal that connected with the Chesapeake and Ohio canal, and for fifty years was used as a waterway. Five years ago, it was filled in from G to L streets to permit of the construction of a sewer and since has been filled in to N street.

Recommendation is made by Asa E. Phillips, superintendent of sewers, that the sewer be extended. Health Officer W. C. Woodward also recommends that the canal be abandoned on sanitary grounds.

The plan under consideration by the Commissioners is later to construct a boulevard along the line of the canal from South Capitol and G streets to the War College.

Notices of the hearing were sent today to the following lessees along the canal front: W. A. Anderson, Galliher & Hugeley, Robert Murphy, Henry Raum, Mrs. Freda Rents, William Rents, Washington Brick and Terra Cotta Company and George C. Taylor.

BH, Sun. 6/11/16, p. 4. Arrived at Boston, Sat. Jun. 10, SS Coastwise, with Capt. Stromberg, Norfolk, Va.

ES, Sun. 6/11/16, p. 27. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug M. M. Davis, arrived at Baltimore with a tow from the capes of the Chesapeake; tug James O.

carter has sailed from the St. Mary's river with a coal-laden barge for this city; tug Capt. Toby arrived at Georgetown with canal boat Seneca, enroute up Chesapeake and Ohio canal.

OLD CANAL SOON PASSES.

James Creek Waterway Will be Filled Between N and P Streets. – James Creek canal, for many years a waterway in the District of Columbia, will within a short time be a thing of the past. The District Commissioners have decided that the canal be filled between N and P streets southwest, a section which now is open. In this connection a hearing is to be given lessees of the property along the canal at the District Building June 29.

A. C. Phillips, superintendent of sewers, recommended that the sewer be extended, and the health department also approved of it for sanitary reasons.

The canal was at one time a part of the old Washington canal, which connected with the Chesapeake and Ohio canal, and for more than fifty years was used as a waterway. It was first filled from G to South Capitol street, and about five years ago was filled to L street. Later the sewer was extended to N street.

It is proposed some time in the future to construct a boulevard along the site of the canal from South Capitol street to the War College.

BH, Mon. 6/12/16, p. 13. Arrived at Boston, Sun. Jun. 11, tug Piedmont, with Capt. Brooks, Baltimore, towing barges Nos. 10, 21 and 24.

ES, Mon. 6/12/16, p. 4. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug James O. Carter arrived at Georgetown from the St. Mary's river, towing a coal-laden barge.

Ibid, p. 20. **TO RESUME COAL SHIPMENTS.** – Consolidation Company Planning to Supply New England Ports – Shipments of coal from this city to Boston and pother New England ports will be resumed within the next week, the officials of the

Consolidation Coal Company at this city state. One of the big coal-carrying barges of the Consolidation Coastwise Company has been ordered here from Boston, but until she sails, which will be the first barge to load will not be known here.

It is understood that after coal shipments are begun, a barge or two will load at the Georgetown piers each week and will carry the coal to Boston, Providence, Lynn, Portland, Portsmouth and other down east ports. In 1915 coal shipments from this city to Georgetown were started in the latter part of April and were continued through the summer. In all about twenty-six cargoes of from 1,600 to 1,800 tons each were sent from Georgetown to northern ports, during the shipping season.

The big barges can now be brought out of Georgetown on any tide, the last dredging operation having put twenty-two feet of water in the Virginia channel at low water.

BH, Tue. 6/13/16, p. 16. Arrived at Boston, Mon. Jun. 12, tug Piedmont, with Capt. Brooks, Baltimore, towing barges Nos. 10 and 24, both for Portsmouth, and 21, for Gardiner, Me.

Arrived, tug M. Mitchell Davis, with Capt. Hoyt, Portsmouth, N. H.

Sailed from Boston, SS Coastwise, Norfolk.

Sailed, tug M. Mitchell Davis, towing barges Nos. 10 and 24, from Baltimore, for Portsmouth, and 21, for Gardiner, Me.

Sailed, tug Piedmont, towing barges Nos. 7 and 18, for Baltimore, and 8, for Washington, D. C.

ES, Thu. 6/15/16, p. 4. **CANAL COAL TRADE RESUMED. – Barges Will be Loaded at Georgetown This Week.**

Shipments of coal from Georgetown piers to Boston and other ports in New England are to be resumed at once, and by the end of this week, one of the big coal-carrying vessels of the Consolidation Coal Company should be here ready to load. Barge No. 8, which will be the

first vessel to come here, left Boston Monday last and is due to pass in the capes of the Chesapeake today. In tow of the tug that towed her down the coast, she will be brought up the bay and at the mouth of the Potomac will be taken in charge by the tug James O. Carter of this city. The tug and her tow are due to arrive here some time tomorrow, and the loading of the vessels will be started at once. By Monday, she will be loaded and will at once be taken to Point Lookout to join a tow moving from Baltimore to points in New England. No. 8 will take away about 1,600 tons of soft coal. From now until the end of the shipping season, a barge or two will be loaded each week and started north.

Ibid, p. 24. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter left for Point Lookout after light C. C. Co. barge to load coal at Georgetown.

Tug Edith Goddard Winship left towing two coal-laden boats for naval powder factory at Indian Head, and returned to Georgetown with light boats.

Memoranda.

C. C. Co. barge No. 8 is due from Boston to load coal to return.

BH, Sat. 6/17/16, p. 12. Arrived at Boston, Fri. Jun. 16, SS Coastwise, with Capt. Stromberg, Norfolk.

Arrived, tug Savage, with Capt. Michalski, Baltimore, towing barges Nos. 25, for Portsmouth, and 14.

Sailed from Boston, SS Coastwise, Baltimore.

BH, Sun. 6/18/16, p. 18. Sailed from Boston, SS Coastwise, Baltimore, not 16th.

ES, Sun. 6/18/16. p. 2. **ALONG THE RIVER FRONT. Arrivals.** – Schooner barge Consolidated Coal Company No. 8, light, from Boston, at Georgetown to load coal to return.

Tugs and Tows.

Tug James O. Carter arrived, towing Consolidated Coal Company barge, from the mouth of the river.

Ibid. p. 24. **LOADING COAL FROM CANAL – Barge No. 8 Taking on 1,600 Tons at Georgetown.** – Schooner barge No. 8 of the Consolidation Coastwise Company fleet was brought into port at Georgetown yesterday afternoon by the tug Carter and was placed at the coal docks to take aboard 1,600 tons of soft coal for Boston. No. 8 will be the first of the coal-carrying fleet to load here this season, and it is probable she will be loaded and ready to sail tomorrow afternoon. Capt. Henry Davis of the tug Carter reports having met with rough weather off Ragged point, the southeast winds causing such a rough sea that the Carter had to seek harbor for a few hours until the wind lost some of its force.

It is stated that from now on the Consolidation Coastwise Company will send a barge or two to Georgetown each week to load for Boston or other ports in New England. After No. 8 is loaded, she will be taken to Point Lookout and will be turned over to a tug moving with a tow from Baltimore to points in New England.

ES, Mon. 6/19/16, p. 19. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship left Georgetown with coal-laden boats for the Indian Head powder plant.

BH, Tue. 6/20/16, p. 14. Sailed from Boston, tug Savage, towing barge No. 25, from Baltimore, for Portsmouth.

BH, Wed. 6/21/16, p. 14. Arrived at Boston, Tue. Jun. 20, tug Cumberland, with Capt. Svendsen, Baltimore, towing barges Nos. 17, (for Portsmouth), 20, (for Rockport), and 5.

Arrived, tug Georges Creek, with Capt. Anderson, Baltimore, towing barges Nos. 15, 19 and 23.

Sailed from Boston, tug Georges Creek, Parker Flats, for barge No. 21, for Baltimore; calling at Portsmouth for No. 25, and at Boston for No. 14.

BH, Thu. 6/22/16, p. 10. Barge No. 8, which was sunk by collision with the steamer Comus off Sea Girt, N. J., Thursday, was bound from Baltimore to Boston. She had 1,550 tons of coal. The tug Cumberland towed the barge.

Ibid. p. 14. Sailed from Boston, tug Cumberland, from Baltimore, towing barges Nos. 20, for Rockport, Me., and 17, for Portsmouth, N. H.

BH, Fri. 6/23/16, p. 16. Arrived at Boston, Thu. Jun. 22, tug Cumberland, with Capt. Svendsen, Portland.

BH, Sat. 6/24/16, p. 12. Arrived at Boston, Fri. Jun. 23, SS Coastwise, with Capt. Stromberg, Baltimore.

Arrived, tug Georges Creek, with Capt. Anderson, Portsmouth, towing barges Nos. 21 and 25, for Baltimore, called for barge No. 14.

Sailed from Boston, tug Cumberland, towing barges Nos. 5, for Washington, 19 and 23, for Baltimore.

Sailed, tug Georges Creek, Baltimore, towing barges Nos. 14, 21 and 23.

BH, Sun. 6/25/16, p. 8. Sailed from Boston, SS Coastwise, Baltimore.

Sailed, tug M. Mitchell Davis, Portsmouth, N. H.

BH, Mon. 6/26/16, p. 13. Arrived at Boston, Sun. Jun. 25, tug Piedmont, with Capt. Brooks, Baltimore, towing barges Nos. 7, 8 and 18, latter for Portland.

Sailed, tug Piedmont, towing barge No. 18, from Baltimore, for Portland.

ES, Mon. 6/26/16, p. 19. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug

Edith G. Winship left towing coal-laden boats from Chesapeake and Ohio canal for Indian Head; tug James O. Carter left for Point Lookout after Consolidation Coal Company barge to load coal for a New England port.

BH, Wed. 6/28/16, p. 14. Arrived at Boston, Tue. Jun. 27, tug Piedmont, with Capt. Hudgins, Portsmouth, towing barges Nos. 17, from Portsmouth, and 20, from Rockport, Ma.

Sailed from Boston, tug Piedmont, towing barges Nos. 17, 20 and 13.

BH. Thu. 6/29/16, p. 14. Baltimore, Jun. 28, Sailed, SS Coastwise, Boston.

ES, Thu. 6/29/16, p. 11. **ALONG THE RIVER FRONT – Arrivals.** – Barge No. 5, light, from Boston, at Georgetown, to load coal for a New England point.

Tugs and Tows.

Tug Edith G. Winship left Georgetown for Mattawoman creek with coal for naval powder plant.

ES, Sat. 7/1/16, p. 13. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug James O. Carter arrived towing coal-laden barge from the mouth of the river for Georgetown; tug Winship left Georgetown with coal-laden boats for naval coal dump, Mattawoman creek, Md.

BH, Sun. 7/2/16, p. 18. Arrived at Boston, Sat. Jul. 1, SS Coastwise, with Capt. Stromberg. Baltimore.

Arrived, tug Savage, with Capt. Michalski, Baltimore, towing barges Nos. 10, for Portland, Me., and 24.

Sailed from Boston, SS Coastwise, Newport News.

ES, Mon. 7/3/16, p. 14. **ALONG THE RIVER FRONT – Departures.** – Consolidation Coal Company schooner barge No. 5, from Georgetown, in tow for Point Lookout, enroute to a New England point, with Cumberland coal.

Tugs and Tows.

Tug James O. Carter left towing coal-laden barge for Point Lookout.

Tug Edith G. Winship left Georgetown with coal-laden boats for naval powder plant coal storage yard, Mattawoman creek, Md.

BH, Tue. 7/4/16, p. 11. Arrived at Boston, Mon. Jul. 3, tug Savage, with Capt. Michalski, Portland, Me., towing barge No. 18, for Baltimore.

Arrived, tug Edwin L. Pillsbury, with Capt. Swimm, Lynn, towing lighter [*sic.* barge] No. 10.

Sailed from Boston, tug Savage, Baltimore, towing barges Nos. 18, from Portland, 7 and 8.

ES, Tue. 7/4/16, p. 16. **ALONG THE RIVER FRONT. Departures.** – Boat Seneca, from Seneca, Md., left Georgetown for Alexandria to load fertilizer, to return.

Tugs and Tows.

Tug Capt. Toby delivered canal boat at Alexandria from Georgetown to load fertilizer, to return; tug Edith G. Winship arrived at Georgetown from Mattawoman creek with light coal boats, enroute up the Chesapeake and Ohio canal.

ES, Wed. 7/5/16, p. 5. **STEAMER ADDED TO FLEET. – Coastwise Company Increases Facilities for Handling Coal Cargoes.** – The Consolidation Coastwise Company, which operates the big schooner barges that take coal from Georgetown to New England points, has added a steamship to its fleet of coal carriers. The lake-built *Inland* has been purchased from Reed Wrecking Company of Cleveland, Ohio, and is now at Montreal being made ready for her trip to the Chesapeake. Chief Engineer John Cain of the Consolidation Coastwise Company is at the Canadian port superintending the work on the vessel.

The *Inland* is 1,889 gross tons register, 248 feet long, 42 feet beam and 21.5 feet deep

in the hold, and was built at Cleveland, Ohio, in 1894. She will take the place of the steamer Charles F. Mayer in the Consolidation service and will carry coal from the Chesapeake to New England ports.

The Mayer was recently sold and is on her way to Europe with a grain cargo.

Ibid, p. 25. **ALONG THE RIVER FRONT – Tugs and Tows.** – Tug James O. Carter has returned after delivering Consolidation Coal Company barge No. 5 at Point Lookout, enroute to a New England point.

ES, Thu. 7/6/16, p. 23. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Jeff arrived at Georgetown with light coal boats for Chesapeake and Ohio canal points.

BH, Sat. 7/8/16, p. 10. Arrived at Boston, Fri. Jul. 7, tug Georges Creek, with Capt. Anderson, Baltimore, towing barges Nos. 14, 21 and 25.

Sailed from Boston, SS Coastwise, Newport News.

Sailed, tug Georges Creek, from Baltimore, for Portsmouth, towing barges Nos. 14 and 25.

ES, Sat. 7/8/16, p. 6. **Shipping Coal to New England.** – No. 8 will be the next big schooner of the Consolidation Coal Company fleet to load coal at Georgetown for a New England port and she will be here and loading by Monday. No. 8 is paying her second visit to this port this season. About two weeks ago she left here with about 1,600 tons of coal for a New England port, and she will this time take away a cargo of about the same size. About the time No. 8 completes her cargo and starts away, another barge will be on its way from New England to this city to load.

Ibid, p. 13. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug James O. Carter left for Point Lookout after light C. C. Co. barge to load coal at Georgetown; tug Edith

G. Winship left Georgetown with coal boats for naval powder plant at Mattawoman creek, Md.

Memoranda.

Schooner barge No. 8 is at Point Lookout from Boston, enroute light to Georgetown to load coal.

BH, Sun. 7/9/16, p. 16. Arrived at Boston, Sat. Jul. 8, tug Piedmont, with Capt. Brooks, Baltimore, towing barges Nos. 5, 19 and 20.

ES, Sun. 7/9/16, p. 23. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship arrived with coal boats bound up the Chesapeake and Ohio canal.

Tug Edith G. Winship in Service.

Repair work to the tug Edith Goddard Winship has been completed at Georgetown, and the vessel has returned to service towing coal-laden boats for the Consolidation Coal Company.

BH, Mon. 7/10/16, p. 13. Sailed from Boston, tug Piedmont, towing barge No. 19, from Baltimore, for Portsmouth.

ES, Mon. 7/10/16, p. 18. **ALONG THE RIVER FRONT. Arrivals.** – Consolidation Coal Company schooner No. 8 at Georgetown from Boston to load coal for a New England point.

Tugs and Tows.

Tug James O. Carter arrived towing light Consolidation Coal Company vessel to load coal at Georgetown; tug Edith G. Winship left Georgetown with coal-laden boats for naval powder plant, Indian Head, Md.

BH, Wed. 7/12/16, p. 14. Arrived at Boston, Tue. Jul. 11, tug Georges Creek, with Capt. Anderson, Portsmouth, N. H.

Sailed from Boston, tug Georges Creek, Baltimore, towing barges Nos. 21 and 24.

The Consolidated Coal Company has purchased the steamer *Inland*, on the Great Lakes, to

replace the steamer Charles F. Mayer, which was recently sold to New York interests. The *Inland* is now on her way here.

ES, Wed. 7/12/16, p. 20. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Edith G. Winship left Georgetown with canal boats laden with coal for naval powder plant, Indian Head, Md.; tug John Miller left with canal boat loaded with coal for Little Hunting creek brick plant; tug James O. Carter will sail with C. C. Co. barge No. 8 for Point Lookout, enroute to Boston.

BH, Thu. 7/13/16, p. 12. Arrived at Boston, Wed. Jul. 12, SS Coastwise, with Capt. Stromberg, Newport News.

BH, Fri. 7/14/16, p. 12. Sailed from Boston, SS Coastwise, Baltimore.

ES, Sat. 7/15/16, p. 7. **ALONG THE RIVER FRONT. Departures.** – Consolidation Coal Company schooner barge No. 8, from Georgetown in tow for Point Lookout, enroute to a New England port with coal.

Tugs and Tows.

Tug James O. Carter left towing Consolidation Coal Company barge No. 8 with coal from Georgetown for a New England point; tug Capt. Toby delivered a coal boat at Georgetown, enroute to a Chesapeake and Ohio canal point.

ES, Sun. 7/16/16, p. 5. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug James O. Carter returned light after delivering Consolidation Coal Company barge No. 8 in the mouth of the river, enroute to Boston.

BH, Mon. 7/17/16, p. 13. Arrived at Boston, Sun. Jul. 16, tug Savage, with Capt. Michalski, Baltimore, towing barges Nos. 15, 17 and 23.

ES, Mon. 7/17/16, p. 19. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug James O. Carter is due to sail for Point Lookout

after light coal barge to load at Georgetown; tug Winship left Georgetown for Indian Head with coal-laden boats in tow.

BH, Tue. 7/18/16, p. 14. Sailed from Boston, tug E. L. Pillsbury, towing barge No. 20, from Baltimore, for Lynn.

ES, Wed. 7/19/16, p. 21. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Southern arrived at Georgetown with coal-laden barge, and left with a tow for a bay point.

Leak in Canal Repaired.

A leak in the towpath of the Chesapeake and Ohio canal and a sunken boat in the vicinity of Williamsport, Md., gave rise to a report that there had been a serious break in the canal, and that navigation was suspended. The leak and the sunken boat did make necessary the drawing off of the water on one of the levels, but the troubles were soon corrected, and it is stated that boats today are moving along the entire length of the canal between the mine fields near Cumberland, Md., and tidewater at this city.

ES, Thu. 7/20/16, p. 23. **ALONG THE RIVER FRONT. Memoranda.** – Schooner barge No. 10 is on her way to this city from a New England point to load coal to return.

BH, Fri. 7/21/16, p. 12. Sailed from Boston, tug E. L. Pillsbury, Lynn, to return with barge No. 20.

Sparrows Point, Md., Jul. 20. – Passed down tug Georges Creek, from Baltimore, towing barges Nos. 21 and 25, for Boston.

ES, Sat. 7/22/16, p. 10. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug James O. Carter sailed light for Point Lookout after light barge to load coal at Georgetown; tug Edith G. Winship left with coal-laden boats for naval powder plant at Indian Head, Md.

COAL-LADEN BARGE SUNK.

Collides Off Coast with Steamer, All Aboard Saved. – Schooner barge No. 8 of the fleet of the Consolidation Coastwise Company, which left Georgetown in the latter part of last week bound for Boston with coal, was in collision with the steamship Momus off Seagirt, N. J., Thursday, and was sunk.

Before the vessel went down, her crew of seven men were taken off by the Momus. Barge No. 8, with No. 7 and No. 18, from Baltimore, was in tow of the tug Cumberland at the time of the accident. The sunken barge had aboard about 1,800 tons of Cumberland coal which had been brought down the canal to this city.

ES, Sun. 7/23/16, p. 8. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship arrived at Georgetown with coal boats for Chesapeake and Ohio canal points.

BH, Fri. 7/28/16, p. 12. Baltimore, Jul. 27. – Sailed, SS Coastwise, Boston.

BH, Sun. 7/30/16, p. 20. Arrived at Boston, Sat. Jul. 29, tug Georges Creek, with Capt. Anderson, towing barges Nos. 21 and 25.

Arrived, tug Piedmont, with Capt. Brooks, Baltimore, towing barges Nos. 14 and 19, for Portsmouth.

Arrived, tug Cumberland, with Capt. Svendsen, Baltimore, towing barges Nos. 7, for Salem, and 18, for Portsmouth.

Sailed from Boston, tug Charles T. Gallagher, towing barge No. 7, from Baltimore, for Salem.

Sailed, tug Piedmont, towing barges Nos. 23, for Washington, and 20, for Baltimore.

Sailed, tug Georges Creek, Baltimore, towing barges Nos. 15 and 17.

Sailed, tug Cumberland, towing barges Nos. 14, 18 and 19, from Baltimore, for Portsmouth.

BH, Mon. 7/31/16, p. 11. Arrived at Boston, Sun. Jul. 30, SS Coastwise, with Capt. Stromberg, Baltimore.

ES, Tue. 8/1/16, p. 20. **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, Md.

Memoranda.

Schooner barge C. C. C. No. 12, is on her way here from a New England point to load coal to return.

BH, Wed. 8/2/16, p. 8. Sailed from Boston, SS Coastwise, Newport News.

BH, Thu. 8/3/16, p. 12. Arrived at Boston, Wed. Aug. 2, tug Savage, with Capt. Michalski, Baltimore, towing barges Nos. 10 and 24.

Sailed from Boston, tug Savage, towing barges Nos. 21 and 25, for Baltimore.

Portsmouth, N. H., Aug. 2. – In port ready to leave, tug Cumberland, with barges Nos. 14 and 18, for Baltimore, and 19, for Washington, D. C.

ES, Thu. 8/3/16, p. 18. **ALONG THE RIVER FRONT. Arrivals.** – Schooner C. C. Co. No. 23, light, from Boston, at Georgetown to load coal for a New England point; barge Aquia, at Georgetown, from the head of Chesapeake bay with coal.

Tugs and Tows.

Tug James O. Carter arrived from Point Lookout with light Consolidated Coal Company barge to load coal; tug Capt. Toby arrived at Georgetown with coal-laden barge from Philadelphia.

TAKES ON COAL CARGO.

Barge From New England to Carry Back 1,800 tons. – Consolidation Coastwise Company schooner barge No. 23 arrived at Georgetown yesterday evening from a New England port and this morning began loading a cargo of about 1,800 tons of Cumberland coal,

which she will take back to New England. No. 23 will take away the fifth cargo that has been shipped from this city this season, and it is understood will return here for other cargoes between now and the close of the coal-shipping season. She will probably be ready to leave here about Saturday, and at Point Lookout will join a tow from Baltimore to be taken up the coast. Barge No. 8, one of the fleet that has twice this season loaded coal here, was lost at sea on her last trip up the coast. Her crew were taken off in safety.

ES, Fri. 8/4/16, p. 19. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug James O. Carter delivered light coal boats at Georgetown bound up the canal after coal; tug Winship left with coal-laden boats for naval powder plant, Mattawoman creek, Md.

ES, Sat. 8/5/16, p. 7. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Edith G. Winship arrived towing light barges from the Indian Head powder plant, enroute to Cumberland, Md.

Memoranda.

Schooner J. A. Holland is at Alexandria to load coal for Colonial Beach; schooner barge C. C. Co. No. 19 has sailed from Portsmouth, N. H., in tow for this city to load coal.

BH, Sun. 8/6/16, p. 20. Sailed from Boston, tug Savage, Baltimore, with three barges.

BH, Tue. 8/8/16, p. 12. Sailed from Boston, SS Coastwise, Sewall's Point.

ES, Fri. 8/11/16, p. 18. **ALONG THE RIVER FRONT. Departures.** – Schooner barge No. 19, coal from Georgetown for a New England point.

Tugs and Tows.

Tug James O. carter left with C. C. Co. barge, coal-laden, from Georgetown, for Point Lookout, enroute to a New England port.

TAKES CARGO OF COAL.

Schooner Barge Arrives, Quickly Loads, and Departs. – Schooner barge No. 19 of the fleet of the Consolidation Coal Company, which the tug James O. Carter brought into port Tuesday night, received quick dispatch. Yesterday afternoon she completed taking aboard 1,800 tons of coal, which had been brought down the canal from Cumberland mines, and in tow of the Carter she at once started for the mouth of the river. No. 19 will join a tow going from Baltimore to eastern ports and will unload at Boston, Portland or Portsmouth.

Barge No. 7 will be the next big vessel to load here. She left Salem, Ma., Saturday night and is due in the mouth of the river today. The tug Carter will at once take her in charge and will have her here to start loading tomorrow.

BH, Mon. 8/14/16, p. 11. Arrived at Boston, Sun. Aug. 13, SS Coastwise, with Capt. Stromberg, Norfolk, Va.

ES, Mon. 8/14/16, p. 14. **ALONG THE RIVER FRONT. Tugs and Tows.** – Consolidation Coal Company tug Piedmont has schooner barge No. 19, with coal from Georgetown, in tow for a New England point.

BH, Tue. 8/15/16, p. 12. Arrived at Boston, Mon. Aug. 14, tug Georges Creek, with Capt. Anderson, Baltimore, towing barges Nos. 5, for Portsmouth, 17 and 20.

Sailed from Boston, SS Coastwise, Newport News.

Sailed, tug Georges Creek, Hampton Roads, towing barges Nos. 10 and 24.

Sailed, tug Charles T. Gallagher, Portsmouth, towing barge No. 5, from Baltimore.

ES, Tue. 8/15/16, p. 19. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug James O. Carter left towing Consolidation Coal

Company's barge No. 7, from Georgetown to Point Lookout, enroute to Boston with coal; tug Edith G. Winship arrived at Georgetown with coal boats bound up the Chesapeake and Ohio canal; tug Capt. Toby delivered fertilizer-laden boat at Georgetown, enroute to Seneca, Md.

BH, Wed. 8/16/16, p. 12. Sailed from Boston, tug Cumberland, towing barges Nos. 15, for Portland, and 23, for Portsmouth, all from Baltimore.

ES, Wed. 8/16/16, p. 8. **Coal Company's New Steamer in Use.** – The steamer *Inland*, recently purchased at an Ohio port by the Consolidation Coal Company of this city and Baltimore has arrived at Baltimore in ballast, and will load coal for a New England port. The *Inland* was purchased to take the place of the steamer Charles F. Mayer, sold to New York purchasers and put in the off-shore trade. She was brought to the Atlantic coast from the Great Lakes by way of the canals and the St. Lawrence river. The *Inland* is built for bulk cargo carrying, and will be employed in the coal trade between the Chesapeake and Points on the New England coast. She was built in Cleveland, Ohio, in 1894, and has been under both American and British flags on the lakes.

BH, Thu. 8/17/16, p. 10. Arrived at Boston, Wed. Aug. 16, tug Piedmont, with Capt. Brooks, towing barges Nos. 19, from Washington, and 25, from Sewall's Point.

BH, Fri. 8/18/16, p. 12. Sailed from Boston, tug Piedmont, Portsmouth, N. H., towing barge No. 19, from Washington.

ES, Fri. 8/18/16, p. 17. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug James O. Carter arrived at Alexandria with fertilizer-laden barges, and left Georgetown with light barge for the mouth of the Potomac; tug Jeff arrived at Georgetown with canal boat laden with fertilizer for Seneca, Md.

Memoranda.

Barge Rancocas in on her way up the river with coal for the dealers here; barge No. 10 has sailed from a New England point for this city, to load and return.

BH, Mon. 8/21/16, p. 11. Arrived at Boston, Sun. Aug. 20, tug Cumberland, with Capt. Svendsen, Portsmouth, towing barges Nos. 5 and 25, for Guttenburg, [N. J.]. Called for barge No. 20 for Guttenburg.

Sailed from Boston, tug Cumberland, Guttenburg, N. J., towing barges Nos. 5 and 25, from Portsmouth, N. H., and 20.

ES, Mon. 8/21/16, p. 15. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Capt. Toby arrived towing coal-laden barge from St. Mary's river for Georgetown.

BH, Tue. 8/22/16, p. 17. Sailed from Boston, SS Coastwise, Newport News.

ES, Tue. 8/22/16, p. 14. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug James O. Carter left, towing coal-laden schooner from Georgetown for Point Lookout; tug Edith G. Winship left, towing coal-laden boats from Georgetown to the naval powder plant coal wharf, Mattawoman creek.

BH, Thu. 8/24/16, p. 12. Arrived at Boston, Wed. Aug. 23, tug Edwin L. Pillsbury, with Capt. Swimm, Lynn, towing barge No. 17, for Sewall's Point.

Arrived, tug Piedmont, with Capt. Brooks, Portsmouth, towing barge No. 19, for Sewall's Point.

Sailed from Boston, tug Piedmont, Sewall's Point, towing barges Nos. 17, 19 and 25.

ES, Thu. 8/24/16, p. 19. **ALONG THE RIVER FRONT. Departures.** – Schooner barge No. 10, coal, from Georgetown for a New England point.

BH, Sat. 8/26/16, p. 10. The steamer *Inland*, which was purchased on the Great Lakes by the Consolidation Coal Company to replace the steamer Charles F. Mayer, recently sold, sailed from Baltimore yesterday on her first trip for her new owners. She is bound to Portsmouth, and will run regularly between these ports. She carried 3,300 tons of coal. Capt. Hudgins, formerly in the tug Piedmont, is in command.

BH, Mon. 8/28/16, p. 9. Arrived at Boston, Sun. Aug. 27, tug Cumberland, with Capt. Svendsen, Baltimore, towing barges Nos. 5, 20 and 23.

Arrived, tug Savage, with Capt. Michalski, Baltimore, towing barges Nos. 14, from Baltimore, 24, from Sewall's Point, and 7, from Washington, D. C.

BH, Tue. 8/29/16, p. 10. Arrived at Boston, Mon. Aug. 28, tug Georges Creek, with Capt. Anderson, Baltimore, towing barges Nos. 21, for Gardiner, and 10.

Sailed from Boston, SS Coastwise, Lambert's Point.

ES, Tue. 8/29/16, p. 17. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Edith G. Winship left Georgetown with coal-laden boats for naval proving grounds at Indian Head, and returned with light boats.

BH, Wed. 8/30/16, p. 10. Sailed from Boston, tug Georges Creek, Gardiner [Me.], towing barge No. 12, from Baltimore.

BH, Thu. 8/31/16, p. 12. Arrived at Boston, Wed. Aug. 30, tug Georges Creek, with Capt. Anderson, Parker's Flats.

Sailed from Boston, tug Georges Creek, Hampton Roads, towing barges Nos. 14, 20 and 23.

Sailed, tug Cumberland, Baltimore, towing barges Nos. 15, from Portland, 7 and 24.

Norfolk, Aug. 30. – Arrived SS Coastwise, Boston.

WT, Thu. 8/31/16, p. 7. **STRIKE WOULD HALT CANAL COAL BOATS – Washington's Supply of Fuel Threatened as Trains Link Route to Mines.** – In case of a railroad strike, the Chesapeake and Ohio canal from Washington to Cumberland, could not relieve a possible coal famine in Washington, in the opinion of an official of the Consolidated Coal Company, which controls the product of the Cumberland district.

“The capacity of the canal is so small,” stated this official, “that the amount of coal transported by it does not compare with the coal carried to Washington by the railroads. We have been notified,” he continued, “that a railroad strike would in all probability tie up the canal. We can therefore expect no aid from this source.”

The canal at present brings a considerable amount of soft coal to Washington from Cumberland. But the canal boats receive their cargoes in turn from mines sending their supply to Cumberland over a short stretch of railroad. The strike will affect this railroad, and in turn tie up the canal.

The official of the above-named company stated that there is not enough coal in Washington to furnish the supply for over a week, at most.

“We supply most of the coal in the city,” he said, “and at present, there is not enough soft coal at our dumps to last over three days, despite our efforts to lay in a supply.”

WH, Fri. 9/1/16, p. 5. **COAL FAMINE FEARED IF RAILROAD MEN QUIT** – Washington faces a coal famine if the threatened railroad strike is not averted. That little relief can be expected from the Chesapeake and Ohio Canal, is the opinion expressed by an official of the Consolidation Coal Company. This company controls the coal product of the Cumberland district.

Much coal is transported to Washington by way of the canal, but the amount is very small in proportion to that hauled here by the railroads. A railroad strike, it is said, would tie up the canal as all coal must be hauled by rail from the mines to the canal.

“We have tried to lay in a surplus,” the official said, “but at present we have not enough coal in our dumps to last over three days.”

Ibid, p. 10. **ALONG THE RIVER FRONT. Tugs and Tows.** -Tug Edith G. Winship left Georgetown with coal boats from Georgetown for Indian Head; tug Capt. Toby arrived at Georgetown with canal boats enroute to Chesapeake and Ohio canal points.

BH, Sun. 9/3/16, p. 6. Arrived at Boston, Sat. Sep. 2, SS Coastwise, with Capt. Stromberg, Norfolk.

BH, Tue. 9/5/16, p. 9. Arrived at Boston, Mon. Sep. 4, tug Piedmont, with Capt. Brooks, Norfolk, towing barges Nos. 17, 19 and 25.

Sailed from Boston, SS Coastwise, Norfolk, Va.

ES, Wed. 9/6/16, p. 19. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship returned after delivering coal-laden boats at Indian Head from Georgetown; tug James O. Carter delivered fertilizer-laden canal boat at Georgetown from Alexandria, enroute to Seneca and other points.

Wed. 9/6/16, p. 3.⁶ **COAL DUMPINGS**
Coal dumpings at Newport News by the C. & O. Railway during the month of August, 1916, were larger by 20,229 tons than in August, 1915, according to a statement issued yesterday by J. W. Howe, head of the coal transportation department of the railway. For the calendar year, the increase in coal dumpings amounts to 540,720 tons. August dumpings were 446,918

tons. The total for the calendar year is 3,294,959 tons.

Coal and coke loadings by the C. & O. in August were 2,544,305 tons as compared with 2,420,630 in August a year ago, an increase of 123,675 tons.

BH, Fri. 9/8/16, p. 12. Arrived at Boston, Thu. Sep. 7, tug Edwin L. Pillsbury, with Capt. Swimm, Lynn, towing barge No. 10.

Sailed from Boston, tug Piedmont, towing barges Nos. 5, for Delaware breakwater, and 25, for Philadelphia.

ES, Fri. 9/8/16, p. 18. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Edith Goddard Winship arrived at Georgetown with coal boats for canal points.

BH, Sat. 9/9/16, p. 10. Sailed from Boston, tug Savage, Hampton Roads, towing barges Nos. 10 and 17.

BH, Sun. 9/10/16, p. 6. Arrived at Boston, Sat. Sep. 9, SS Coastwise, with Capt. Stromberg, Norfolk.

ES, Sun. 9/10/16, p. 23. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship arrived at Georgetown towing light canal boats for Chesapeake and Ohio canal points.

BH, Mon. 9/11/16, p. 16, p. 13. Sailed from Boston, SS Coastwise, Norfolk, Va.

ES, Mon. 9/11/16, p. 17. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship left Georgetown with coal-laden boats for river points.

BH, Wed. 9/13/16, p. 12. Arrived at Boston, Tue. Sep. 12, tug Georges Creek, with Capt. Anderson, towing barges Nos. 20 and 23.

⁶ *Richmond Virginian*, Richmond, Va.

BH, Thu. 9/14/16, p. 14. Sailed from Boston, tug Georges Creek, Portland, to return with barge No. 21, for Baltimore.

Delaware Breakwater, Sep. 13. – Sailed, 11:30 A. M., tug Cumberland, from Baltimore, for Boston, with barges Nos. 7, 15 and 18.

ES, Thu. 9/14/16, p. 10. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Jeff delivered fertilizer-laden boat at Georgetown, enroute to C. & O. canal points; tug Edith G. Winship left Georgetown with coal-laden boats to powder plant; tug James O. Carter is due from St. Mary's river with coal-laden barge from the head of the bay.

BH, Fri. 9/15/16, p. 14. Arrived at Boston, Thu. Sep. 14, tug Georges Creek, with Capt. Anderson, Portland, towing barge No. 21, for Philadelphia.

Sailed from Boston, tug Georges Creek, Philadelphia, towing barges Nos. 21 and 19.

Marcus Hook, Sep. 14. – Passed down, tug Piedmont, from Philadelphia, towing barges Nos. 5, for Boston, and 25, for Portsmouth.

ES, Fri. 9/15/16, p. 6. **ALONG THE RIVER FRONT. Memoranda.** – Schooner Mabel and Ruth has arrived at Baltimore from this city to load coal for Newbern, S. C.

BH, Sat. 9/16/16, p. 3. **STEAMSHIP AND BARGES COLLIDE. – One of the Smaller Craft Beached, Another Damaged, Baltimore Boat Delayed.** – The steamer Gloucester of the Merchants' and Miners' Transportation Company collided with barges Nos. 19 and 21, owned by the Consolidated Coal Company, in Vineyard sound in the thick fog that enveloped the coast yesterday. The steamer was on her regular trip from Baltimore and Newport News for Boston, and was traveling at a reduced rate through the fog when she met the tug Georges Creek, towing the two barges from Boston to Philadelphia and, misjudging their position, collided with both of them.

Barge 21 was so seriously damaged that it was necessary to beach her on the west side of Naushon Island. No. 19 is anchored off Tarpaulin cove, in a damaged condition. The Gloucester tied up at her dock at 5:30 o'clock yesterday afternoon. According to the passengers of the vessel, there was no panic and, in fact, many slept right through it all. The steamer stopped and stood by the barges until Capt. Hatch was satisfied that the crews were in no danger. There were 76 passengers on the Gloucester.

The Scott Wrecking Company has been engaged to float the sunken barge, and the wrecking lighter, [illegible], towed by the tug Alert, has gone to the scene of the accident.

Ibid, p. 10. Delaware Breakwater, Sep. 15. – Passed out, tug Piedmont, from Philadelphia, towing barges Nos. 5, for Boston, and 25, for Portsmouth.

ES, Sat. 9/16/16, p. 12. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Capt. Toby delivered wood-laden vessel in Georgetown and went to Alexandria after coal-laden scow for dredge in Eastern branch; tug Winship left Georgetown with coal boats for Indian Head.

BH, Sun. 9/17/16, p. 19. Arrived at Boston, Sat. Sep. 16, SS Coastwise, with Capt. Stromberg, Norfolk.

ES, Sun. 9/17/16, p. 24. **VESSELS IN COLLISION – Schooner Barges and Line Steamer Crash in Vineyard Sound.** – Schooner barges No. 19 and No. 21 of the fleet of the Consolidation Coal Company and used in the coal trade between this city and New England points were in collision with the Merchants' and Miners' line ship Gloucester in Vineyard sound Friday, according to report received here. The barges were badly damaged and had to be beached to keep them from sinking. At the time of the accident, the barges, in tow of the tug Georges Creek, were on their

way to Philadelphia to load. No details of the accident have been received, but it is known that the Gloucester escaped with but little damage.

No. 19, one of the damaged vessels, was in port here after coal about a month ago. She sailed from Georgetown for Boston in the latter part of August, and was on her way back to another loading point.

BH, Mon. 9/18/16, p. 5. Barge 21, belonging to the Consolidation Coal Company, wrecked by a collision in Vineyard sound, Sept. 15, has been floated and towed to Vineyard Haven. After being patched, she will go to Baltimore for permanent repairs. She was struck by the steamer Gloucester, while being towed by the tug Georges creek, and grounded on Naushon Island to prevent filling.

ES, Mon. 9/18/16, p. 16. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Edith G. Winship left Georgetown with coal boats for Indian Head powder plant.

BH, Tue. 9/19/16, p. 12. Arrived at Boston, Mon. Sep. 18, tug Piedmont, with Capt. Brooks, Philadelphia, towing barges Nos. 25, for Portsmouth, and 5.

Sailed from Boston, tug Piedmont, Portsmouth, towing barge No. 25, from Philadelphia.

ES, Tue. 9/19/16, p. 12. **Coal Barge is Floated.** Consolidation Coal Company's barge No. 21, one of the fleet of schooner barges that take coal from this city and other bay points to those in New England, which was grounded in Vineyard sound to prevent her sinking after being in collision with the steamship Gloucester of the Merchants' and Miners' line, has been floated. She was taken to Vineyard Haven for temporary repairs that will enable her to be brought to Baltimore for permanent repairs.

BH, Wed. 9/20/16, p. 12. Arrived at Boston, Tue. Sep. 19, tug Savage, with Capt. Michalski,

Norfolk, towing barges Nos. 10, for Salem, and 14.

Sailed from Boston, SS Coastwise, Newport News.

ES, Wed. 9/20/16, p. 21. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Capt. Toby arrived at Georgetown with canal boat from Alexandria and left with grain boat for Alexandria; tug Winship arrived at Georgetown with coal boats enroute up the Chesapeake and Ohio canal.

BH, Thu. 9/21/16, p. 14. Arrived at Boston, Wed. Sep. 20, tug Savage, with Capt. Michalski, Salem.

Sailed from Boston, tug Piedmont, Baltimore, towing barges Nos. 20 and 23.

Perth Amboy, N. J., Sep. 18. – Arrived, tug Piedmont, Philadelphia, towing barge No. 25 (and sailed 19th for Baltimore, towing barges Nos. 20 and 23, via Boston, for orders).

ES, Fri. 9/22/16, p. 16. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Capt. Toby delivered grain boat at Alexandria to load fertilizer; tug Winship arrived at Georgetown with coal boats for Chesapeake and Ohio canal points.

BH, Sat. 9/23/16, p. 12. Sailed from Boston, tug Edwin L. Pillsbury, Lynn, towing barge No. 5, from Baltimore.

ES, Sat. 9/23/16, p. 10. **ALONG THE RIVER FRONT. Memoranda.** – Schooner B. C. Platt, at Georgetown, is unloading fertilizer into canal boats for Chesapeake and Ohio canal points.

ES, Sun. 9/24/16, p. 23. **Cumberland, Md.** – Gaining at the rate of more than \$35,000 a week in gross earnings is what the Western Maryland Railway Company has been doing since the fiscal year began, July 1. For the ten weeks to September 14, the gross totaled \$2,520,775.77, while for the same period of 1915, the gross was

\$2,169,873.78, a gain of \$350,901.99, or at the rate of more than \$35,000 a week for the ten weeks. The gross for the week ended September 14 was \$255,522.22, an increase of \$40,511.07 for the week. At this rate the system will roll up another record year if the ratio of gains continue as they have done down to date. Especially is this plausible in view of the increased tonnage which is now steadily setting in from the Helens Run section of West Virginia, and in the Somerset region of Pennsylvania. To these two recent accessions of coal tonnage from the fields of the Consolidated Coal Company will shortly be added that from the Bingaman section in West Virginia, which is about 50 percent completed as regards trackage. When this new section begins to contribute its supply of coal to the tonnage of the Western Maryland there will be further material gains in evidence.

Hagerstown, Md. – Six cars filled with mixed grain are lying in the Chesapeake and Ohio canal, one and quarter miles west of Pearre, and eight others are badly damaged, as the result of a wreck on the main line of the Western Maryland, which tied up traffic on this section of the road for eighteen hours. The freight was coming east when the wheel on one of the grain cars broke, causing this and other cars in the rear to topple into the canal.

Ibid, p. 24. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Advance has left Baltimore for Norfolk to take up coastwise towing work.

BH, Mon. 9/25/16, p. 7. Arrived at Boston, Sun. Sep. 24, SS Coastwise, with Capt. Stromberg, Norfolk, Va.

Sailed from Boston, tug Savage, Baltimore, towing barges Nos. 5 and 14; calling at Salem for barge No. 10.

ES, Mon. 9/25/16, p. 19. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Capt.

Toby delivered fertilizer-laden boat at Georgetown from Alexandria, enroute to Chesapeake and Ohio canal points.

BH, Tue. 9/26/16, p. 4. Arrived at Boston, Mon. Sep. 25, tug E. L. Pillsbury, with Capt. Swimm, Lynn, towing barge No. 5, for Baltimore.

Sailed from Boston, SS Coastwise, Lambert's Point.

Portsmouth, N. H., Sep. 24. – Sailed, tug Cumberland, Baltimore, towing barges Nos. 15 and 25.

ES, Tue. 9/26/16, p. 20. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Edith G. Winship left Georgetown with coal boats for the naval powder plant at Indian Head.

ES, Wed. 9/27/16, p. 10. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship arrived at Georgetown with light coal boats enroute, via Chesapeake and Ohio canal, to Cumberland.

BH, Thu. 9/28/16, p. 4. Norfolk, Sep. 27. – Arrived, SS Coastwise, Boston.

BH, Sat. 9/30/16, p. 12. Arrived at Boston, Fri. Sep. 29, tug Piedmont, with Capt. Brooks, Baltimore, towing barges Nos. 24, for Portsmouth, and 17.

ES, Sat. 9/30/16, p. 12. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship arrived at Georgetown with light coal boats, enroute to Cumberland, Md., to load and return.

BH, Sun. 10/1/16, p. 22. Arrived at Boston, Sat. Sep. 30, SS Coastwise, with Capt. Stromberg, Lambert's Point, Va.

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

ES, Sun. 10/1/16, p. 16. **Rockville, Md.** –

While enroute from Washington to Cumberland on a Chesapeake and Ohio canal boat shortly before 12 o'clock Thursday night Earl Hunter, nineteen years old, of Pittsburgh, fell from the boat near Seneca and was drowned. The body was not recovered until about noon yesterday, and this morning it was sent to Pittsburgh by direction of the young man's parents, who were notified by telephone of the fate of their son.

Young Hunter and Arthur Davis, nineteen years old, also of Pittsburgh, had been in Washington about a week taking in the sights. Their funds becoming exhausted, they accepted an invitation to ride on the canal boat as far as Cumberland. The boys fell asleep on top of the cabin of the boat, and just before Seneca was reached, the captain heard a splash in the water. An investigation disclosed the fact that young Hunter had disappeared.

The boat was stopped and the remainder of the night was spent in an effort to find the body. Young Davis accompanied the body of his friend to Pittsburgh.

Ibid, p. 28. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Toby delivered light canal boats at Georgetown for Chesapeake and Ohio canal points.

ES, Mon. 10/2/16, p. 20. **ALONG THE RIVER FRONT. Tugs and Tows.** – tug Edith G. Winship left Georgetown with coal boats for Alexandria and elsewhere.

BH, Thu. 10/5/16, p. 14. Arrived at Boston, Wed. Oct. 4, tug H. Mitchell Davis, with Capt. Hoyt, Portsmouth, N. H., towing barge No. 14.

ES, Thu. 10/5/16, p. 23. **Personal to Rivermen** Capt. Thomas Selectman, master of the tug Winship, has been called to Occoquan, Va., by the death of a relative. Capt. Henry Davis, from the tug Capt. Toby, is temporarily in command of the Winship.

BH, Mon. 10/9/16, p. 16. Arrived at Boston, Sun. Oct. 8, tug Cumberland, Portland, Me.

ES, Tue. 10/10/16, p. 5. **Personal to Rivermen** Capt. George Davis of Alexandria has been appointed mate of the Taylor tug James O. Carter and has entered upon the discharge of his duties.

BH, Thu. 10/12/16, p. 12. Arrived at Boston, Wed. Oct. 11, tug Cumberland, with Capt. Svendsen, Baltimore, towing barge Nos. 19, for Gardiner, and 14.

Sailed from Boston, tug Cumberland, Sewall's Point, towing barges Nos. 17 and 24.

BH, Wed. 10/15/16, p. 14. Cape Henry, Oct. 14. – Passed out 23rd, SS Coastwise, Baltimore for Boston.

ES, Sun. 10/15/16, p. 69. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Edith G. Winship arrived at Georgetown with canal boats for Chesapeake and Ohio canal points.

BH, Wed. 10/18/16, p. 14. Arrived at Boston, Tue. Oct. 17, SS Coastwise, with Capt. Stromberg, Norfolk.

Arrived, tug Piedmont, with Capt. Brooks, Baltimore, towing barges Nos. 10, 15 and 21.

Sailed from Boston, tug Georges Creek, Norfolk, towing barge No. 14.

BH, Thu. 10/19/16, p. 10. Sailed from Boston, SS Coastwise, Baltimore.

Sailed, tug Cumberland, towing barges Nos. 20, from Baltimore, for Portland, and 22, from Baltimore, for Portsmouth, N. H.

ES, Sat. 10/21/16, p. 6. **Personal to Rivermen** Capt. Frank Taylor of A. J. Taylor & Bro. has gone to Norfolk and will join the tug Advance, in service under charter to the car ferry between

Norfolk and Cape Charles for the N. Y. P. and N. Railway.

Capt. Frank Kintz, master of the Taylor tug Jeff, who is on leave of absence in Prince Georges county, Md., will resume duty aboard his tug Monday morning.

Capt. Bob Brown, chief engineer of the Advance, who was here on a short visit to Capt. A. J. Taylor, has returned to his home in Baltimore prior to joining the Advance, in service at Norfolk.

BH, Sun. 10/22/16, p. 18. Baltimore, Oct. 21. – Arrived, SS Coastwise, Boston.

BH, Tue. 10/24/16, p. 12. Arrived at Boston, Mon. Oct. 23, tug Piedmont, with Capt. Brooks, Parkers Flats, towing barge No. 19, for Baltimore.

Sailed from Boston, tug Piedmont, towing barges Nos. 19, from Parkers Flats, 15 and 21.

Baltimore, Oct. 23. – Sailed, SS Coastwise, Boston.

BH, Fri. 10/27/16, p. 14. Arrived at Boston, Thu. Oct. 26, SS Coastwise, with Capt. Stromberg, Baltimore.

Arrived, tug Cumberland, with Capt. Svendsen, Baltimore, towing barges Nos. 5, for Beverly, 7, for Portsmouth, and 25.

Sailed from Boston, tug Cumberland, from Baltimore, towing barges Nos. 5, for Beverly, and 7, for Portsmouth.

ES, Fri. 10/27/16, p. 5. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship left Georgetown with coal boats for Alexandria and elsewhere.

BH, Sat. 10/28/16, p. 14. Arrived at Boston, Fri. Oct. 27, tug Cumberland, with Capt. Svendsen, Portsmouth, N. H., towing barge No. 23.

Sailed from Boston, SS Coastwise, New York.

BH, Sun. 10/29/16, p. 22. Sailed from Boston, tug Cumberland, towing barges Nos. 23, from Portsmouth, and 10, for Hampton Roads, and 25, for Baltimore.

WH, Mon. 10/30/16, p. 2. **COAL QUEST FAILS – Shortage to Continue all Winter, Fear of Dealers.** – There is no relief in sight this week from the coal shortage in Washington. This statement was made last night by a representative of the J. Maury Dove Coal Company, which supplies a number of government buildings.

Every effort is being made to avert a real famine, but so long as the car shortage continues, occupants of the larger buildings in the Capital will suffer. Hearing of the shortage of coal, many residents have increased their orders from one ton at a time to quantities sufficient for the winter.

It was believed in some quarters that the car shortage would result in the Chesapeake and Ohio Canal being pressed into service, but J. Maury Dove, Jr., last night said the canal management has its own contracts to fill and faces a labor shortage.

BH, Sat. 11/4/16, p. 12. Arrived at Boston, Fri. Nov. 3, tug Georges Creek, with Capt. Anderson, Norfolk, towing barges Nos. 14, for Salem, 17 and 24.

Sailed from Boston, tug Georges Creek, towing barges No. 14, from Norfolk, for Salem.

ES, Sat. 11/4/16, p. 7. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Capt. Toby delivered coal boat from Georgetown in the Eastern branch and returned with light boats for canal points.

ES, Mon. 11/6/16, p. 18. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship left Georgetown with canal boats for the naval powder plant at Indian Head.

ES, Tue. 11/7/16, p. 11. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship arrived at Georgetown with light coal boats for Chesapeake and Ohio canal points.

BH, Wed. 11/8/16, p. 12. Sailed from Boston, SS Coastwise, Sewall's Point, (not before).

ES, Wed. 11/8/16, p. 18. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug James O. Carter arrived towing lumber and coal-laden schooners from Norfolk.

Memoranda.

Schooner Lily O. Wels will arrive today from Norfolk with coal for the District.

CANAL BOATS TO RUN – Only Ice Will Stop Hauling of Coal to This City. – Unless the coal shortage is relieved, it is probable the Chesapeake and Ohio canal will be kept in operation until ice comes and forces a stop in moving boats. Usually about the middle of November the canal shuts down for the season, but as the coal coming down the canal from the mines about Cumberland constitutes the bulk of soft coal on the Washington market, the canal authorities have decided to keep the boats moving as late in the season and as rapidly as possible.

It is stated at the office of the canal company at Georgetown that all the boats in the canal service are in use and as soon as they reach here, they are unloaded and started back to Cumberland as fast as they can go to load again and return. Each boat carries over a hundred tons of coal, and it is stated there are about a hundred boats in service on the waterway. There has been no coal shipped to New England ports from this city for about three months, the local demand taking all the Consolidation Coal Company could bring to this city.

Ibid, p. 14. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Capt. Toby returned with a tow after delivering lighter in

Mattawoman creek; tug Winship left Georgetown with coal boats for a river point.

Ibid, p. 22. **FIRST VISIT TO PORT IN YEAR. – Schooner Maine Brings Coal from Norfolk for Filtration Plant.** – The two-masted schooner Maine, one of the vessels that brought coal here from Norfolk for the filtration plant, though owned in Washington, is on her first visit to her home port in over a year. The vessel has been trading on the coast and recently completed a round trip from Norfolk to Porto Rico with coal and log wood back from Haiti to New York. On this trip it was thought she was lost, with all aboard, but about the time that hope for safety was rapidly disappearing, she was reported passing the Diamond shoal lightship on the North Carolina coast.

The Maine will probably be in port here until the latter part of this or early in the coming week. Capt. Jack Jones is master of the Maine and J. Harry Carter of J. H. Carter & Co. of this city her managing owner.

ES, Fri. 11/10/16, p. 9. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship arrived at Georgetown with light coal boats for Chesapeake and Ohio canal points.

Ibid, p. 10. **Personal to Rivermen.** Engineer William Kersey, who was aboard the steam yacht Gaivota for a trip to the lower river, has returned and resumed charge of the engine room of the tug Capt. Toby. The return of Engineer Kersey relieves Engineer George Jackson from service on the Capt. Toby.

Capt. Henry Davis, Jr., is doing temporary duty as mate aboard the tug James O. Carter, and Capt. Frank Kintz is temporarily in command of the tug Capt. Toby during the absence of Capt. Davis.

BH, Thu. 11/16/16, p. 12. Sailed from Boston, tug Charles T. Gallagher, towing barges Nos. 10, from Norfolk, for Portland, and Chenango, from Lynn, for Rockport, Ma.

Norfolk, Nov. 14, Sailed, daylight, SS Coastwise, Portland.

BH, Sat. 11/18/16, p. 14. Arrived at Boston, Fri. Nov. 17, tug Cumberland, with Capt. Svendsen, Norfolk, towing barges Nos. 15 and 19, for Portsmouth, N. H., and 24.

BH, Sun. 11/19/16, p. 19. Sailed from Boston, tug Cumberland, Baltimore, towing barges Nos. 17, 18 and 22.

ES, Tue. 11/21/16, p. 16. **ALONG THE RIVER FRONT. Tugs and Tows.** – Tug Winship arrived at Georgetown with light coal boats for Chesapeake and Ohio canal points.

BH, Wed. 11/22/16, p. 14. Sailed from Boston, tug Edwin L. Pillsbury, Lynn, towing barge No. 21, from Norfolk.

BH, Sun. 11/26/16, p. 23. Arrived at Boston, Sat. Nov. 25, tug Edwin L. Pillsbury, with Capt. Swimm, Lynn, towing barge No. 21, for Baltimore.

Arrived, tug Cumberland, with Capt. McDuffy, Portland, Me.

BH, Mon. 11/27/16, p. 13. Sailed from Boston, Schooner M. D. Cressy, Bath, in tow of tug Cumberland.

BH, Thu. 11/30/16, p. 12. Arrived at Boston, Wed. Nov. 29, tug M. Mitchell Davis, with Capt. Hoyt, towing barges Nos. 10, from Portland, 15 and 19, from Portsmouth, all for Newport News.

Arrived, tug Piedmont, with Capt. Brooks, Baltimore, towing barges Nos. 5 and 14, Baltimore, and 24, Sewall's Point.

Sailed from Boston, tug Georges Creek, Newport News, towing barges Nos. 10, from Portland, 15, from Portsmouth, and 19, from Portsmouth.

Sailed, tug M. Mitchell Davis, towing barges Nos. 7, from Baltimore, for Gardiner, and 20, from Baltimore, for Portland, Me.

BH, Mon. 12/4/16, p. 13. Arrived at Boston, Sun. Dec. 4, tug Piedmont, with Capt. Brooks, Portsmouth, N. H., towing barge No. 14, for Baltimore.

Sailed from Boston, tug Cumberland, Portland, Me.

ES, Mon. 12/11/16, p. 4. **DRAW WATER FROM CANAL – Managers Make Preparations for Coming of Ice-Making Time**

In preparation for the coming of ice-making time, the managers of the Chesapeake and Ohio canal, which connects this city with the coal fields in the vicinity of Cumberland, Md., are having the water drawn from the waterway. By the middle of the week, it is stated, the water in the greater part of the 184-mile length of the canal will have been allowed to flow into the Potomac river. To furnish waterpower for the mills at Georgetown, the level in the vicinity of Georgetown will be kept full of water throughout the winter. This year the canal was kept in operation for about a month longer than usual and the fact that Washington was connected with the coal country by the waterway had much to do with keeping up the coal supply of the city during the recent shortage. In the next three months the canal will receive repairs and improvements to take care of the good business looked for during the coming season.

ES, Tue. 12/12/16, p. 12. **C. & O. Canal to Be Idle for Months.** – As soon as the canal boat Seneca, at Alexandria unloading grain and to load a cargo of fertilizer, can get back to Seneca, Md., with her cargo, the drawing of the water off the Seneca level of the Chesapeake and Ohio canal will be completed. The canal will then be ready for several months of idleness and for its annual overhauling. The section of the canal at this end is only kept open to allow

the Seneca to get back home. In other sections, the waterway has been emptied.

BH, Thu. 12/14/16, p. 14. Sailed from Boston, tug Cumberland, from Baltimore, towing barges Nos. 18, for Portland, and 23, for Portsmouth.

BH, Fri. 12/15/16, p. 14. Arrived at Boston, Thu. Dec. 14, tug Cumberland, with Capt. Svendsen, Portland, Me., towing barges Nos. 7, for Baltimore, and 29.

Sailed from Boston, tug Cumberland, Baltimore, towing barges Nos. 8, from Portland, for Baltimore, and 24, for Sewall's Point.

BH, Sun. 12/17/16, p. 22. Sailed from Boston, SS Coastwise, Lamberts Point.

ES, Mon. 12/18/16, p. 17. **C. & O CANAL IS EMPTIED OF WATER FOR WINTER – Many Fish Are Taken Up by Bureau of Fisheries for Care Until Spring – Repairs Under Way.** – The Chesapeake and Ohio canal has been emptied of water along its 184-miles of length, except at such points as are used to furnish waterpower to manufacturing plants like at Georgetown. Most of the boats were sent back to home points along the canal, but a number of them, laden with coal, are lying in the level at Georgetown, waiting to be unloaded when their cargoes are wanted. In spite of the cold weather, it is stated that the work of repairing the locks and waterway along the canal will be pushed and before the boating season begins next spring, it is expected that the waterway will be in the best of order for service.

It is stated that the canal will lie idle until the latter part of next March or early in April. The bureau of fisheries had men along the canal as the water was let out, to secure the fish that were in it. The work was started early in last week at Point of Rocks and fish were capture there as follows; Small-mouth black bass, 100; rock bass, 50; catfish, 125; yellow perch, 300; suckers, 100.

At a point near Seneca, two days were spent in taking the fish, most of which were caught around Riley's and Violet's locks, and at points about four miles east. The following specimens were secured at these points: Large-mouth black bass, 700; small-mouth black bass, 220; rock bass, 150; yellow perch, 1,375; crappie, 350; sunfish, 1,225; yellow catfish, 150; striped perch, 10.

Next winter the bureau expects to undertake this work with better equipment and organization, and it is believed that a great number of similar species of fish can be rescued from the pools and other waters of the canal after it is drawn off. The canal company has agreed to co-operate with the bureau in rendering such aid as will make the work a success, as it is thought large numbers of palatable food fishes perish each year.

BH, Sun. 12/24/16, p. 16. Sailed from Boston, SS Coastwise, Sewall's Point.

BH, Wed. 12/27/16, p. 12. Sailed from Boston, tug Savage, towing barge No. 17, from Baltimore, for Portsmouth.

BH, Thu. 12/28/16, p. 13. Arrived at Boston, Wed. Dec. 27, tug Savage, with Capt. Michalski, Portland, towing barge No. 18, for Baltimore.

Sailed from Boston, tug Savage, Baltimore, towing barges Nos. 18, from Portland, and 14.

BH, Sat. 12/30/16, p. 10. Arrived at Boston, Fri. Dec. 29, SS Coastwise, with Capt. Stromberg, Norfolk.