

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE DAILY MAIL***  
a Hagerstown, Md. newspaper  
and  
***THE WASHINGTON TIMES***  
***THE WASHINGTON POST***  
***THE EVENING STAR***  
and  
***THE WASHINGTON HERALD***  
Four District of Columbia newspapers  
1917

Including the research of  
Richard Ebersole

Compiled by  
William Bauman  
C & O Canal Association Volunteer  
[wdbauman@visuallink.com](mailto:wdbauman@visuallink.com)

Revised NOVEMBER 2016

## A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The Daily Mail*, a Hagerstown, Md. 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 *The Daily Mail* are preceded by DM, 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.

All the articles from *The Daily Mail* were found by Mr. Richard Ebersole in the microfilm files at the Hagerstown library; many thanks for his contributions. The United States was involved in WW I; coal distribution by railroad and canal became critical. This domestic situation is not usually found in history books yet it is material to C. & O. Canal operations. These articles are included to give the reader a “big picture” of the national situation; those not interested should just skip over them.

The other 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 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  
Revised November 2016  
[wdbauman@visuallink.com](mailto:wdbauman@visuallink.com)

## **Canal Trade 1917.**

WP, Wed. 1/10/17, p. 5. **Banks Name Many New Directors; First Election Under Clayton Law** – Annual elections were held yesterday by all the national banks, several trust companies and a number of savings banks in Washington. Although some vacancies had been filled at prior meetings, yesterday's were the first annual meetings to be held since the Clayton law became effective October 16, 1916, and there were many places to be filled.

### **Farmers and Mechanics Savings Bank**

Directors – Charles H. Cragin, J. E. Dyer, Henry W. Fisher, William King, G. L. Nicholson, J. H. Small, R. B. Simms, Joseph H. Lee and Robert D. Weaver.  
[Transcriber's Note: a canal boat was named "J. E. Dyer" and G. L. Nicholson was the General Manager of the canal company.]

DM, Mon. 1/22/17. **WELLKNOWN FIRM INVOLVED STIRS INTEREST HERE** – Cumberland, Jan. 22 – Much interest has been aroused here by the proceedings instituted in Washington to throw F. Mertens' Sons, a corporation with headquarters in this city, into involuntary bankruptcy. The house of Mertens, which is said to have assets aggregating \$6,000,000, was founded by Frederick Mertens, an emigrant from Hamburg, Germany, in the fifties. He was a boat-builder and became wealthy through the operation of a line of boats on the Chesapeake and Ohio Canal, having built the boats in his yard here. He also operated extensively sawmills and engaged in other industries.

Upon his death his son, Frederick Mertens, 2<sup>nd</sup>, became the directing head of the house, and it was through him that the Green Ridge Valley orchard project in this county was brought about. This is one of the largest apple orchards in the world with

nearly 2,400 owners scattered all over the country.

The liabilities of the Mertens Corporation are said to be about \$2,000,000, but the firm, it is stated, has been embarrassed of late due to being unable to realize quickly on assets. The company owns an extensive coal-mining property near Vale Summit, a large acreage of orchards and timber, many houses in Cumberland, also a lumber and planing mill here, Marshall Hall, the pleasure resort on the Potomac below Washington, brick and coal yards in Washington and the Washington, Alexandria and Mont Vernon Electric Railway. The Mertens interests had not been incorporated until a few months ago, when the assets were combined and mortgage bonds issued.

A few days ago, Frederick Mertens II, who had been a director in the Third National Bank here for a number of years, retired. It is understood the Mertens interests will fight bankruptcy proceedings. Since it had become known that the house was experiencing financial embarrassment, it had been advised by some interested that it permit the appointment of a receivership without contest.

WT, Thu. 1/25/17, p. 1. **ACCEPTS SETTLEMENT – Takes \$4,000 in Satisfaction of Claims for Children's Death** – Samuel E. Spong, canal boat captain, whose three children were scalded to death by steam from an exhaust pipe while the vessel was tied alongside a wharf of the Capital Traction Company, on the Chesapeake and Ohio canal September 11, has been authorized by the Probate Court of the District to accept \$1,500 in the cases of the death of two of the children and \$1,000 in the case of the other.

The money was received by the father of the children as settlements for claims with the Capital Traction Company.

Attorney Mark Stearman appeared as attorney for the claimants.

**DM, Fri. 1/26/17. WORKMAN MAKING IMPROVEMENTS ON THE C. & O.**

**CANAL** – The C. & O. Canal Co. is carrying on extensive improvements between Hancock and Georgetown. At Sandy Hook, the most important work, consisting of concreting at the locks, strengthening the embankments and dredging is being done by large forces of men. The canal opens for boat traffic on April first. The annual dredging of the entire waterway and the Cumberland basin starts early in March. The wharf office, at Wineow street, is closed until March 15.

The Canal Towage Co. is building several boats at the yards at Cumberland. They aim to complete one boat a month. Twenty-five carpenters and builders are employed there. The company owns and operates 85 boats. Six are tied up at the basin there. Others are docked for the winter at Hancock, Big Pool, Sharpsburg, Williamsport and Georgetown. The captains usually spend the winter season at their homes at these places. The company's mules are kept at the docking places.

WP, Fri. 1/26/17, p. 12. A decree has been signed by Justice Hitz, presiding in the probate division, authorizing Samuel D. Spong, administrator of the estates of his three children, Samuel W. Spong, John W. Spong and Sarah A. Spong, to make settlements with the Capital Traction Company for claims against it on account of their deaths. In the first two cases the claims total \$3,000, and \$1,000 in the other.

Spong was in charge of a canal boat loaded with coal for the Capital Traction Company. On the morning of September 11, 1916, the boat had been moored to a point just to the rear of the traction company's power plant, on the Potomac, at

the foot of Wisconsin avenue. Spong's wife and three children were on the boat, and the children were asleep in the cabin.

The traction company had an exhaust pipe by the retaining wall, near which the boat was lying. It was claimed that the pipe became loosened from its position so that the exhaust of hot water and steam instead of going into the river below the surface, was blown into the cabin and the three sleeping children were so badly injured that they died that day.

Mrs. Spong, who was also injured, has compromised her claim against the company. It was stated that she received \$1,000.

Attorney Mark Stearman represented the claimants.

**DM, Sat. 1/27/17. B. & O. IMPROVES ROAD BED ALONG THE C. & O.**

**CANAL** – The B. & O. has a big force of men equipped with a lot of machinery, at work reinforcing the wall along the tracks immediately west of the Point of Rocks tunnel. The wall is designed to keep the railroad embankment from sliding into the C. and O. Canal. The old wall has been in service a good many years, and being rather light to withstand the increasing pressure against it, was beginning to give way. It is now being reinforced by placing a thick concrete wall against it.

The work is being done in the winter time because it can only be accomplished with the water drained from the canal. In order to facilitate the work a track was laid on trestles so that the cars conveying concrete could be run right over the point at which they were needed. Another track was laid in the bottom of the canal, upon which a steam crane was placed.

Several years ago, a section of the retaining wall between the road bed and the canal near Catoctin station was reinforced in a similar way.

The work now being done near Point of Rocks gave rise to a rumor here that the B. & O. is preparing to lay a third track from Brunswick to Washington Junction. Officials state that this is not the plan. In fact the space now available for the roadbed does not give enough room for a third track at most places.

WT, Mon. 1/29/17, p. 10. Control of the Consolidation Coal Company will pass into the hands of John D. Rockefeller when the new stock to take care of the \$7,000,000 two-year convertible debenture bonds, due February 1, 1917, is issued. The Consolidation Coal Company stockholders have just voted the increase in the authorized capital stock of the company, necessary to cover this conversion, and the new stock, plus that already held by Mr. Rockefeller, will make his total holdings more than 50 percent of all stock outstanding.

ES, Thu. 2/1/17, p. 24. **TO REPAIR CANAL** – Repair work is progressing rapidly along the length of the Chesapeake and Ohio canal, connecting Washington with the Cumberland coal fields, and the canal will be in the best of order when navigation is resumed in the later part of March or early in April. It is stated that it may be possible that the canal will be open to navigation this spring earlier than usual on account of the continued shortage of coal here.

DM, Sat. 2/10/17. **SUBS IN CANAL GET LOCKMAN'S GOAT BUT PIGS ESCAPE.** – There was considerable excitement at Bridgeport when a report was circulated that Germany had declared war against the United States and that a fleet of German submarines were on their way up the C. & O. canal. Lock-tender Rebb closed the gates and got a musket, and swore that

they should not pass the lock there. Charlie Kretzer drove his pigs and cattle back into the woods along the cliffs and Otho cleared the path to the cave known during the Civil War as "Toney's Hole," ready to seek protection there.

Will Knode began to transport his moveable property over to Shepherdstown and was for blowing up the bridge with dynamite when the submarines should be sighted, but Bridge keeper Sam Penel would not consent to this, and proposed to arrest the Germans if they attempted to set foot on Virginia soil.

While the excitement was at its height someone remembered the fact that there was no water in the canal and that therefore the submarines could not come past Washington. Richard Spohin further spoiled the sensation by telephoning to Baltimore and ascertaining that Germany hadn't declared war after all.

WP, Sat. 2/17/17, p. 2. **SEES BIGGER RAIL TIE-UP MARCH 4** – New York, Feb. 16. – Aggravation of congested railroad conditions will result from special trains to the presidential inauguration, it was asserted in a telegram sent to the White House today by C. W. Watson, president of the Consolidation Coal Company, suggesting that the President take action to avoid such a condition.

"The railroads of the East are having the most serious congestion in history," reads the telegram. "Additional passenger trains attendant upon the inauguration March 4 will greatly aggravate this condition and undoubtedly cause great disaster. The President would be doing a great service to the country if this could be avoided."

Daniel Willard, president of the Baltimore and Ohio Railroad, telegraphed Mr. Watson that he fully agreed with the message.

Transportation conditions in the section west of Buffalo and Pittsburgh, extending to the Mississippi River, are chiefly responsible for the freight congestion throughout the country and not partial paralysis of shipping resulting from German submarine activities, E. B. Thomas, president of the Lehigh Valley Railroad, asserted today. He said that the road now is in better condition to handle freight than at any time last winter.

“Were it not for the embargoes placed by the lines west of Buffalo,” Mr. Thomas declared, “we would be able to accept and handle promptly all carload freight for destination beyond our lines. The embargoes placed by these lines, however, have compelled us to refuse to receive such shipments.”

ES, Sat. 2/17/17, p. 9. **ROD AND STREAM** – Very few Washington sportsmen probably know of the pleasant times that some of their number experience at Jack Speaker’s. Jack is not the owner of a resort of any kind nor has he any boats for hire.

“He is a lockkeeper on the Chesapeake and Ohio canal,” said John Martin, “and is fond of receiving visitors, especially those who are fond of fishing and have good fish stories to tell.”

The lock where Jack is in full charge is about one mile above Cabin John bridge [Lock 14]. It is a place that is known to a number of persons who enjoy hikes along the towpath, and seldom a Sunday passes that Bob Barr, who is fond of nature study, does not give the lock-tender a call.

One afternoon last season, according to John Martin, Jack baited a hook for catfish and cast it into the canal. He used a large mass of chicken entrails for bait. Mrs. Speaker heard a splashing in the water and ran to ascertain the cause of it, thinking

some small animal or fowl had gone overboard.

“But no such thing had happened,” said the sportsman. “She dragged a four-pound bass from the canal and found it had been choked with the bait that was intended for a catfish.”

DM, Tue. 2/20/17. **CANAL TO OPEN EARLY BECAUSE OF COAL CRISIS** – Operations on the Chesapeake and Ohio Canal, connecting Washington with the coal fields in the vicinity of Cumberland, will be resumed from three weeks to a month earlier than usual this year in order to get coal there to relieve the shortage.

Usually it is about April 15 before the boats loaded with coal begin to move from Cumberland toward Washington. This year it is planned to start the boats as soon as possible after the ice is out of the way and all danger of a freeze has passed. This should be some time about the middle of March. At points along the canal and at the boatyards at Cumberland the coal carrying boats are being overhauled and made ready for service and by the time the canal is free of ice they will be ready to start work.

With the canal in operation, the coal situation here will be relieved greatly.

ES, Sun. 2/25/17, p. 7. **Cumberland, Md.** – It is expected that operations will begin on the Chesapeake and Ohio canal for the season of 1917 about April 1, or two weeks earlier than usual. The time of the resumption of navigation depends largely upon weather conditions, but it is the aim to start at the earliest date possible owing to the great demand for coal. Repairs are being rushed on the waterway, and boat building is in full blast here. It is expected that the loading of boats will begin before repairs are entirely completed. Because of the coal shortage at Washington and other points

touched by the canal, the consumer cannot wait.

DM, Sat. 3/3/17. Washington, March 3. – Claiming that they are engaged chiefly in farming and are exempt from bankruptcy proceedings, F. Merten's Sons, have filed an answer to the petition of the Munsey Trist Company and other creditors seeking to force them into bankruptcy.

The respondents deny that they are indebted as alleged, and that they made any attempt to prefer creditors. The answer was placed on file and will be ruled on by Justice Hite next week. Creditors alleged that the Mertens concern is bankrupt and filed a petition asking that it be declared as such and for the appointment of a receiver.

The Mertens concern is engaged in the development of 40,000 acres or more of apple lands in Washington and Allegany counties, and the concern, it is stated, has numerous stockholders.

-----  
**One Hot Farmer Dumped Murphies Right into Canal.** – A bit of potato history was related in a Frederick store where several citizens happened to meet. The very high price of potatoes is a popular topic of conversation whenever the almost ever-present subject of the high cost of living, in general is discussed, and was responsible for the story.

One citizen said he remembers selling 200 bushels of potatoes some years ago to a west end merchant at the rate of 20 cents per bushel. The store proprietor spoke up and went one better. He has been in the grocery business in that city for a number of years and stated he remembered buying potatoes at 15 cents per bushel. The same man who had sold the 200 bushels at 20 cents per bushel also said that he once fed many potatoes to the hogs, after cooking the potatoes into mush, and he added he did not pick out the little ones either for the purpose,

using nice large potatoes along with those of smaller size.

The storekeeper then capped the climax by stating he knew of a man some years ago bringing a wagon load of potatoes to town for the purpose of selling them. He was offered 15 cents per bushel but refused to take and dumped them into the C. & O. Canal. But he had to pay a fine for putting the potatoes in the canal as it was against the law to use the waterway for a dumping ground.

ES, Sat. 3/3/17, p. 9. **ROD AND STREAM** – John W. Hurley will have to “cut bait or go ashore,” according to John Martin, who heard him enter into an agreement to participate in a bass contest as soon as the weather moderates and there is any likelihood the bass taking the bait. Jack Speaker is to be the other contestant.

“I’ve heard about you being such a good bass fisherman,” said Capt. Speaker, who is in charge of a lock on the upper canal, at a gathering in the lock-tender’s home Sunday afternoon, “and I just feel as if I can beat you. How about a contest?”

“I’m game,” said the veteran Washington angler, “and I’ll be on hand when the weather conditions are all right.”

John Martin and Bob Barr admitted the contest would be an interesting one, but were unwilling to suggest the identity of the probable winner.

DM, Sat. 3/10/17, p. 1. **BOATMEN READY TO QUIT UNLESS THEY GET RAISE** – With the time for the reopening of the C. & O. Canal drawing close and the question of freight rates unsettled, it remains to be seen how many of the boatmen will go back to work unless they get what they ask for, or a compromise is affected. The disaffection as to rates extends from Cumberland to Washington, it is said, the boatmen asking for 60 cents a ton for

through traffic and a proportionate raise to intermediate points. They have been receiving 40 cents, and since the contention over the rate began they have been granted an increase of 5 cents, but the advance does not seem to be satisfactory. The boatmen claim that they cannot hire crews and make a living at the present rates.

The Canal Company and shippers claim that they have to compete with railroad traffic and have stretched their limit in giving the 5-cent increase. It is understood that G. L. Nicolson, general manager of the Canal Towage Co., is negotiating with the boatmen and that there is a possibility of the matter being adjusted before the canal reopens. It is said that Mr. Nicolson has a number of applications for boats if the old boatmen refuse to sign up for the season.

ES, Sun. 3/11/17, p. 2. **C. & O. CANAL MEN MAY STRIKE – Demands Ten Cents a Ton More for Hauling Coal –** HAGERSTOWN, Md., March 10. –

Boatmen on the Chesapeake and Ohio canal residing in Sharpsburg, Williamsport and Hancock have threatened to strike unless an increase of 10 cents a ton is granted for hauling coal from Cumberland to Georgetown. It is stated that General Manager G. L. Nicholson of Washington of the canal company has offered the boatmen 45 cents a ton, but they have rejected this offer. The dissatisfaction extends from Cumberland to Washington, it is said, the boatmen asking for 50 cents a ton for through traffic and a proportionate raise to intermediate points. It is claimed by the boatmen that they cannot hire crews and make a living at the present rate.

DM, Tue. 3/13/17. **POTOMAC ROLLS 22-FOOT FLOOD INVADING CANAL –** One of the quickest rises in the Potomac river in recent years sent the stream 20 to 22

feet above normal at Williamsport and Hancock this morning and at noon the water, it was reported, had reached a stand. The sudden rise was due to the mass of snow in the mountains and in the river valley melting under the thaw and recent rains.

The water rose at the rate of 15 to 18 inches to the hour, until it overflowed the canal towpath below Williamsport lock to a depth of five feet. Water also invaded the canal at Dam No. 5 filling the Williamsport levels. Acres of bottom land at Williamsport are under water. All of the ice had melted relieving the danger of the flood situation.

G. L. Nicolson, general manager of the Canal, was at Williamsport today, said he didn't know what effect the high water would have upon the reopening of the canal, as some damage may be done.

The Conococheague and Antietam Creeks are both swollen and out of banks in places. Above Williamsport the Conococheague has overflowed roads and farm lands.

ES, Tue. 3/13/17, p. 22. **MAY DELAY CANAL OPENING – Collapse of Stone Pier at Antietam Creek Holds Up**

**Operations** – It is feared the collapse of one of the piers of the old stone aqueduct, which carries the Chesapeake and Ohio canal over Antietam creek at the Antietam iron works, Maryland, will delay the opening of the canal for several days. It was planned to start operations in the latter part of this month, in order to get coal here as soon as possible from the Cumberland mines, and about April 1 was the date the first coal-laden boat of the season was expected to arrive here. The fall of the aqueduct was caused by the high water in the Potomac backing up against the structure and undermining it. The structure was built when the canal was started over seventy-five years ago, and may have to be rebuilt

entirely. Work on it will be pushed so as to have the canal ready for navigation as soon as possible.

DM, Wed. 3/14/17. **Boatmen Considering** – Canal boatmen are considering a proposition submitted to them by G. L. Nicholson, general manager, to pay the 45¢ freight and \$4 demurrage for every day boats are in port for unloading. The boatmen asked for a 50-cent rate, an increase of ten cents over the former rate. The proposition of the Canal Company is equivalent, it is said, to a 50-cent rate. It is believed that some of the boatmen, at least, will accept the proffer. Mr. Nicholson stated that he has more applications for boats than heretofore.

-----  
**BELIEVE DAMAGE HAS BEEN DONE TO C. & O. CANAL** – Late rains are not expected to cause a second rise in the Potomac river, which has been receding since yesterday afternoon. It was reported from Williamsport this morning that the river had fallen off about 8 feet and the indications are that the water will continue to fall. The Conococheague Creek also is falling.

While no known damage has been done to the C. & O. Canal, it is feared that the towpath bank has been washed where it was inundated at Big Pool, Dam No. 5, below Williamsport and near Sharpsburg. A considerable section of the bank was inundated. The height of the water ranged from 22 to 20 feet at different points.

WT, Wed. 3/14/17, p. 1. **POTOMAC STILL RISING. – Maximum of Spring Flood Due Tonight or Tomorrow.** – The Potomac river, swelling gradually as a result of the spring rains and melting snows near its head and in the vicinity of Cumberland, Md., today reached a point four feet above normal high water mark. The river

continues to rise, and river men on the upper Potomac believe that the maximum of the flood will not be reached before tonight or tomorrow morning.

There is no ice in the Potomac at this time, and practically no drift is being carried by the flood. Consequently, the Aqueduct and other bridges spanning the Potomac are in no danger.

At Williamsport, Md., however, the river is twenty-two feet above normal, and has overflowed a section of that city. The Chesapeake and Ohio canal, near Cumberland, is under five feet of water.

WP, Wed. 3/14/17, p. 5. **POTOMAC FLOODS INVADE 2 TOWNS – Williamsport and Hancock Are Partly Inundated** – Cumberland, Md., March 13. – The Potomac River is 22 feet above normal tonight at Williamsport and has overflowed its banks. Residents are prepared to move out on short notice if the waters do not show signs of receding. Much damage has been done to wheat and vegetable crops.

The Chesapeake and Ohio Canal tow-path is submerged under five feet of water. The water from the river overflowed into the canal at Dam No. 5, and filled the Williamsport levels of the waterway.

The Potomac and all other streams in the vicinity of Hagerstown are out of their banks and adjacent territory is threatened with serious floods. At Hancock the Potomac is 20 feet above normal and low sections of that town are under water.

WP, Fri. 3/16/17, p. 7. Water has not yet been turned into the Chesapeake and Ohio canal, and probably will not be until the spring freshet subsides. The canal will offer transportation from as far as Cumberland, but the boats are too slow to haul milk or rapidly perishing produce.

The boats can bring in a limited coal supply.

DM, Sat. 3/17/17. **SUPT. WAS ON HAND TO TALK MORE TARIFF** – Supt.

Nicholson of the C. & O. Canal Towage Co., was in town to meet the canal boatmen in regard to their demands for more pay per ton for boating coal. He also inspected the break in the aqueduct at Antietam Iron Works.

Samuel Spong bought for his little daughter a pony.

WT, Sat. 3/17/17, p. 1. Washington today is in large measure isolated from the rest of the nation, through embargoes on railroad freight shipments.

Needed supplies of food and coal have been very largely cut off.

With one exception, every railroad entering the National Capital has declared embargoes on its lines – some absolute and some qualified.

In general, freight shipments to Washington consigned after 12 o'clock last night on direct lines, will not be handled or delivered. With limited exceptions, no freight consigned to other cities will be received at Washington yards.

These measures were taken because of the impending strike.

**Coal Situation Acute.**

The coal situation is rendered more acute, because the Chesapeake and Ohio Canal has not yet been opened to navigation, and the date of opening is doubtful because of flood damage in the mountains.

Food, coal and other freight, reaching the direct lines to Washington before the embargoes were effective will be brought through as rapidly as possible, and deliveries may extend through next week.

Effect of the freight tie-up already is being felt in the big Eckington freight yards of the Baltimore and Ohio, the Chesapeake and Ohio and Pennsylvania yards at Four-and-a-half street southwest, the northbound

yards near Benning and Twining City, and the Washington yards between this city and Alexandria, which are the big freight yards of the Capital.

Abandonment of the strike is the only thing that can remedy the situation here and throughout the country now, according to railroad officials.

-----  
**MAY DELAY CANAL OPENING  
Feared Flood Damage Will**

**Postpone Use for Spring Navigation**

Flood damage to the Chesapeake and Ohio canal along the upper Potomac may delay the opening of that waterway to spring navigation. The canal is devoted entirely to coal shipments to Washington and Alexandria.

Officers of the canal company are now on a tour of investigation, and the opening date is problematical.

The outer wall of the Antietam causeway has gone out. Whether the situation there is serious is not known.

WH, Sat. 3/17/17, p. 15. **CANAL TO BRING COAL IF RAILROADS STRIKE**

– **C. & O. Says It Can Easily Supply City's Needs** – Coal will come into Washington over the Chesapeake and Ohio Canal if there is a railroad tie-up.

“We have hauled 900,000 tons of coal a season,” said General Manager George L. Nicolson last night, “and we can haul that much again. In case of emergency our boats can make the round trip from Washington to Cumberland in a week and bring in all that is needed in the District.”

It will be two weeks, however, until the canal is navigable, as sandbars were formed at twelve places in the neighborhood of Harpers Ferry by the freshet of last week. The freshet carried huge quantities of sand and gravel into the canal just as the canal was on the point of being opened for the spring and summer season.

Men have already been set to work, and also one large dredge, in cleaning out the canal, but it will be all of two weeks until it is filled with water and ready for navigation. In the meantime, the boats and other equipment are being cleaned up and gotten ready for use.

The canal practically touches the great George's Creek coal field, the nearest shaft being only eleven miles from the canal at Cumberland. The shaft and other mines of the Consolidated Company are connected with the canal by a mine railroad. The workers on this road are not connected with the brotherhoods.

The trip from Washington to Cumberland is 185 miles and is made in three and one-half to six days, but in an emergency, all the boats can make the trip in three and one-half days.

ES, Sun. 3/18/17, p. 17. **CANAL BOATMEN DEMAND MORE PAY TO HAUL COAL – Local Manager of Chesapeake and Ohio Company Indicates Rumors of “Strike” Are Premature –** Reports from Hagerstown, Cumberland and other points on the Chesapeake and Ohio canal last night were to the effect that the canal boatmen will “strike” Tuesday, March 20, unless they are granted 50 cents a ton by the company for hauling coal on the canal the coming season from Cumberland to Georgetown.

This was confirmed in part last night by G. L. Nicholson, general manager of the canal company, although Mr. Nicholson said that the word “strike” is not a suitable one to use in connection with the company's discussion with the men of pay for their work this season.

“The situation is,” Mr. Nicholson said, “that the boatmen want more money. I had a long conference with them a few days ago and some of them said that they would continue to boat, and other said that they

cannot afford to continue to boat at the rates the company has offered. We have offered them 45 cents a ton for the coming season, against 40 cents paid heretofore, but we have agreed to pay them \$4 demurrage while their boats are in port, which, I believe, would be a better arrangement for them than the 50 cents a ton they ask, as the payment of demurrage tends to keep the boats moving and increases their earning power.”

About eighty boats were in service on the canal when it closed down last fall. The canal is now being prepared, as rapidly as labor can be obtained, for the spring opening on or about April 1. In the event of a railroad strike and the tying up of roads which bring coal to Washington, the capital would get a large proportion of its coal supply by way of the canal.

DM, Wed. 3/21/17. **PREPARE CANAL FOR THE OPENING OF TRAFFIC SOON –** The C. & O. Canal will be opened for navigation during the early part of April. Dredging by the steam shovel method was begun Saturday at the wharf in Cumberland. The work will be continued over the entire waterway. Water will probably be turned in the canal at their feeder locks near Riverside park, and at Dam No. 6, near Hancock, during the latter part of this week, for testing purposes for a distance of 50 miles.

Repairs on the several different breaks in the canal at points between Hancock and Sharpsburg and Georgetown are rapidly reaching completion. New concrete waste-weirs and new locks have been placed at points below Hancock.

The old canal basin is no more. That property has been filled in and is being leveled with earth taken from the site of the new Fort Cumberland Hotel.

The Canal Towing Company has turned out five new canal boats so far this

winter. The company is preparing for a big hauling season.

WT, Thu. 3/22/17, p. 2. **CANAL MEN WALK OUT – Refusal of Company to Pay Higher Freight Rate Causes Strike** – Refusal by the Chesapeake and Ohio Canal Company and the Canal Towage Company to give a 50-cent freight rate to boatmen has caused a walkout of more than a hundred employees.

The company faces the prospect of not being to begin spring traffic April 1.

The boatmen struck, it is claimed, because the demands for a 50-cent freight rate on a ton of coal between Cumberland, Md., and Georgetown was not granted them.

They were offered a 45-cent rate, and a \$4.00 demurrage, but rejected this offer, it is said. The boatmen have been paid 40 cents a ton.

WP, Thu. 3/22/17, p. 5. **Canal Boatmen Strike** – Hagerstown, Md., March 21. – Boatmen on the Chesapeake and Ohio Canal have struck. Their demands for a rate of 50 cents a ton for hauling coal from Cumberland to Georgetown having been rejected, practically all of the boatmen along the historic waterway have moved their boats to their homes at Sharpsburg, Williamsport and Hancock.

ES, Thu. 3/22/17, p. 18. **Canal Boatmen on Strike** – HAGERSTOWN, Md., March 22. – The Chesapeake and Ohio canal boatmen have struck. Failing to receive the 50 cents freight rate asked for hauling coal from Cumberland to Georgetown, they abandoned their boats. About thirty from Sharpsburg were followed by twenty from Williamsport. At Hancock and other places, the men walked out.

DM, Fri. 3/23/17. **CAN PAY NO MORE SAYS CANAL HEAD THAN NOW**

**OFFERED** – The following is view of management of Canal: *Daily Mail*: In order to prevent any misunderstanding the Company wishes to make the following frank statement and to say in the beginning that it regrets its inability to pay the boatmen even more than they ask, but the fact is that the Canal Towage Company has to compete with the all-rail rate. Fully 90 per cent of the tonnage over the canal is to rail competitive points. The Company realizes that unusual conditions at the present time make it desirable and necessary that boatmen should be given larger earning. The matter was taken up prior to any request from the boatmen and after thorough consideration the following offer was made: Increase of freight to Washington from 40¢ to 45¢, 12½ per cent, with a pro-rata advance to intermediate points. In order to insure dispatch in unloading and return of boats from the points of unloading to the canal, the Company guarantees demurrage to The Canal Towage Company and the boatmen at the rate of \$5.00 per day, after one free day for unloading, of which amount \$4.00 is paid to the captain. It has not been unusual for boats to be held from one to several days at point of unloading, for which the captain received no compensation.

It was not intended to impress anyone with the fact that demurrage would apply to boats in the canal waiting assignment for unloading. It is not the desire or expectation of the Company that boats should be held as it costs the Company equally as much as it does the captain for such delays. It is not probable that either the Coal Company, or the consignee, will pay a higher freight rate for coal delivered over the canal than over the railroad, therefore if the canal rate is made too high there will be no business for the canal.

G. L. Nicolson  
Manager, The Canal Towage Co.

ES, Wed. 3/28/17, p. 22. **CANAL TO BE REOPENED FOR NAVIGATION APRIL 8 – Boats Expected to Arrive With Coal Five Days Later – Expect to Adjust Rates** – Unless something unforeseen should happen, the Chesapeake and Ohio canal, which connects the Cumberland coal fields with Washington, will open for navigation April 8 and five days from that date the coal-laden boats are expected to arrive here. The coming in of the coal from the Cumberland mines will do much toward relieving the shortage in the coal supply here, as many hundreds of tons can be brought into the city each week over the canal.

There seems to be no doubt that the trouble over the wage question between the boatmen and the company will be adjusted to the satisfaction of all concerned and that there will be no interruption in the movement of the boats. General Manager Nicholson of the canal company today sent out letters to the boatmen, containing proposals which, he believes, will satisfy their demands and will insure the prompt loading of the boats for this city. The men are demanding 50 cents a ton on coal from Cumberland to this city, and recently 45 cents a ton and other concessions were offered them by the canal company. The letters sent out today, it is stated, will adjust much of the difference between the boatmen and the company.

Since the close of the last boating season the canal has been given a thorough overhauling. Locks have been repaired, banks strengthened and the aqueduct at Antietam, Md., which was badly damaged by the recent high water in the river, is being rebuilt.

ES, Thu. 3/29/17, p. 8. **SHAPING UP CANAL FOR OPENING - Five New Boats To Be Added To The Interstate Fleet.** - The Chesapeake and Ohio Canal

will be opened for navigation during the early part of April. Dredging by the steam shovel method was begun Saturday at the wharf of the Cumberland and Pennsylvania Railroad, Wineow street, Cumberland. The work will be continued over the entire waterway. Water will probably be turned in the canal at the feeder locks near Riverside Park, and Dam No. 6, near Hancock, during the latter part of this week, for testing purposes. The feeder in Cumberland supplies the canal with its required depth of water for a distance of 50 miles.

Repairs on the several breaks in the canal at points between Hancock and Sharpsburg and Georgetown are rapidly reaching completion. New concrete waste-weirs and new locks have been placed at points below Hancock. Work of repairing the C. & P. wharf, Cumberland, has been begun by carpenters. New planking will be put in, the chutes adjusted and the trestling renewed. The old canal basin is no more. That property has been filled in and is being leveled with earth taken from the site of the new Fort Cumberland Hotel. Rumors are that houses will be erected on that site or that it will be held as a location for a small factory.

The Canal Towage Company has turned out five new canal boats so far this winter. The regular force of builders is at work daily in the yards off Wineow street. A few of the company's mules are kept there while others are stabled at Sharpsburg and other points. The company is preparing for a big hauling season.

DM, Fri. 3/30/17, p. 1. **BOATMEN WIN OUT IN CANAL STRIKE; GET 50-CENT RATE** – The striking boatmen on the C. & O. Canal have won their fight for a 50-cent freight rate for hauling coal this season. The boatmen on Thursday were notified by General Manager Nicolson of the Canal Towage Co., that their demand for the

foregoing rate would be granted, but no assurance is given that the rate will be maintained longer than this season. The notice also specified that no demurrage will be paid.

The boatmen, who had been paid a 40-cent rate to Washington and proportionate rates to Williamsport and other places struck about two weeks ago for a 50-cent rate. The Canal Co. offered then 45 cents and demurrage, which was refused. Many boatmen moved off of their boats.

It is understood that all of the boatmen will go back to work. The canal will be reopened in about a week or ten days. Arrangements are being made to fill the levels and begin loading at Cumberland on or about April the 9<sup>th</sup>.

ES, Sun. 4/1/17, p. 16. **CANAL BOATMEN WIN – Company Agrees to Pay 50 Cents a Ton to Haul Coal to Capital** – HAGERSTOWN, Md., March 31. – Boatmen on the Chesapeake and Ohio canal, who went on a strike about a week ago were notified yesterday by General Manager Nicolson of Washington that their demand for a 50-cent freight rate had been granted by the Canal Towage Company. No assurance was given that the rate would be continued longer than this year. The canal company formerly paid 40 cents per ton for coal hauled from Cumberland to Georgetown. The boatmen demanded 50 cents per ton, and when it was refused moved off their boats at Sharpsburg, Williamsport and Hancock. The plan is now to open the waterway about April 8, or as soon as repair work, which is being rushed, is completed.

On April 6, 1917, the United States officially declared war on Germany.

DM, Sat. 4/7/17, p. 11. **TWO BOATS SUNK AT THE WHARVES IN C. & O.**

**CANAL** – Two boats were sunk along the C. & O. Canal waterfront at Williamsport yesterday when the water reached a height of about four feet in the level. The boats were lying on the slopes and water seeped through the open seams in the sides causing them to sink. Some of the equipment was damaged. Steps were taken at once to pump the water from the holds and caulk the sides. Nearly all the boats moored at Williamsport took in water on account of the boats having dried out during the winter.

There was no confirmation of the report that State troops guarding the C. V. bridge below Williamsport had refused to allow boatmen to pass under the bridge. No boats are moving and, it is stated, if an incident of the kind happened it was probably an individual boatman passing on the towpath. To avoid the possibility of any interruption to navigation General Manager Nicolson of the Canal Towage Co. has asked to arrange for the passage of boats under the bridge.

Between 15 and 18 boats leave Williamsport today for Cumberland while there is a general movement of boats from all points along the waterway. The first boats will be loaded at Cumberland on Monday. Upward of a hundred boats will be operated on the canal this season with prospects of the year being one of the busiest in the history of the waterway.

ES, Sat. 4/7/17, p. 8. **ROD AND STREAM** – Jack Speaker, unable to land a string of small-mouth gamesters, set his out lines in the river near the canal lock over which he presides, and the Mississippi catfish he caught numbered fully one hundred.

“The largest of the catch was a sixteen-pounder,” said John Martin, “and the fish were kept alive in the canal.”

Jack disposed of the fish to members of the 1<sup>st</sup> Separate Battalion, D. C. N. G., in

camp guarding the water supply, and the guardsmen enjoyed a chowder dinner.

ES, Sun. 4/8/17, p. 7. **Hagerstown, Md.** – Water was turned in the Chesapeake and Ohio canal at Williamsport Wednesday, and boats left for Cumberland yesterday for loading. It took several days after the water was started in the canal until it was full enough to carry the boats. Tomorrow the loaded boats will leave Cumberland, down the canal for Washington.

WT, Mon. 4/9/17, p. 4. **CANAL TO AID COAL USERS – Threatened Strike Averted and Boats Are Loaded With Fuel** – Relief from the coal shortage is expected this week with the opening today of the Chesapeake and Ohio canal, which has been closed all winter. A strike of boatmen was threatened two weeks ago, but company officials announced today that demands for 50 cents a ton for hauling coal had been granted. The first boats were loaded this morning.

Hundreds of tons each week can be brought into Washington on the canal, which in summer supplies about one-fifth of the District's supply.

Ten boatloads of coal are expected Saturday. The canal has been thoroughly overhauled, with locks repaired and banks strengthened. The aqueduct at Antietam, Md., damaged by recent high water, is being rebuilt.

WH, Tue. 4/10/17, p. 5. **COAL PRICE CUT SHORT-LIVED – Canal Opening Offers Relief, but Price Raise Is predicted** – The cut in coal price will be short-lived according to the opinion of local dealers. While coal has fallen 25 and 50 cents a ton in price it is believed the new figures will be in force only during this month.

Dealers believe that after the first of next month another change will be made by

the producing companies. It is being predicted that the price again will be advanced to the former basis.

Relief from the coal shortage is expected this week with the opening of the Chesapeake and Ohio Canal, which has been closed all winter. A strike of boatmen was threatened two weeks ago, but company officials announced yesterday that demands of 50 cents a ton for hauling had been granted.

DM, Wed. 4/11/17. **TRIES TO DIVE IN RAGING CANAL TO ESCAPE HEADACHE** – Crazy from excessive use of dope, after making several unsuccessful attempts to dive from a window of a B. & O. passenger train earlier in the morning, Willard Wilcox attempted suicide by jumping in the Canal at Washington Junction.

The would-be suicide was fished from the canal by Charles Waskey, superintendent of the first division of the B. & O. with the assistance of W. H. Hammond. He was committed to Montevue Hospital for treatment.

Wilcox left Frederick about 7 o'clock for Washington Junction. During the trip he frightened passengers by his attempts to dive from the windows of the moving train. When the train reached Washington Junction the crazed man, after having told his fellow passengers that he was going to kill himself, left the train and headed for the canal. He dived head first.

ES, Sat. 4/14/17, p. 8. **ROD AND STREAM** – Jack Speaker, angler, gunner and keeper of lock 14 on the Chesapeake and Ohio canal, has concluded that he missed his calling when he failed to accept a position of wild animal trainer for a circus. Speaker has put in most of the years of his life in the big outdoors, and is familiar with everything pertaining to bird and fish life.

Jack has a hen that will sing at a given signal, another that will put up a stiff fight with a dog, and a cat that is one of the expert anglers of the canal country. The latest addition to his menagerie is a sixteen-pound Mississippi catfish that he caught in the swift water above Cabin John bridge two weeks ago.

“There is no question about what the sportsman has been able to do with the big fish,” commented John Martin. “For a time the fish resented overtures to gain friendship, but it finally succumbed, as did the chickens and cat, and now it permits Jack to take it from the water, and when the sportsman wades the pond in which it is kept, it seems to delight in swimming against his long rubber boots.”

ES, Tue. 4/15/17, p. 7. **POLICEMAN SUSPECTS DARK, DEEP-LAID PLOT – Reporter Get in Bad for Counting the Canal Boats at Georgetown Port** – The Washington police are on the job in the search for spies, but sometimes their vigilance causes unpleasant moments to sure enough Americans. This is a story of the experience of a reporter for *The Star*, who, because he was fat and solid looking, was taken for a German plotter, and it required several minutes of earnest argument to satisfy the policeman of the reporter’s honesty of purpose when he stopped near the big power plant in Georgetown and looked at it.

The reporter was in that section of the city on a special job and while there it occurred to him that there might be a story in the arrival of the first boats of the season by way of the Chesapeake and Ohio canal, with coal from Cumberland. Armed with a bag of peanuts, he walked down one of the streets to the waterway where there is a bridge, in the rear of one of the big power plants.

#### **Halted by Stern Voice.**

After standing for a few seconds and making a mental note of the canal boats he saw, he turned and was about to walk up the street, when a stern voice hailed: “Hi, there.” The reporter turned and saw a policeman coming toward him.

“Did you speak to me?” inquired the reporter, very politely.

“Yes, I spoke to you. What are you doing here?”

Now the reporter is used to policemen, and, while the question struck him as being odd, he thought maybe he had at some time met the policeman, who wished to extend the glad hand to him. But nothing of the kind. He was suspected of some deep, dark, desperate desire to blow up the power plant – with his bag of peanuts, probably.

The reporter stated that he was there to look at the canal and the boats, and humbly begged the pardon of the policeman if he had done anything wrong.

#### **Alas! He Wore No Badge.**

“You are a reporter? Where’s your badge?” was the next vociferous demand.

Now the reporter had been in the business for a long time and had not worn a reporter’s badge for many years. In fact, he had put it carefully away to be returned to the city editor when demand should be made for it. He tried to explain about the badge, but the policeman was suspicious.

Reporter’s always had badges and this reporter should have one.

Finally, after producing letters addressed to him at *The Star’s* newsroom he was not taken to the station, but the policeman’s last words were: “Don’t you come prowling about here at night.” He was still suspicious.

“Yes, sir.” replied the reporter, and you may be sure he will do as the policeman says.

DM, Sun. 4/20/17. **BARGE CANAL FOR NEW YORK STATE READY FOR OPENING** – With the time set for the

opening of the New York State Barge Canal drawing near the value of this new and modern waterway as a connecting link in a system of proposed canals extending throughout the Middle West becomes more and more apparent.

Furthermore, the economical and defensive value of such a system as that proposed is beginning to be realized in other than those sections immediately concerned.

The New York State Barge Canal will be opened this May from tidewater on the Hudson River, at Troy, Whitehall, on Lake Champlain.

The entire Barge Canal will be opened in May, 1918, which means that navigation will be established between Buffalo on Lake Erie, and the Atlantic seaboard.

After this has been accomplished, it is quite safe to say that renewed activity in connection with the proposed waterways in the Middle West will result in steps that are calculated to bring about the construction of these channels.

Of the numerous canal schemes that have been agitated since the Barge Canal was begun, four are worthy of particular notice at this time.

Some of these have passed from the stage of agitation into that of preliminary surveys. All of them are in the region of the Great Lakes, and, if constructed, will in effect be extensions to New York's canal system.

Furthermore, their efficiency will depend in a large measure upon the Barge Canal, since it forms the outlet between them and the sea.

These four proposed canals are the Lake Erie and Ohio River Canal, the Lake Erie and Lake Michigan Canal, the proposed improvements to existing canals in Illinois

and a canal extending from the head of Lake Superior to the cities of Minneapolis and St. Paul.

The Lake Erie and Ohio River Canal would extend from a point in the vicinity of Ashtabula, O., and run in a southeasterly direction to Pittsburg, Pa., where it would connect with the Ohio River. This would have a length of approximately 103 miles, would cost about \$50,000,000 and contain twenty-six locks and other structures such as movable dams, reservoirs, guard gates, etc.

The value of such a waterway as this is very apparent to all. It means that Pittsburg and its giant steel plants would be placed in direct water communication with New York and the Atlantic seaboard. It means that produce from the Eastern States could make its way south to West Virginia and Kentucky and to the southern section of Ohio, Indiana and Illinois by utilizing this canal and the Ohio river. The economic value of such a waterway and the defensive value of it are beyond question very great.

The Lake Erie and Lake Michigan Canal would extend from a point near Toledo, O., thence across the northwestern section of that State and the northeastern section of Indiana, passing through Fort Wayne.

[Transcriber's Note: The above article was included to show that there was interest in other canals in 1917.]

DM, Fri. 4/25/17. **SOME ORDER COAL EARLY, EXPECT TO MEET HARD WINTER** – “Give in your orders early for

next winter's coal.” is the advice of the coal dealers. One of them in discussing the situation today, said that it is advisable for all people to give their orders as early as possible, as the coal situation later in the year may become more precarious.

“The great trouble has been” said this dealer, “that many people waited until they were entirely out of coal before giving

any orders. With the shortage that was then existing it made it difficult for us to supply them.”

Soft coal is now selling at \$7.25 per ton retail, and twenty-five cents extra when it is sacked and carried into the cellars. How long this price will remain effective is problematical. Summer prices on stove coal will be effective May 1, No. 3 coal will be \$7.25 per ton, and nut coal will be \$7.50 per ton. In each case, 25 cents extra is charge for sacking, if it is necessary.

It was stated, however, that these prices may not hold, on account of the uncertainty of the coal market at this time. The dealer said it was the intention of the firm to get all the coal possible at the present price and then sell at that as long as that supply held out. But he emphasized the point of early buying. “People should endeavor to get in their coal early and not delay.” he said. “Coal will likely be hard to get all this winter. The dealer who has a limited storage should be given a chance to deliver as soon as possible.”

DM, Thu. 4/26/17. **OVER TWO MILLION OWNED BY MERTENS SO REFEREE FINDS** – Cumberland, April 26. – Complete schedules of the F. Mertens’ Sons bankruptcy case were filed here with Attorney Henderson, referee.

Each of the four partners, Frederick, Henry F., William M. and John H. Mertens, has filled out an individual schedule, together with another schedule of partnership assets and liabilities. Liabilities of the partnership, which are secured by a pledge of stocks, bonds, etc., amount to \$1,570,444.57, while unsecured claims aggregate \$565,822.18.

The firm of F. Mertens’ Sons also is liable for \$47,850 as “accommodation” indorses. In addition to these, there are 472 orchard tract purchasers who maintain that their contracts have been broken and that

they are entitled to be reimbursed to a certain extent out of the assets of the bankruptcy estate, who are listed as “alleged creditors,” whose claims are unsecured and disputed.

Shortly before bankruptcy proceedings were begun, F. Mertens’ Sons conveyed to F. Mertens Sons’ Corporation all of its property and received in return stocks and bonds of the new corporation. The creditors are claiming that this transfer was an act of bankruptcy.

The creditors are endeavoring to work out some scheme to preserve the Green Ridge property, but no definite plan has yet been decided upon.

ES, Tue. 4/29/17, p. 8. **ALONG THE RIVER FRONT - Tugs and Tows**  
Tug Winship arrived at Georgetown with canal boats, enroute to the Cumberland coal fields.

DM, Fri. 5/4/17. **ROBBED CANAL BOAT AT WMSPORT WHARF** – Charles Snyder, of Sharpsburg, a boatman on the C. & O. Canal, reported to Policeman Hawbaker at Williamsport that his boat had been robbed of five barrels of corn and parts of his harness, including a bridle and housings. The boat was moored at Cushwa’s wharf being unloaded when it was entered. Mr. Snyder was up town waiting for his wife to return from Hagerstown and met a man who told him he saw men carrying corn from his boat. He hurried back to the boat, but the thieves had disappeared. This is the third robbery in the town this week.

ES, Sun. 5/6/17, p. 4. **ALONG THE RIVER FRONT - Tugs and Tows** – Tug Edith G. Winship left Georgetown for Indian Head with coal-laden canal boats.

ES, Sat. 5/12/17, p. 2. **Body Found in Canal Lock** – Nathan Farrow, who has charge of the Chesapeake and Ohio canal lock at Jefferson street, this morning about 8 o'clock found the body of Joseph Randolph Reynolds, twenty-seven years old, wedged between the gates of the lock. Reynolds, who was unmarried and resided at Clarendon, Va., with his brother, had been missing since Tuesday. Relatives told the police that the young man had been in the habit of fishing in the canal at night and suggested that he probably fell overboard while asleep and was drowned. Coroner Nevitt concluded Reynold's death resulted from an accident.

WP, Sun, 5/13/17, p. 8. The body of Joseph Randolph Reynolds, 27 years old, residing at Clarendon, Va., was found in the Chesapeake and Ohio Canal early yesterday by Nathan Farrow, lock tender at Jefferson street. Reynolds was unmarried and lived with his brother. The police were told that he was in the habit of fishing at nights, and he probably fell overboard.

ES, Sun. 5/13/17, p. 8. **ALONG THE RIVER FRONT – Departures** – Boat Seneca, light, from Alexandria in tow for Georgetown enroute to Seneca, Md., via the Chesapeake and Ohio canal.

WH, Sun. 5/13/17, p. 9. The body of Joseph Randolph Reynolds, 27, of Clarendon, Va., was discovered jammed in the lock gates of the Chesapeake and Ohio Canal at Jefferson street northwest yesterday by Nathan Farrow, 1055 Jefferson street northwest, who is employed as a lock tender. Farrow brought the body to the surface and notified the coroner and relatives.

WH, Fri. 5/18/17, p. 6. **UNIDENTIFIED MAN DROWNED IN CANAL** – The body of an unidentified white man, probably 45

years old, was found floating in the Chesapeake and Ohio Canal late yesterday afternoon just below the Pennsylvania avenue bridge and near the outlet lock level into the Potomac River. The body was taken to the District morgue, where it will be held for identification.

The man is described as 5 feet, 5 inches tall, 145 pounds, greyish mixed hair, full round face, attired in a gray mixed pair of trousers, dark coat, black lace high shoes, size No. 6, striped short, rubber collar, red tie, gold stick pin design of a bud, small pearls and turquoise in center, gold button in lapel of coat on which there is a flag, green, white and yellow with "Irish Republic, 1916" on same.

DM, Fri. 5/18/17. **CANAL TRUSTEES FILE A REPORT FOR YEAR 1916** – The trustees of the C. & O. Canal Company, Hugh L. Bond, Jr., George A. Colston and Herbert R. Preston, in accordance with a decree of the court of 1915, have filed a report of the receipts and expenditures for the year ending December 31, 1916. The report shows that there was on hand January 1, 1916, \$6,564.84 and that the earnings amounted to \$55,793.77 including the following items: tolls \$38,956.77; rents, water \$11,470; rents, houses and lands \$5,367. The sum of \$53,476.87 as received from the C. & O. Canal Transportation Co. making the gross receipts \$115,835.43. The disbursements amounted to \$109,279.64, representing the operating expenses and the sum received from the C. & O. Transportation Co. to cover the deficit in operation.

WT, Fri. 5/18/17, p. 4. **CANAL VICTIM WAS VETERAN SOLDIER – Tailor's Tag on Coat Helps Identify Patrick Burns** – By tracing the tailor's number sewed in the coat, the police today identified the body found floating in the Chesapeake and Ohio

canal yesterday as that of Patrick Burns, fifty years old, of the Soldiers' Home.

At the home it was said that Burns had been on leave from the institution for several days, and the officials had no idea of his whereabouts, until it was learned at a downtown tailor shop that he was the purchaser of the coat found on the body in the canal.

He was identified by his roommate, who hurried to the morgue.

'Burns was born in Ireland, but came to this country when a young man. He served three enlistments in the regular army. He was sent to the home in 1902, from Company C, Sixth Infantry, and had lived there since. He was not married.

**DM, Mon. 5/21/17. CANAL WORKERS GO ON A STRIKE AT CUMBERLAND**

– Twelve employees of the Canal Towage Company at its wharf in Cumberland, went on strike Saturday for an increase in wages of thirty cents a day. When the shipping season opened the men were given a voluntary raise of twenty cents which brought their wages up to \$2.20 a day, providing they had enough boats to load that would keep them employed all day. When boats were slow to come in and after they had loaded all that had docked they were permitted to go home and only paid for the time they worked.

When they quit officials of the company offered to give them another raise of twenty cents on a straight day basis, which would entitle them to the full \$2.40 whether they worked four hours or the entire day. It is understood the men refused to accept this offer and told the company they would not return unless they were granted \$2.50 per day.

**DM, Tue. 5/22/17. BANKER IN CANAL DEAD SOME DAYS HOME WESTERNPORT** – The body of Marcus

A. Patrick, banker and coal operator, Westernport, was found in the Canal, near the Cumberland race track, by William Keesucker, who was drifting down in a rowboat.

Mr. Patrick, it is thought, wandered along the canal bank and fell in. His diamond ring was on his finger and his money, about \$5 and business papers had not been disturbed. His watch was gone and it is thought it fell from his pocket.

The last seen of him was on Wednesday, when he gave a bootblack [illegible] to shine his shoes.

Mr. Patrick was president of the First National Bank of Piedmont, president of the First National Bank of Lonaconing, president of the Piedmont Grocery Company and secretary of Hoffa Brothers Coal Company. He was a member of the Methodist Church South, and some years ago was ordained a local preacher.

Surviving are his widow and six children, Forest, Charles, Florian, Josephine, Julian and Katherine Patrick.

**WT, Thu. 5/24/17, p. 3. GEORGETOWN MAY REGAIN OLD GLORY – Building of Fleet of Concrete Cargo Barges Proposed.** – Building of a great fleet of barges, possibly of concrete, for service on the Mississippi and Ohio rivers and other great waterways for the moving of grain and other commodities to tidewater, thus relieving railroad congestion and car shortage, is under consideration by the Government.

Definite plans have been laid before the President by Chairman Denman, of the Shipping Board, and Fairfax Harrison, chairman of the national defense committee of the American Railway Association.

Members of the Shipping Board and the railway defense committee are convinced that the waterways of the country must be utilized to a greater extent if the

country is to have an effective transportation system.

#### **May Affect Georgetown.**

Great sums have been spent by the Government on improvement of the Mississippi and other waterways, but for the last decade or longer water transportation has steadily declined.

In the past the railroads have always sought to meet water competition.

Utilization of the Chesapeake and Ohio canal, traffic on which has steadily declined for years, is to be considered. The canal offers a direct outlet from one of the principal coal-producing districts of the country to tidewater. Twenty years ago coal-laden barges filled every slip in Georgetown, the transfer point, and tipples carried the coal into power and industrial plants. Now most of this coal is taken out by railroad. Even large quantities delivered in Georgetown, on the line of the canal, are brought in by rail.

#### **Docks Fall In Decay**

Great coal docks in Georgetown, that twenty years ago were operating day and night shifts, keeping the coal going from barge to big coastwise vessels for delivery in New England, have rotted and fallen away, and the slips are filled with mud.

A general revival of this trade here and on other waterways to take from the railroads the burden they spent years of competitive endeavor to get undoubtedly will be a part of the war efficiency program.

Now that the railroads can not possibly do all that is demanded of them and tidewater coal rates are soaring because of lack of rail transportation, Government heads and railroad executives who have given careful thought to the situation have concluded that the Government either should build and operate a barge fleet or give financial encouragement to private interests for that program.

Barge building would not necessarily interfere with the general wooden and steel ship building program.

Secretary of Commerce Redfield has long had under consideration the building of concrete barges. Such construction has been found practicable in the United States, Norway and Italy.

WT, Sun. 5/27/17, p. 4. **Draft Registration Questions and Answers** – *Q.* – *I live on a canal boat and make my home on it. I am never in one place any more than another. Will I have to register?*

A. – You will have to register if you are between the ages of twenty-one and thirty. Since you have no permanent home, but are a traveler from place to place, you must register in that place where you happen to be on June 5.

ES, Mon. 5/28/17, p. 9. **Tug Edith G. Winship in Service** – Repairs to the tug Edith Goddard Winship, belonging to the Consolidation Coal Company, have been completed and under the command of Capt. Tom Selectman she resumed service this morning and will make daily trips to Indian Head with coal-laden canal boats in tow. The Winship, while on her way up the river in the early part of last week broke her shaft and had to go into the machine shop dock for repairs. Work was hurried on the tug and she was returned to service in record time.

DM, Fri. 6/30/17, p. 1. **TWO CHILDREN ARE DROWNED IN C. & O. CANAL** – A sad double drowning accident occurred Thursday evening at Williamsport. Charles, aged 10 years, and Dewey, aged 6 years, young sons of William A. Kimble, while playing on the wharf at Steffey & Findlay's coal yard, within a hundred yards of their home, fell into the C. & O. canal and were drowned. It is thought that the youngest boy

fell into the water and that his brother lost his life in attempting to rescue him.

The accident occurred between 4 and 54 o'clock, but their bodies were not recovered until an hour or more afterward both being found close together.

An inquest was held by Justice George, acting coroner, and the jury, after viewing the bodies and examining several witnesses, rendered a verdict of accidental drowning. The jury was: G. W. McCardell, foreman; John S. Conley, William Bush, Victor Cullen, Edward Cottrell, Jacob Turner, George Anderson, Geo. B. Barber, Eugene Bowers, Albert Malotte, Alvey Barber, [and] Sampson Traver.

Mrs. Samuel Preston, a neighbor, was the last person who saw the boys alive. She was at the wharf and saw them get a board to which they fastened a string and were pulling it in the water. After returning home, Mrs. Preston still saw the boys playing on the wharf.

Mr. Kimble had sent his sons about 4 o'clock to drive the cows home. They failed to return within a reasonable time and the cows having arrived he suspected that something had happened. Going to the canal lock he was shown a straw hat which Wm. Shank, locktender, had fished out of the canal. This was the first clue to the accident. Returning home he showed the hat to his wife, who identified it as belonging to Charles, their son, by berry stains on the inside.

The parents immediately became alarmed. Learning that the boys had been at the canal Mr. Kimble and several neighbors went to the wharf and found the board with which they had been playing, but there were no signs of the little fellows. Fearing that they had been drowned some of the men got grappling hooks and dragged the canal along the wharf and in a short time the body of Charles was found by John Sharer and drawn to the surface.

Mr. Kimble was present and though almost prostrated by the sight of the dead body of his boy he helped the men to draw it from the water. Hastening home he broke the sad news to his wife, who almost collapsed. The body of the other boy was found five minutes afterward by Wm. Shank and pulled out. The bodies were carried to their home and Drs. Wertz and Snively summoned. After examining the bodies the physicians stated that from appearances they had been in the water a couple of hours. Slight bruises were found on the bodies of both.

Mr. Kimble said he could offer no other explanation as to how the accident occurred than that the youngest boy fell overboard and that Charles in his efforts to reach his struggling brother, lost his balance and fell into the water. The boys could not swim and sank together. No person was near to witness their struggles or hear their cries.

The hat of Dewey was found later by some women in the canal below the lock.

A number of persons, some through sympathy and others through curiosity, were attracted to the grief-stricken home by the sad affair. The greatest sympathy is felt for the parents of the unfortunate lads. Mr. Kimble is an industrious and hard-working man and feels his loss keenly. The distress and grief of his wife was pitiable to witness. The boys are survived by their parents and a sister, Goldie, and two brothers, William and a baby.

The bodies were prepared for burial by Undertaker Kreps. The funeral will take place Saturday at 2 o'clock, services at the house by Rev. D. F. Wagner, of the U. B. church, assisted by Rev. G. A. Luttrell, of the M. E. church; interment in Riverview cemetery.

-----  
**SUSPICIOUS CASE OF DROWNING  
FROM HANCOCK** – Louis Bishop, a

young man aged about 20 years, son of Joseph Bishop, residing at Sideling Hill, was drowned from a boat in the C. & O. canal Thursday about noon, near the Woodmont Clubhouse, 12 miles above Hancock.

The news of the drowning was received by Constable Rhoades at Hancock who endeavored to stop the boat, but it had passed Hancock. The boat is said to be No. 20 in charge of Captain Dick.

Sheriff Downin was notified to intercept the boat at Williamsport and dispatched Deputy Koontz to that place for that purpose. The latter with Constable Tice were on the watch for the boat all morning. There are various reports as to how Bishop met his death. It is rumored that he was pushed overboard and also that he was intoxicated and fell into the water. The boat crew is wanted to testify at the inquest.

Constable Rhodes and Justice Sutton went to the scene of the accident to investigate the affair and hold the inquest. Bishop is said to have been employed on the boat.

DM, Sat. 6/2/17. **POWER COMPANY TO DO BIG THINGS AT DAMS IN POTOMAC** – Improvement planned by the Potomac Light & Power Company to bring the entire system up to efficiency will be commenced at Dam No. 5 and will cost around a quarter million dollars, and, by utilizing the full water power of the Potomac river, add several thousand horse power to this electric plant. The work of construction, under the direction of Sanderson & Porter, consulting and operating engineers of New York, will include the placing of two units in a new building, with room left for two additional units.

The machinery for this development will be conveyed over the W. M. to Nessie, on the C. V. to Williamsport, and in either case transferred to the C. & O. Canal and

boated to the scene of operations. Under the contract all the machinery must be delivered by October 1, and the Potomac Light and Power Company expects to have the new plant in operation by January 1<sup>st</sup>.

It is said when the work at Dam No. 5 is completed, it will be one of the most thorough modern hydro-electric systems in the country. Consummation of this project means an abundant supply of electric power for the present and future.

Next week some fifty or more men will be put on the job, and the work will last for several months. A large commissary will be erected.

DM, Thu. 6/21/17. **URGE FEDERAL POOL OF COAL PRODUCTION** – Washington, June 21. – Government pools of coal production and distribution and of rail and water transportation were recommended to congress by the federal trade commission as the only means of avoiding a disastrous coal shortage next winter.

“The commission believes,” says the report, submitted after many months of investigation ordered by congress, “that the coal industry is paralyzing the industries of the country, and the coal industry itself is paralyzed by the failure of transportation. There are enough coal cars in the country but not enough are delivered to the mines and those cars are not moved to the point of consumption with the greatest expedition nor are they promptly discharged.”

The commission recommends:

An urgent necessity exists for immediate legislation to correct conditions, says the report, because the usual spring and summer accumulation of coal stocks at points distant from producing districts “is not now taking place, but it must be made during what remains of the summer unless the country is to face next winter a most serious and an irreparable situation.”

Present production of bituminous, or “soft” coal is 40 per cent under the possible maximum, principally because of coal car shortage, the report declares. Consequently, the extra large production of anthracite this spring, one-fourth greater than usual, has been diverted to industrial markets ordinarily filled by bituminous coal and coke.

Anthracite mines have been given ample car supply, the commission observes, “by reason of the close corporate relation between rail transportation and anthracite production.” Bituminous mines are compelled by the car shortage to operate only part time, and many miners are going into other work.

DM, Fri. 6/22/17, p. 1. **TO GIVE WILSON POWER TO GRAB ALL MINES TENOR OF RESOLUTION** – Washington, June 22. – First steps towards Congressional action to bring down the price of coal were taken when the Senate Interstate Commerce Committee began consideration of the resolution authorizing the President to fix coal prices and if necessary to take and operate the coal mines.

In a statement today, Senator Pomerene declared that immediate action by Congress is necessary to prevent paralysis of the industries of the country because of the almost prohibitive prices of coal. He declared there is no real shortage of coal and that the high prices are simply the result of practices of the big coal dealers. Since the introduction of his resolution several days ago, he said, the coal dealers in his home state, Ohio, have begun to heed the popular clamor by entering into negotiations for the fixing of maximum prices.

The committee expects to arrange for brief hearings on the Pomerene resolution and probably to recommend its adoption in the form of an amendment to the pending food control bill.

-----  
**\$10,000 DAMAGE DONE BY WATER AT BYRON TANNERY** – The firm of W. D. Byron & Sons sustained a \$10,000 loss at the big tannery at Williamsport this morning as the result of damage by water being done to finish leather in the japanning department due to a fire, supposed to have been caused by spontaneous combustion.

The fire started about 7:15 o’clock and immediately the automatic sprinkling system turned loose a flood of water into the store room, where the fire was confined, and damaged a lot of the leather. There is about \$200,000 worth of leather in the building. William D. Byron, superintendent of the plant, stated that the loss is fully covered by insurance.

The fire itself was small. When the alarm sounded on the big whistle the trained fire crew manned the hose and prepared to give battle to the flames. The japanning department is in a brick and concrete building separate from the main building of the plant.

DM, Wed. 6/27/17. **THREAT TO SEIZE MINES** – Washington, June 27. – Four hundred bituminous coal and anthracite operators met to consider reduction of coal prices for the government and public.

They joined in a demonstration of approval when Secretary of the Interior Lane warned them that the sensible, patriotic and American thing to do was to put into the hands of some one or some small group the fixing of a low price on coal.

Secretary Lane minced no words in telling the coal men they should be patriotic enough to forego profits for successful conduct of the war.

“The success of the country in this great war,” he said, “rests on you and you are responsible just the same as the soldiers in the trenches, Pershing in France or the president in the White House. You control

the fundamental industry. How much vision have you? Are you small or big; are you petty politicians or statesmen? The country will not stand anything but a large policy from large men.

“There must be some new adjustment of the coal industry. When your boy and mine are going to the front is no time for you to reap an advantage even when it comes under normal demands of trade. The life of the nation is at stake and there are greater things than making money.

“Is there a man who will say to me: ‘You can send your boy to France while I stay here and coin his blood into dollars?’ To be an American citizen is not merely to make a million dollars. It is to uphold the arm of the man who is making the fight for his country.”

Franklin Fort, of the federal trade commission, warned the operators it was certain the government would take over the mines unless they did something soon to lower prices.

T. L. Lewis, of the department of justice, who has been conducting investigations into alleged illegal practices among coal operators, reiterated the war warning that unless something were done by the operators to meet the price problem, more drastic steps would be taken by the government.

Secretary of the Navy Daniels said “If the war goes on long, no man can say he owns a gallon of oil or a ton of coal; it must be commandeered for the United States.”

DM, Fri. 6/29/17. p. 1. **WILL CUT PRICE OF SOFT COAL** – Washington, June 29. – An immediate general reduction of \$1 to \$1.50 a ton in the price of coal at the mine was agreed upon by representatives of the operations.

The agreement is understood to relate to bituminous coal.

This reduction is expected to be followed by still further decreases in price after investigation into the costs of mining. It is probable the government will be given a still lower price than the general public.

Hundreds of millions of dollars will be saved to the American people through this decision.

The operators agreed to the immediate reduction at a meeting after adopting a resolution by which prices would be fixed with the aid and approval of the Secretary of the Interior, the federal trade commission and the committee on coal production of the national defense council.

About 600,000,000 tons of coal were mined in this country last year and Secretary of the Interior Lane who has earnestly urged a reduction, believes that the saving to the people will be enormous. After hearing of the operators’ action Mr. Lane wrote the following letter to F. S. Peabody, chairman of the coal production committee, who has been in constant conference with the operators.

“I have just learned of the action of the coal operators and I wish to express my appreciation of the generous, prompt and patriotic manner in which they have acted. They have dealt with the situation in the way that I had hoped they would, as large men deal with large questions. They manifestly see that this is no time in which to consider primarily the opportunities which the war gives for personal aggrandizement.

“We must gain for each by gaining for all. The country is in a mood for sacrifice. It is intent upon the success of the war and is willing to do everything needed to give insurance to the world against a repetition of this awful condition.

“Will you not be good enough to express to the coal men my appreciation of the spirit they have shown in determining that their prices shall be reduced so that the industries of the country may not feel

hampered and the people may not feel that their spirit is broken down by the thought that this is to be a war for individual advantage instead of self protection.

“I felt from the moment of my talk to them that no body of men more truly represented the high purpose to yield personal desire for general good than they did. Now I trust that we shall immediately put into concrete form the spirit of your resolution.”

The conference of 400 operators, represented all coal producing states.

Plans were agreed on for tentative “fair and reasonable” prices based on suggestions from the operators, to be effective July 1.

The resolution giving “assent” to fixing of maximum prices was reported by former Governor Fort, of New Jersey, from a special committee. He said he believed the resolution to adopt and that any responsibility as to the legality of the fixing of the prices was put on the government and not on the operators.

ES, Fri. 6/29/17, p. 26. **While on her way up the river** yesterday with a tow of light coal boats from Indian Head, the tug Edith G. Winship was disabled by the breaking of a part of her machinery. In a crippled condition, she managed to reach Alexandria, and from there was towed to Georgetown for repairs. The Winship belongs to the Consolidation Coal Company.

DM, Sat. 7/7/17, p. 1. **OPERATOR HAS NARROW ESCAPE IN THE C. & O. CANAL** – Harry Draper, a C. V. operator at Halfway, had a narrow escape from death while canoeing at the locks at Williamsport. Not noticing the waterfall nearby, he stepped into the canoe and was reaching for the paddles when the current sucked the canoe under throwing him beneath the waterfall and from there he was swept upon

the rocks below. The canoe followed him and sticking an iron bar which burst open both ends of it.

The canoe then hurled downstream at a terrific pace striking Draper a glancing blow on the face, causing a number of wounds which almost rendered him unconscious. One end of the canoe lodged against a rock and as Draper grabbed at the other end with his right hand, the steel binding slit his arm from the elbow to the wrist. At one place it cut to the bone but he maintained his hold thus saving himself and the canoe from going over the second waterfall.

Both of his wrists were sprained by holding the canoe. He also received four gashes on the face and neck. He was saved further injuries by the heavy leggings he wore. His shoes and leggings were almost cut to ribbons by the sharp rocks.

People who witnessed the accident expressed their amazement at what they considered a miracle that he escaped with his life.

DM, Mon. 7/9/17. **Body of Unknown Man in the Canal** – The body of an unidentified man, supposedly a foreigner, was discovered floating in the C. & O. Canal near the Hitchcock farm, near Cumberland, by Fred Poffenberger, a Williamsport boatman.

The authorities were of the opinion that the body had been in the water about two weeks. He was apparently about 30 years old, five feet eleven inches tall, wearing a blue coat with pin strike, khaki trousers and blue overalls. Some are of the opinion it is the body of the man who several boys claimed to have seen fall in the canal at the foot of Elder street about two weeks ago.

DM, Mon. 7/16/17. **FELL INTO CANAL AT WILLIAMSPORT AND IS RESCUED** – Cleveland Melown, a young

man of Williamsport, narrowly escaped being drowned in the C. & O. canal at Cushwa's wharf on Sunday evening by accidentally falling from the wharf. Mr. Melown was walking along the edge of the wharf and stumbled, falling into the water, which is deep at that point.

Although a fairly good swimmer, he became excited and after making desperate efforts to get a hold on the wharf, he was about going down the second time when Charles Jessup, Victor Castle and Frank Summers went to his assistance. The young man was pulled out of the water nearly overcome by his experience. After recovering he was able to return to his home.

WH, Sat. 7/21/17, p. 1. **GERMAN PLOT TO DYNAMITE WATER CONDUITS OF DISTRICT – Police Search for Foreigner Who, With Maps, Inquired Location – Concealed Battery Found –** A German plot to cut off Washington's water supply, by dynamiting the great intake conduit, leading from the Potomac River, has been discovered, it is believed, by the police department.

The plot was discovered by accident Thursday morning when Henry Fish, a colored laborer at the Smithson quarry, on the Virginia shore near Chain Bridge, reported to the police that he had found a magneto dynamite firing apparatus concealed in a culvert under the Chesapeake and Ohio Canal, at a point near the Conduit road, not far from the reservoir, on his way to work, and had later seen a foreigner, evidently a German, with a map in his hand, moving in the direction of the culvert. He asked Fish where the reservoir was located.

Immediately on getting the word, detectives rushed to the culvert. The box was gone! They found only the footprints of the man in the soft earth and the impression made by the firing-box in the mud.

WT, Wed. 7/25/17, p. 1. The heaviest rainstorm of the season swept Washington for more than two hours today, sending the streams of the District out of their banks; flooding the streets, and overrunning the sewers.

A yacht in the Chesapeake and Ohio canal, near the Georgetown bridge, was torn from its moorings by the storm and carried down the canal some distance, being turned over and over before lodging against some piles near the mouth of the canal. The hull of the yacht was uninjured.

DM, Thu. 7/26/17. **YOUNG MAN LAST LIFE BATHING; GIRL RESCUED IN TIME –** A pleasure party along the canal ended in a tragedy when Earl Davis, Williamsport, was drowned at two o'clock while swimming on Wednesday about a quarter of a mile below Williamsport. Young Davis accompanied by Miss Ruth Ream, of Williamsport, Miss Fearnow, of Berkley Springs, and Dr. Zimmerman, Williamsport, had gone down along the canal to enjoy a swim. Neither of the girls could swim and Davis was just learning. Miss Fearnow became excited and grabbing hold of him pulled him under the water. Davis undoubtedly lost his presence of mind and was unable to keep on top of the water. He went under two times and grabbed hold of the girl, pulling her under with him. Dr. Zimmerman threw his raincoat out to the girl and pulled her safely away from the drowning man, but Davis went down again and could not grasp the coat.

A man by the name of John Bowers who came after the accident got the body out of the water. The water was about six and one-half feet deep where Davis met his fate.

Mr. Davis was 21 years of age, and was well thought of and liked by everybody. His death was a shock to his many friends. He is the son of Mrs. Walter Davis of

Williamsport, who is a stenographer for Dr. Fleming, this city. He lived with his grandfather, Mr. Isaac Bomberger, of Williamsport.

Justice Tice decided an inquest unnecessary.

The funeral will be held Friday afternoon at 2:30 o'clock at the United Brethren Church, Rev. Murray officiating. Interment in River View Cemetery.

ES, Mon. 7/30/17, p. 4. **BOATS ON CANAL BRING MUCH COAL TO CAPITAL – Nearly 4,000 Tons Landed Here in 48 Hours.** – Heavy shipments of coal are coming into Washington over the Chesapeake and Ohio canal, suggesting how valuable this waterway could be made for transporting supplies into the capital should an emergency condition be created by the war.

Since Friday night thirty-three canal boats, carrying an average of 114 tons of coal each, have reached Georgetown. In other words, the canal has been the means of bringing nearly 4,000 tons of coal into Washington in forty-eight hours.

It is understood that there are something like eighty boats in operation on the canal. During the next few months they will be a big factor not only in increasing the city's coal supply, but in bringing in thousands of tons of grain, hay and produce.

Yesterday was a busy day along the canal, hikers, canoeists and pleasure seekers being out in numbers. A new form of sport, which appears to be growing in popularity weekly, is for women canoeists to go several miles up the canal, board a boat headed for Washington, and, employing it as a sort of traveling diving board, give a more or less continuous exhibition of diving. It was a lonesome-looking boat yesterday that didn't have its quota of mermaids perched on the hatchways.

High cost of living conditions sent many housekeepers canal-ward yesterday looking for garden produce at reasonable prices. There probably isn't a lockhouse this side of Great Falls that isn't provided with a good garden this year. The pleasure boat that runs up to Great Falls every Sunday carried many passengers yesterday who returned home laden with corn, string beans, potatoes, chickens and eggs.

Camps and bungalows are going up everywhere along the canal, and there scarcely is a favorable site south of Seven Locks that hasn't been pressed into service both for temporary and permanent outing purposes. Weekend parties were much in evidence yesterday and big crowds of bathers sported in the canal, despite the water being muddy.

WH, Tue. 7/31/17, p. 10. **C. & O. Canal Brings Big Coal Supply Here** – Nearly 4,000 tons of coal has been landed in Washington within the last forty-eight hours, over the Chesapeake and Ohio Canal, which proves that this waterway could be made valuable for transporting supplies to the Capital in the case of national emergency.

About eighty boats are in operation on the canal, and since Friday night each of these have brought an average of 114 tons of coal into Washington.

These boats are expected to haul grain, hay and produce within the course of the next few weeks. Thousands of tons are to be supplied to the people of the Capital, which would not be sent here otherwise.

ES, Wed. 8/8/17, p. 11. **ALONG THE RIVER FRONT – Arrivals** – Tug Edith G. Winship, from Indian Head, at Georgetown with light coal boats.

ES, Sat. 8/11/17, p. 8. **ALONG THE RIVER FRONT – Departures** – Tug Edith

G. Winship, towing coal-laden boats for Indian Head powder plant.

ES, Sun. 8/12/17, p. 29. **ALONG THE RIVER FRONT – Arrivals** – Boat J. E. Dyer, at 10<sup>th</sup> street wharf with railroad ties from up C. & O. canal.

WP, Mon. 8/27/17, p. 8. **Canal Traffic Suspended** – Cumberland, Md., Aug. 26. – Navigation on the Chesapeake and Ohio Canal with loaded boats has been suspended for several days due to low water on the level east of dam No. 6. The dam is said to be in bad repair and work is being rushed on it. It has been leaking badly and no water runs over its crest. There was a slight rise in the river in the vicinity of Cumberland which it is thought may help to fill the level.

WT, Tue. 9/4/17, p. 14. Civic and commercial leaders of Georgetown are planning a big program of commercial expansion for that section of the city. The committee on commercial interests of the Georgetown Citizens' Association has been conducting long negotiations with steamship and railroad interests for connections in Georgetown. While the war has held up the project, committee members are hopeful of favorable action.

Georgetown is the most favored section of the city from a commercial standpoint and already has the largest paper mill in the South, in addition to other big manufacturing plants. It has deep water harbor facilities, a railroad along the length of the wharves, and the Chesapeake and Ohio canal tapping all of the territory between Washington and Cumberland.

For nearly a century Georgetown was the trade center of the District. The harbor was full of shipping and business thrived. For years, however, the century-old warehouses that stocked the products of the West Indies trade, Jamaica rum and ginger,

and even slaves, have stood idle. The great coal docks likewise have fallen into decay.

Officers of the association hope to restore this trade supremacy by bringing in steamship and railroad lines.

DM, Fri. 9/7/17. **POWER COMPANY IS REBUILDING DAM ON THE POTOMAC** – Extensive improvements, including the erection of a new power plant, are being made by the H. & F. Co., at Dam No. 5, on the Potomac river, about seven miles above Williamsport. The new powerhouse will be erected on the site of the former plant on the West Virginia shore and will be equipped with three large turbines having a capacity of 2,500 kilowatts per hour. The company is practically rebuilding the large dam, thru which a great volume of water leaked and was lost. This additional power will be harnessed for the operation of the power plant, which will furnish Martinsburg and other places in West Virginia with electric current.

The company plans to rebuild Dam No. 4, near Sharpsburg, where there is a large power house, and will control two of the largest electric water plants between Cumberland and Washington, sufficient to operate its entire system and furnish current for lighting and commercial purposes for towns within a large radius of territory in Maryland, West Virginia and Pennsylvania.

The electric power-house at Dam No. 4 has been closed down because of the failure of the water. So much water is wasting through the leaky dam there is not sufficient to supply the canal and run the turbines at the powerhouse also. Shepherdstown electricity is being furnished from the Martinsburg plant.

ES, Sun. 9/9/17, p. 17. **ALONG THE RIVER FRONT – Arrivals** – Tug Winship from Indian Head with coal boats at

Georgetown bound up the Chesapeake and Ohio canal.

ES, Tue. 10/9/17, p. 8. Mr. Albert Herter of New York has purchased a launch from a local owner and left late yesterday afternoon on the Chesapeake and Ohio canal for a sketching trip to Cumberland. His companion is Mr. D. Calvin Imboden. Mrs. Imboden, who was Miss Hazel Haines of this city, is still at New York. Mrs. Albert Herter has been in the city with Mr. Herter visiting their son, Mr. Christian Herter.

ES, Thu. 10/11/17, p. 7. **C. and O. Canal Repaired and Boats Load Fuel at Cumberland.** – A recent break in the Chesapeake and Ohio canal at a point in the vicinity of Cumberland has been repaired and navigation on the waterway is again open. Boats loaded with coal, which were caught above the break, are now arriving here, and their cargoes are aiding in meeting the coal shortage.

Only soft coal comes to this city from the mines in the vicinity of Cumberland. Shipments of coal from Georgetown to the naval powder plant at Indian Head will continue until cold weather, and ice causes the canal to be shut down for the winter. By that time the supply of fuel on hand at the powder plant will be large enough to keep it fully supplied until next spring. Shipments from Georgetown to the Indian Head dump on Mattawoman creek will then be resumed.

ES, Sun. 10/14/17, p. 11. **ALONG THE RIVER FRONT – Arrivals** – Tug Winship, at Georgetown with coal boats for up the C. & O. canal.

ES, Mon. 10/15/17, p. 2. **LOW WATER IN POTOMAC AFFECTS CANAL TRAFFIC – Third Boat to Reach Washington in a Week Arrived Late Last**

**Night** – Low water in the upper Potomac with its corresponding effect on Chesapeake and Ohio canal traffic, is holding up canal boats and restricting the shipments of coal into Washington by this inland water route. The third boat to reach Washington in a week arrived in Georgetown late last night. Ordinarily at this season the canal towage is a big factor in increasing the capital's coal supply, but unless water conditions change it will be a much reduced factor this fall.

The canal towpath, which has been most popular with wander-lusters this year, was not deserted yesterday. There were signs of life around every shack and cottage, while chestnut hunters were out in full force.

Bob Barr of the District building, who spends most of his time in the big outdoors when he is not working for the local government, and who generally discovers the first arbutus in the spring, walked from Great Falls into the city yesterday by the canal route. He reported a scarcity of chestnuts due to a blight which has affected chestnut trees this year. He brought with him, however, a large cluster of "bitter sweet," the forest shrub that hikers always search for during the fall, but seldom find in this section.

Those who went angling along the canal yesterday had little luck, but lock tenders reported that eels are beginning to "run," and several of them who have eel traps in operation reported catches of several hundred pounds. Eels are now bringing an unusually high price on the local markets, and the supply is certain to be considerably augmented from now on through canal shipments.

ES, Wed. 10/17/17, p. 16. **ALONG THE RIVER FRONT – Arrivals** – Tug Winship with coal boats from Indian Head up the C. & O. Canal.

ES, Sun. 10/21/17, p. 50. **ALONG THE RIVER FRONT – Arrivals** – Tug Winship, at Georgetown, with coal-boats bound up the Chesapeake and Ohio canal.

ES, Thu. 11/1/17, p. 24. **A Break in the Chesapeake and Ohio** canal near Seneca, Md., has tied up navigation on the waterway. About fifteen days will be required to repair the damage.

WH, Fri. 11/2/17, p. 3. **CANAL SKIPPER'S MULE IN CAMOUFLAGE ACT – Disappearance Results in Arrest of Negro as Thief.** – The other morning at sun-up, Skipper W. J. Crampton, of canal boat No. 50, operating on the Chesapeake and Ohio Canal, stopped his “engine” in Georgetown and proceeded to give it “gas,” said engine being three Missouri mules, the lead mule being named Josephine. This does not mean, however, that Josephine was of the feminine gender.

The feed box was brought out on the bank of the canal and the mules went after their breakfast. The skipper sat down on a tie post and lit his pipe. When it was burning good, he looked around. Josephine was gone.

He sat down again and bemoaned his luck. Of all the dodrotted things that ever happened to him, this was the worst. Here was a life-sized mule vanishing into thin air without a trace. “Spurios versenkt,” he muttered.

An hour later Policeman Joh Heide came walking down the tow path with Josephine. With all the stealthiness of an Indian, the police say, Bill Medley, colored, had taken Josephine right under the skipper’s nose and walked the mule away.

He tried, it is alleged, to sell it to several persons. One man to whom Medley is said to have offered to sell Josephine for \$10 became suspicious and called the police.

In Police Court yesterday morning Medley was arraigned for grand larceny. He pleaded not guilty and Judge Pugh fixed bond at \$500 for the action of the grand jury.

ES, Sat. 11/3/17, p. 8. Jack Speaker has broken all previous records this fall catching eels. Jack is a lock tender on the Chesapeake and Ohio canal some distance above Cabin John bridge, and does his fishing almost in front of his home.

He is able to boast of having caught fully seven hundred pounds of eels this fall, but did not save all of them, a robber having appeared one night and helped himself to fully one hundred pounds of them.

“I didn’t mind the eels so much,” said Jack, “as I did the sneaky way they were taken, and I’d give something pretty to find the guilty one.”

ES, Mon. 11/5/17, p. 2. **How Coal Reaches Washington** – Figures now in possession of the local fuel administrator show Washington’s normal supply of both hard and soft coal is slightly in excess of one million tons a year. Of this amount 476,200 tons are hauled by the Baltimore & Ohio railroad, 443,500 tons by the Pennsylvania, 100,000 tons are brought down the Chesapeake and Ohio canal and 18,000 tons are brought up the river on barges. Congested railroad transportation is responsible for a shortage of hard coal in Washington at present, but there is no shortage of soft coal.

WT, Thu. 11/8/17, p. 4. Unless coal shipments are received today or tomorrow there is a strong likelihood of several industrial plants being forced to close down.

The Old Dominion Glass Company, one of the principal factories affected, expects to receive sufficient coal by tomorrow morning to keep the works in operation. City officials deny there is any

possibility of the gas works being forced to close down.

Shipments by rail are expected to be sufficient to meet the absolute needs of the city until the break in the Chesapeake and Ohio canal is repaired and the customary source of supply again in operation.

Navigation on the canal is to be kept open much longer than usual this year if the weather will permit. Operations have been seriously hindered for ten days as a result of the break just above the Seneca viaduct.

A large number of boats with coal from the George's Creek region for Washington and Alexandria are tied up behind the break. They will come through as soon as a sufficient water level can be maintained.

ES, Thu. 11/8/17, p. 24. **In consequence of the big break in** the towpath of the Chesapeake and Ohio canal a few miles above this city, the waterway is still tied up. It will be a week or longer before coal boats can come down to Georgetown. The break has stopped coal shipments to Indian Head.

ES, Sat. 11/17/17, p. 9. **Break in Canal Bank at Seneca, Md., Repaired** – Repairs to the broken canal bank of the Chesapeake and Ohio canal near Seneca, Md., have been made and navigation has been resumed on the waterway after a tie-up of about three weeks. Boats that have been held up in the canal by the break are now arriving at Georgetown and unloading their cargoes to aid in meeting the local demand for soft coal. It is stated that with the boats already in and those coming down the canal fifty-six boats, each with over a hundred tons of coal aboard, should arrive here between this and the early part of the coming week.

Yesterday tugboats were busy taking the coal-laden boats from Georgetown and delivering them at wharves of dealers here and at Alexandria to unload. So far this

season every pound of coal brought down the canal has been used locally, not a pound having been shipped to New England ports, as has been done heretofore.

DM, Tue. 11/20/17. **BOMB WITH FUSE FOUND IN COAL AT**

**WILLIAMSPORT** – German spies must be active even in Cumberland and attempting to put that city off the map. At any rate a big can of powder was found near Williamsport that might have done not a little damage.

While unloading coal from one of the boats on the canal at Powell's Bend two miles below Williamsport from one of Cushwa's boats, a workman for that company, Reuben Palmer, spied on the bucket as it brought up the coal can. Investigation proved it to be a powder can with a fuse attached containing three or four pounds of powder. The can was in the coal and the fuse had caught on the bucket lifting it from its bed.

It is believed that it was put in the boat when it left Cumberland and if it is so, Cumberland had better keep its eyes open as pro-Huns are apparently after their scalps.

WP, Wed. 11/21/17, p. 4. **BOMB ON CANAL BOAT – Plot to Blow Up Craft Engaged in Coal Traffic Suspected** – HAGERSTOWN, Md., Nov. 20. – What is believed to have been a carefully laid plot to blow up a boat on the Chesapeake and Ohio Canal was unearthed at Powell's Bend, two miles below Williamsport, when workmen discovered a powder can half-filled with powder and a fuse attached in the cargo of coal while it was being unloaded.

The boat arrived yesterday from Cumberland, where it is thought the explosive was placed in the coal. The matter has been placed in the hands of the officers, who believe that the plot is the work of German spies or pro-Germans.

Large quantities of coal are being shipped on the canal to Washington for the government use in the navy. Powell's Bend is a shipping point for coal over the Cumberland Valley Railroad.

ES, Wed. 11/21/17, p. 14. **Canal to Remain Open** – It is the intention of those in charge of the Chesapeake and Ohio canal to keep the waterway in operation as long as possible. Since the opening of the boating season in the early spring many hundred thousand tons of soft coal have been brought to this city via the canal. Usually the canal shuts down for the season about this time.

DM, Thu. 11/22/17. **Dumped With Coal**  
The finding of a partially-filled can of powder with fuse in the coal while a boat on the canal was being unloaded at Powell's bend, near Williamsport, is not looked upon as having any special significance. It is thought by coal company officials that the powder was dumped into the canal boat with coal at this point as the result of carelessness on the part of a miner, who had gone into the mine with a trip of cars and had sent in the powder and fuse on a car.

It is said to be a common thing for miners to leave powder or tools, especially "jimcrows" in cars. "Jimcrows" are used in connection with rail laying in mines. These are often found in coal when it is unloaded at port.

WH, Thu. 11/22/17, p. 9. Because of its decided usefulness in transportation of coal, the Chesapeake and Ohio Canal, which usually closes for the season the latter part of November, will be kept in operation this year until freezing weather sets in. Thousands of tons of soft coal are brought to the city through the canal, and its continued operation may materially reduce shortage in the coal supply.

WT, Sat. 11/24/17, p. 1. **WEAVER MAY SOON RESORT TO SYSTEM TO HELP PUBLIC – Drastic Measure Already Assured for Beginning of Next Coal Year, in April, May Be Put in Force Sooner.** – Washington may be put upon a coal card rationing system at once.

Federal Fuel Administrator John L. Weaver is giving serious consideration to such a plan. He has already determined to put such a system in operation in Washington with the beginning of the next coal year, April 1.

Unless there is an increase in coal stocks in Washington this plan of making the coal supply go around will be put in effect earlier.

#### **Coal Supply Low**

With the first real freezing weather Washington's available coal supply for household consumers, who are without any supplies, or have, at best a very limited quantity, is at the lowest ebb today it has reached in several weeks. Receipts during the present week have been very few, due to freight congestion.

Approximately 1,000 tons was received today over the lines of the Baltimore and Ohio railroad. This will not nearly meet the demands that are being made. Despite the fact that some dealers have no coal, and practically all others have a very limited stock, complaints of suffering from lack of fuel made to the fuel administrator are falling off. The situation is relieved, Mr. Weaver stated today, by many families having a winter supply and making no demands, thus easing the pressure for the late arrivals.

#### **1,200 Tons on Way Here**

Mr. Weaver received reports today showing that the Philadelphia & Reading Coal & Iron Co. put on the rails during the past six days 1,200 tons of anthracite coal billed to Washington. This is now enroute somewhere on the Pennsylvania.

Supplies for this city have been tied up by congestion of the Baltimore & Ohio yards at Park Junction, which is the gateway for coal shipments to Washington over this road. The fuel administrator and J. A. Leroyd, who is in charge of anthracite supplies for fuel administration, are using their full powers to increase shipments to Washington and expedite handling by the railroads.

### **May List All Coal here**

With available supplies low, Mr. Weaver is considering means of taking stock of coal stored in the cellars of householders, and of learning the identity of those who have more than a reasonable supply.

“I do not consider the man who put in his stock of coal last summer a hoarder.” said Mr. Weaver. “I consider he performed a patriotic duty. This office will encourage the storing of a winter supply of coal by every householder in Washington during the slack summer months next year. This coal situation will last whether the war ends or not.”

### **Rail Embargoes Lifted**

The fuel administration has opened the way for coal shipments into Washington by lifting the railroad embargoes which have tied up all lines for several days.

Congestion of freight on the Eastern lines is all that is now causing delay. It was stated today that primary orders may be issued if this congestion continues to delay the fuel shipments.

At the offices of the Pennsylvania and Baltimore & Ohio railroads here, it was stated today that a supply of coal was expected daily. Anthracite, in good quantity, is in transit from the Pennsylvania fields, it was stated by way of Harrisburg and Baltimore on the Northern Central division and from Chester, Pa., by way of the Philadelphia & Reading. The Baltimore & Ohio is moving bituminous coal here from the George's Creek and other fields in

the Cumberland and western Maryland fields. Bituminous coal is enroute to Washington also over the Chesapeake and Ohio canal and Washington-Southern lines from the Cabin Creek, Kanawha river, and other West Virginia fields.

### **To Keep Canal Open**

No statement could be obtained today as to the receipts of the Consolidation Coal company, which handles all shipments through the Chesapeake and Ohio canal. The canal will be kept open as long as possible to supply the navy yard, Indian Head proving grounds, and Capital Traction Company.

The Potomac Electric Power Company, which supplies the Washington Railway and Electric Company, the Government and householders here with current have only a five or six-day supply of coal on hand. Superintendent L. E. Sinclair stated today he believed this would keep the plant going until a new supply was received.

“The situation is not alarming.” said Mr. Sinclair. “We have been running close on coal for a long while, but we expect a sufficient supply to keep us going, though we have eaten into our small stock on hand during the present month.”

A Capital Traction official stated today the company had a sufficient supply of coal to run for three or four weeks, with a daily consumption of 100 to 120 tons.

The various Government power-plants, the Capital plant, the Navy Yard, and other plants are well supplied with fuel, as is the District government, it was stated.

ES, Sun. 11/25/17, p. 8. **ALONG THE RIVER FRONT – Arrivals** – Tug Winship, at Georgetown with coal boats bound up the Chesapeake and Ohio canal.

DM, Tue. 12/11/17. **COLDEST SNAL IN THIRTEEN YEARS THE RECORDS SHOW.** – Indications that last night would

be colder, and probably bring the climax of the present frigid wave that has gripped this entire section since Sunday were amply verified when thermometers were read early this morning. The government tubes at the sub-weather stations at Chewsville and Keedysville showed respectively registrations of 7 and 6 degrees below zero, the coldest in years. . .

There was no wind during the night and the cold was sneaking and intensive, though persons did not feel it as keenly. All of the streams are ice-bound. The Potomac river is frozen over at Williamsport, Hancock and other places and the Conococheague and Antietam are closed in an icy grip. All of the small streams are completely blocked with ice. The first skating of the season is being enjoyed.

ES, Tue. 12/11/17, p. 24. **The Edith Goddard Winship**, belonging to the Consolidation Coal Company and used in towing coal-laden boats from Georgetown to unloading points about this city and at Alexandria, has been relieved from duty by ice closing the Chesapeake and Ohio canal. She will leave here this afternoon for Baltimore to be given a thorough overhauling in preparation for returning to duty in the early spring.

ES, Mon. 12/17/17, p. 19. **ALONG THE RIVER FRONT – Memoranda** – Tug Edith G. Winship is due at Baltimore from this city for repairs.

ES, Wed. 12/19/17, p. 1. **CANAL MAY SUPPLY DISTRICT WITH COAL – 500 Boats Between Washington and Cumberland Possibility Next Season** – Five hundred boats may ply the Chesapeake and Ohio canal next year and bring a million tons of coal to the capital.

The federal government has taken notice of the fact that this inland waterway,

extending 184 miles between Washington and Cumberland, Md., presents big development possibilities. It has discovered that it would be practicable to increase by 500 percent the present usefulness of the canal, which might be developed into an important transportation factor as a war measure.

Only eighty-two boats operated over the canal during the season just closed and they brought to Washington about 200,000 tons of coal. The government's inquiry has disclosed that it would be feasible to put into service on the canal fully 500 boats; that a fleet of this size could be counted on to transport to Washington in a season fully a million tons of coal and that operations of this magnitude might prevent the occurrence of anything resembling a coal famine here another winter.

#### **Edison Interested in Project**

While no announcement of any kind has been made as to the government's interest or intention in the matter, it is known that Thomas A. Edison of the Naval Consulting Board personally has given it attention. Representatives of the company have been asked for data regarding the canal's facilities.

It is understood that the government's interest has progressed to the point where it has made a survey as to the number of boats that might be withdrawn from waterways in other sections of the country and placed in service on the Cumberland-to-Washington route.

An unofficial estimate is that 300 or more boats have been found to be available for such service. This number, added to the present facilities, would give the canal a fleet of a total tonnage of about 57,500.

#### **U. S. May Supply Tonnage**

On what basis the government might arrange for increased operation of boats on the canal is not known, though it is suggested that the United States could

supply the tonnage and either operate the boats or arrange with the company to operate them on a cost plus percentage basis.

The boats now running on the canal have a capacity each of about 115 tons. Under night and day traveling it is possible for them to make three round trips a month. Output of coal in the Cumberland region by the Consolidated Coal Company amount to about 2,000,000 tons a year. Accordingly, if the government increases the canal fleet to 500 boats, it will be possible to transport to Washington by water half or more of the Consolidation company's entire annual output of coal.

#### **Formerly Operated More Boats**

That a fleet of this size could be operated without difficulty is borne out by the fact that a larger number of boats were employed in trade on the canal shortly after the civil war. Some estimates are that as many as 800 were used at that time, though records of the company show that not more than about 700 boats were operated in any season.

It is not the intention of the company to make more than ordinary repairs this winter, or provide at the most more than half a dozen new boats and unless the government takes a hand in the matter, there is little likelihood of more than 200,000 tons of coal coming to Washington by the canal route again next season.

Mr. Edison's interest in the possibilities of greater utilization of the canal, however are thought to indicate early action by the government to derive the greatest possible benefit from the use of this waterway, when it opens in the spring.

DM, Thu. 12/20/17. **TO INCREASE USE OF C. & O. CANAL FOR COAL TRAFFIC** – Representatives of the Chesapeake and Ohio Canal, extending 184 miles from Cumberland to Washington, have been asked by the Naval Consulting

Board to furnish data regarding the canal's facilities, it being understood that preliminary investigation has disclosed that it would be practicable to increase by 500 per cent, the usefulness of the canal in the transportation of coal.

It is believed that more than 500 boats can be operated on the canal during the next season, and these will not only deliver the entire soft coal supply of Washington, but also furnish coal for trans-shipment by steam-boat.

At present about 100 boats are operated on the canal by the Canal Towage Company.

The canal usually is closed about three months in the year during the winter, but with proper facilities for breaking ice the waterway might be kept open the entire year.

WP, Thu. 12/20/17, p. 2. **SIX DISTRICT COAL DUMPS ARE READY** – Washington's first emergency coal bureau will be opened tomorrow by the District fuel administration at 1303 F street northwest. It will be in charge of H. B. Shirk.

All individual requests for coal will be handled through this organization, which will have coal at six dumps in various sections of the city for distribution. Persons seeking fuel through this bureau will be required to sign an affidavit that they have no coal. Consumers cannot get more than two tons at a time. The coal will be delivered directly from the dumps to the householder.

Plans are under consideration by the government to increase the number of coal barges on the Chesapeake and Ohio Canal from 82 to 500. With these boats, approximately 1,000,000 additional tons of coal could, next year, be brought into the National Capital from the West Virginia fields.

Thomas A. Edison personally has given the matter attention, and representatives of the canal company have been asked for data bearing on the canal's facilities.

A rumor that government departments would be closed Monday to provide a three-day holiday to save coal has been current. This was denied yesterday by Chief Clerk Reese for the Department of Agriculture. Mr. Reese said departments are too busy to close.