

COMPILATION OF
CANAL TRADE ARTICLES FROM
Miscellaneous Issues of
WILLIAMSPORT LEADER
and
WILLIAMSPORT TRANSCRIPT
WILLIAMSPORT
WASHINGTON COUNTY, MD
1884 - 1894

Compiled by
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APRIL 2013

A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. The *Williamsport Leader* was published weekly on Saturdays, until 1887 and then shifted to Friday (the date of the publication day change has not been found). The *Williamsport Transcript* was published on Saturday. Based on the publication dates, it appears that the newspapers co-existed for a while. Hopefully a reader familiar with the Williamsport newspapers will have more information.

The record file indicated that the contents were from Oct. 4, 1884 through Jun. 6, 1894, which is true as regards the first and last edition. However, most every edition between those two dates was not found and the fifteen editions that were found, did not all include stories about the C. & O. Canal. The microfilm record file was from: Maryland State Archives, 350 Rowe Blvd., Annapolis, MD.

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

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Transcribed April 2013
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Leader, Saturday, 10/4/1884, p. 2.

The canal men who are boating coal to this place, are asking our coal men for an advance of 5 cents per ton in freights. They have been getting 30 cents per ton for freighting coal from Cumberland to this point, and they now ask the shippers to raise it to 35 cents per ton. We believe if it is possible to do so, our coal men will accede to the demands of the boatmen. But until it rains enough to raise the waters it does not matter about freights, as coal cannot be freighted by canal at the present stage of the water at any price.

Leader, Saturday, 10/4/1884, p. 3.

Mr. John E. Woltz is building a convenient and comfortable office 12 X 16 feet for Embrey & Co., at their coal yards on the C. & O. Canal.

Leader, Saturday, 1/17/1883, p. 2.

A meeting of the Directors of the Chesapeake and Ohio canal will be held in Frederick city on the 22nd of this month, when it is expected the toll rates will be adjusted and other matters of importance transacted.

Leader, Saturday, 3/7/1885, p. 2.

Letter From Cumberland,

Editors, *Leader*:

Dear Sirs. - The Boatmen of Cumberland held a meeting in Good Templers Hall last Monday night, to consider their interest for the coming season and they have instructed their secretary to inform the Boatmen of Williamsport, of part of the business done and acted upon at said meeting, in the columns of your paper.

There was about fifteen boat captains present, and about ten proxies, the chairman called the meeting to order at 8 o'clock, and informed those present the object of the meeting and said the time of year was here when the Boatmen should know what they

were to do for this season, what freights would be, rent of Boats, &c.

He said that the papers have fixed the freight to Boatmen at 70 cents per ton, trippage at 12 cents per ton, &c. But the Boatmen have not been officially notified of what the terms may be for this year, and he thought they should know something about the matter, as the Boatmen were equally interested in the matter with the coal men and boat owners, and he advises the men not to make any preparations for boating until the freights and trippage question would be settled satisfactory. He said he had a number of letters from men along the line asking the boatmen here to take action in the matter and advise them what would be best to do, and to know what freight and trippage will be. The letters were read before the meeting which asked for a united action of the boatmen of Cumberland and the men along the line of canal.

He stated that the boat owners had their meeting and as far as he could learn they had agreed to charge 12 cents per ton for the use of boat, on a basis of 70 cents per ton freight, he thought the boatmen should have been consulted on this matter and he asked the meeting to take action on this matter, which was done and the unanimous feeling and voice of the meeting was opposed to any increase in rent of boats over last year, and agreed they would pay but ten dollars per trip for use of boat, no matter what freights would be as they thought that this was enough owing to the state of trade and condition of the boatmen. The Boatmen here ask through your columns the cooperation of the boatmen of your town in this matter, and to stay at their homes until the trippage matter is settled. There was nothing much said about freights, any more, than to appoint a committee to confer with the coal agents here whenever they say they are ready to ship coal by canal, and to know when they intend to offer coal to the canal.

At present the companies show no signs of offering coal to the canal.

A corresponding committee was appointed at the meeting to keep the boatmen in the towns down the canal posted and advise them of how the situation may be from time to time, said committee will make themselves known to the boatmen, and they ask the boatmen of Williamsport to hold their meeting and confer with us in opposing any increase of trippage over last year, and to let us know through the Cumberland Daily papers how you stand on the matter. Yours truly. Secretary of the meeting.

Let all boatmen attend the meeting tonight at Temperance Hall.

ibid, p. 3. **Notice to Boatmen.**

The boatmen of Williamsport are requested to meet at Temperance Hall, this Saturday evening at 7 o'clock. Business of importance.

On last Friday a young white man named J. E. Cunningham, better known as "Tommy Joe," a canal boat driver, met with an accident death at Alexandria. Three boys and himself were in a ducking boat, paddling about in an open space in the river off the canal locks. They had just shot a duck and put the gun, a double barreled one, down, when Jackson, in drawing it from the bottom of the boat, accidentally discharged the other barrel, the loading entering Cunningham's shoulder and heart, killing him almost instantly. The boy is well known along the line of the canal. - *Hagerstown Daily Globe*.

In another column will be found a communication from the Secretary of a boatman's meeting held in Cumberland on Monday last, for the purpose of having trippage on boats fixed at ten dollars per trip instead of twelve cents per ton. Our people

are requested to hold meetings and take action in regard to this matter also.

Leader, 1/30/1886, p. 3.

As soon as the weather is mild enough for outdoor work, Miller Bros. of this place will commence building a Steam boat for F. H. Darby to be used in the coal carrying trade between Cumberland and this port.

J. M. MILLER. G. A. MILLER.
MILLER BROTHERS,
WILLIAMSPORT, MD.
We take pleasure in stating to the public that we have added to our Mill all the necessary machinery for the manufacture of
DOORS,
SASH,
BLINDS,
MOULDS, &c.
and have on hand a large stock White Pine and Yellow Pine Boards and Scant Joist &c, prime, which we can supply at any time, from the best yellow pine sold in this country. Those that want
FLOORING,
SIDING,
DRESSED BOARDS
—also—
WHITE PINE SIDING,
WHITE PINE FLOORING,
WHITE PINE DRESS BOARDS,
SHINGLES, LATHS, &c.,
and can supply on short notice Heavy Bill Lumber for barns, warehouses, &c.
Call and see for yourself as we will sell the above lumber at Bottom Prices for the cash
Respectfully,
MILLER BROS.
FACTORY on Canal at Aqueduct.

[Transcriber's Note: The above ad of the same date indicates that the Miller Bros. had a supply of lumber and were located on the Canal at the Aqueduct.]

ibid. - The Potomac river is gorged with ice at Georgetown, D. C., and fears are expressed of great damage being done on the lower Potomac if the ice moves off with a freshet, which is very probable at this writing as rain has been falling in this section for several days the past week.

Leader, Saturday, 2/27/1886, p. 3.

Orders have been issued to put the C. & O. Canal in condition for opening navigation, which it is thought will be done about March 20.

Leader, Saturday, 6/11/1887, p. 3.

Drowned. - On Wednesday last, while George Artz, aged about six years, youngest son of Philip Artz, of this place, was playing along the canal at Georgetown, D. C., he tripped and fell into the canal between the wharf and his father's boat, which was tied up there, and was drowned. Although there were quite a number of persons present nothing could be done to save the child as he was under the boat. At the time of the accident his father was in the city at work and knew nothing of the occurrence until two hours afterwards. His remains were brought home on Thursday and interred in the cemetery here on Friday.

George was a bright little fellow and quite a favorite with all who knew him, and we, as well as the entire community, sympathize with his bereaved parents.

Leader, Friday, 11/6/1891, p. 3.

Mr. John T. Swain, of Sharpsburg, suffered a stroke of paralysis on his canal boat last week, a few miles below this place. He is seventy years old, and has been a boatman ever since the canal has been in operation.

Leader, Friday, 1/11/1895, p. 3.

A number of former boatmen, who have been watching the progress of the C. &

O. canal since its restoration, will again engage in the business the coming Spring.

The many friends of Mr. Lewis G. Stanhope in this place, will be sorry to learn that he was stricken with paralysis on Sunday last at his home on the Western pike near Hagerstown. Monday, however, he rallied and was much better. Mr. Stanhope recently celebrated his 76th birthday.

Dropped Dead.

Mr. Seth W. M. Buchanan, an industrious and worthy citizen of this place, dropped dead on Wednesday morning last, while at work at his trade of coopering, in the cooper shops at Benj. Charles Mill, 8 miles above town along the C. & O. Canal. He was aged sixty four years and leaves a wife and four small children, all boys. He is also survived by a brother and two sisters: John and Mrs. Irene Embrey, near Half Way; and Mrs. Charles Southgate, of this place. Mr. Buchanan was Bailiff of Williamsport at the time of his death, and was an honest worthy citizen and a great loss to his family. His funeral took place today at 10 o'clock, interment in Riverview Cemetery. May he rest in peace.

Transcript, Saturday, 1/15/1887, p. 3.

Death of Theodore Embrey. - Theodore Embrey, Esq., died at his residence in this place Thursday afternoon last, after an illness of several weeks from Bright's disease and dropsy of the heart. Deceased was born in Washington January 13, 1832 and was accordingly aged 55 years, 4 months and 26 days. He was brought to this place by his parents in 1833, and attended school until he was twenty years of age. At the age of twenty-one he was appointed boss on the Williamsport division of the canal, which he resigned two years after to engage in business with his father as a merchant and shipper. He continued in this business until

a few years ago. He was a staunch Republican, and was a member of the Board of County Commissioners that erected the present court house. He belonged to several secret organizations. A wife and one young child survive him. Deceased was a public spirited citizen, and took a lively interest in the promotion and development of home industries of every character. During his life he dispensed many charities in a quiet and unostentatious way, which will be gratefully recalled by those benefitted. His funeral took place Friday afternoon last from his late residence and was largely attended. Interment was made in the cemetery at this place.

At present there are thirty hands engaged in the construction of the pulp mill near Four Locks, this county. It is expected the mill will be completed by the middle of September.

Drowned in the Canal. - George Artz, youngest son of Phillip Artz, of this place, was drowned in the canal at Georgetown, D. C., Wednesday last, under peculiarly distressing circumstances. While walking along the boat of his father lying at that city, he accidently fell between the wharf and boat into the water below. Several persons were present at the time, but no efforts could be made in the direction of saving him as he was under the boat. His remains were interred in the cemetery here on Friday last. Deceased was aged 5 years, 8 months and 14 days. The parents return their heartfelt thanks to the many kind friends and neighbors for their kindness in their sad bereavement.

Transcript, Saturday, 6/8/1889, p. 2.

Already the closing of the canal has made itself felt. Coal has gone up from 75 cents to \$1.00 per ton in Georgetown, and the price of wood has raised 50 cents a cord.

Lime will be raised from 10 to 15 cents a barrel on the 1st of July.

ibid. p. 3. **WHAT A FLOOD!
ITS EQUAL UNKNOWN IN
OUR HISTORY**

LIFE AND PROPERTY
Swept Along by the Restless Tide.

DOES THIS END THE CANAL?

\$30,000 WORTH OF ITS
PROPERTY SWEEP AWAY.

NOW LET LOCAL CAPITAL
AND ENTERPRISE STEP
TO THE FRONT.

33 DESTITUTE FAMILIES

THEY ARE BEING TAKEN
CARE OF, HOWEVER.

POOR THEODORE WOLF

SILENTLY, ALMOST IMPER-
CEPTIBLY, HE SINKS INTO
ETERNITY.

BOTH COUNTY AND STATE

SUSTAIN ENORMOUS DAMAGE

A SUMMARIZED REPORT OF
THE FLOOD'S HAVOC

A PEN PICTURE OF THE FLOOD AT
WILLIAMSPORT

The long and frequent rains of May had filled the minds of many with apprehensions of a freshet, before the weather would change to fair and settled. On Friday of last week the clouds began to come up from the Southeast, in thick, heavy

masses, lowering until they seemed to roll over the mountains in dark, broad volumes. All day they continued to come, growing denser and swifter, and at three in the afternoon the showers came down, one after another with but slight intermission. Each succeeding downpour seemed heavier than the one before it. As night approached it could be seen that the Potomac river was rising rapidly; so, also, the Conococheague creek. Men were at the telephone office, with anxious looks, inquiring for news from Cumberland. Still it rained. About ten at night, the torrents fell as though poured from a vast basin or reservoir in great dashes of water, and this continued - now pouring - now letting up - shower upon shower - until long after midnight, when it finally ceased raining. Saturday morning came in with a dull, leaden sky, overshadowed by long lines of broken cloud; and men and women who had hurried through their breakfasts, were seen hurrying to the top of the little knoll that separates the town from the Potomac. The scene that met their eye was one that can never be forgotten. The river had left its channel and covered all the low bottom land, up to the very foot of the hill, extending a half mile, apparently, from shore to shore. The canal was no longer visible. The aqueduct at the mouth of the Conococheague could not be seen. Higher and higher rose the angry waters, sweeping onward with irresistible force, whirling and eddying, turbulent and restless, yet upon the surface seemingly smooth and calm. It was the calm of majestic power. Nowhere is one so impressed with a scene of the tremendous, as when looking down upon the mighty current of a great river at flood-tide. A storm at sea awakens a sense of the awful, - the terrible; an outlook from some lofty mountain peak fills us with the idea of grandeur and greatness; but the onward, swift movement of vast volumes of water produces an impression of superhuman

power which we can hardly feel in any other way. Soon the news of the freshet spread abroad and numbers from Hagerstown and the surrounding country came pouring into Williamsport, in wagons and carriages, on horseback, on bicycles, on foot. The banks and hills were quickly lined with people, eagerly witnessing the scene before them. All sorts of articles float by; pulp from the pulp mill, seven miles above; barrels, tubs, casks, pieces of furniture, stacks of straw, logs of wood, green trees, torn up by the roots, cars, the debris of fallen buildings. Someone spies a huge, dark object, just coming 'round the bend, far up the river, and all eyes turn toward it. It proves to be a small house. Directly another appears, and another. Two boatmen put off in a skiff, and examine them. Fortunately, they are untenanted; but with silent interest, the throngs watch these passing cabins that were so lately the homes of parents and children. Perhaps, beneath yonder roof, on yesterday, there slept a new-born babe. Perchance, last night some poor boatman and his helpless family were forced from the house that had sheltered them for years. Like Noah's ark, these houses float along to their unknown destiny. About a mile and a half away, toward the South, the eye can with difficulty discern the Cumberland Valley Railroad bridge, but a few moments later, it is no longer visible, and someone from below arrives with the intelligence that it is gone. Several, who have field glasses, turn them down the river, and confirm the report. Higher and higher the waters rise. The high water mark of other floods - of '52 and '77 - has long since been passed. It is reported seven feet higher than in '77. Intense interest centers upon the building along and near the mouth of the creek. All the low land south of that stream has come under water and resembles a lake. The New Western Maryland Railroad depot is surrounded by water, which continues to rise

until it reaches the roof. Crack! Crack! "What is that?" The large paint house and store-house of the Chair Factory has moved off its foundations and turned toward the river. "There it goes," cry out a number of voices. Slowly it moves off with its cargo of newly-painted chairs - not to some port of trade, but to inevitable ruin. Now it strikes the aqueduct, and bursts asunder, part floating out into the main current, and part remaining against the bridge. Bundles of chairs float away. And now occurs the most distressing sight of the day. Two skiffs, each with two young men in it, put off to reach the floating part of the warehouse and carry away the chairs packed in it. All eyes follow them. They fill the boats from the wreck, and start to return, when suddenly a young man sitting in the stern of one of the boats, is seen to fall backward into the great flood. He disappears at once. Four o'clock, and the tide is at its greatest height. Had any stranger been told a week ago that the creek would nearly touch the roof of the new depot, or that the Potomac would rise until a man in a boat could put his hand on top of the telephone poles, on the banks of the canal, he would have laughed incredulously; yet such was the fact. Both river and creek arose to an astonishing height, and one that the multitude who witnessed it can never forget. The day closed with a slight recession of the tide, and the excited multitude returned to their homes to await the Sabbath. Then they returned by the thousand. The streets of town and every available spot were filled with vehicles. All day long the people were coming and going. Many brought their dinners, and spent the day upon the river bank. The river had now fallen fifteen feet or more, and the damage to the town and vicinity began to be apparent. Fields of grass and grain lay buried in mud. Houses, near the canal, were moved from their foundations - some overturned. Wreck and ruin were all

around. Several families were in the hills, where they had fled from the rising waters the night before. Thus ended the flood of '89 - a year forever memorable in the history of high waters.

It would be impossible even at this date to accurately mention the losses by the flood in our own town and vicinity, and the future is far from cheerful. Our present losses could be repaired in time, as they have been before, but it is doubtful if the canal, upon which our people are mainly dependent, will ever be repaired as a water-way. The opposing interests, which it is believed, will struggle for its valuable franchises, will find in the legal complications growing out of various parties in interest, the means of preventing an early settlement of the question, "What is to be done with the canal?" While the future is uncertain, the present must engage our immediate attention. Many have lost their all, and to place these beyond what should go hand in hand with the reconstruction of our damaged interests. We append, in a necessarily abridged form, an account of the havoc of the flood in this place, county and state. It will be found as accurate as present particulars will permit:

DAMAGES AT AND AROUND WILLIAMSPORT.

Victor Cushwa & Sons, estimate their loss at from \$2,000 to \$2,500, in fertilizers, grain and salt. Forty men are thrown out of employment.

Mr. Wm. DeFrehn proprietor of the Chair Factory, computes his loss at \$8,000 to \$10,000. Fifty persons will be thrown out of employment.

Miller Bros. think their loss will aggregate \$2,000.

Mr. F. H. Darby is unable at this time to give an estimate of his loss, but it is understood that it will be considerable.

Mr. Frank Goddard's brickyard was submerged, and it will require \$600 to cover the damage sustained.

Joseph Shifflet and family, residing a short distance below this place, narrowly escaped drowning. The water was running rapidly around the house, and they just managed to escape in a boat before the house turned over and floated down the river.

Kreigh & Cushwa's warehouse, about two miles above this place, was carried away on Saturday afternoon.

Mr. Joseph Hammersla, residing at Little Georgetown, above Dam No. 5, lost his house, furniture, saw and grist mills, warehouse and everything that he owned. Also houses belonging to William Rockwell, Wm. Rhine, the ferry house at McCoy's Ferry and Didg. Crawford's, were swept away.

Twenty-one houses, the majority with their contents, were swept away by the flood between this place and Dam No. 6. Aggregate loss, about \$10,000.

The coping of the bridge over the Conococheague at this place was carried away by the flood.

The new iron bridge of the Cumberland Valley Railroad, across the Potomac, about 2 miles from town, went down on Saturday afternoon at 2:30 o'clock. Nothing remains of the structure but the span across the canal. It cost \$70,000.

Along the creek, a short distance above its mouth, considerable damage was sustained to adjacent property and the growing fields of grain. Kemp's flouring mill sustained heavy loss, in the damage of machinery and loss of flour, grain, &c. The saw mill of Mr. Martin Bell was, also, damaged considerably. The dwelling of Mr. Melchor Norris was moved from its foundation and its contents practically destroyed.

The houses of Messrs. Wm. Bonzhalf and Arch. Ensminger were swept away on Saturday. The latter managed to save some of the contents of his house, but everything belonging to the former was lost.

Messrs. Steffey & Findley were comparatively fortunate. It is believed that \$600 to \$700 will be adequate to cover all the losses which have been sustained.

Falling Waters also suffered the loss of several houses, a barn, &c. Mr. Stroh, being the heaviest loser.

IN THE COUNTRY.

The Antietam Cement Works, near Sharpsburg, were damaged to the extent of \$2,000.

At Mercerville, Henry S. Eavey's two warehouses, valued at \$5,000, were taken from their foundations; in these were \$4,500 worth of wheat and corn belonging to Boyer & Heard, all of which was lost; Sheriff Gatrell lost from this point \$2,000 worth of property in saw mill, canal boats, mules, &c.

The pulp mill at Dam No. 5 is safe, but will lose several thousand dollars on pulp, cord wood, etc, which were swept down the river. A quantity of pulp which was contained in cars at this place ready for shipment was damaged.

The dwelling house of Henry C. Burgan at Dam No. 4 was swept away.

Bridges & Henderson's Cement Works at Hancock are badly damaged. The workhouse, cooper shop, engine house and a large quantity of cement are lost. One of their boats was caught at the Little Pool and four mules drowned. Their loss is about \$18,000.

The following bridges were destroyed or damaged:

The iron bridge over the Conococheague creek, known as the Fairview bridge, was thrown from the piers; it can be replaced at a cost of \$500.

One span of "Martin's Bridge" in Indian Spring district is gone, and the bridge near David Hull's in the same district was entirely destroyed.

The bridge on the National turnpike between Indian Spring and Millstone Point, over Licking Creek, is washed away.

A covered wooden bridge over the Little Antietam on the Sharpsburg and Boonsboro turnpike at Keedysville was totally wrecked.

The iron bridge at Kemp's over the Conococheague is entirely destroyed. Loss \$1,500.

The wooden bridge at Broadfording was carried down the stream, but it can be renewed for \$100.

All except for one span of the stone bridge at Antietam Iron Works, together with one abutment, is gone. Loss \$3,000.

Iron bridge over Licking Creek, known as Martin's bridge, is totally destroyed.

A new bridge will be required over the Little Antietam at Keedysville to replace the stone one. Loss \$1,500.

The iron bridge over the Little Antietam between Chewsville and Leitersburg is seriously injured; one abutment is entirely gone.

The wooden bridge at Greensburg was swept away. Loss \$300.

Five hundred dollars will replace two wooden bridges swept away on the Raven Rock road.

The wooden bridge on the Warner Hollow road, in Smithsburg district, is gone, as is also the wooden bridge on the Pleasant Valley road, in the same district.

One wooden bridge in Beaver Creek district and three of the same material in Boonsboro district are destroyed.

Considerable injury was sustained to the stone bridge over the Antietam at Funkstown.

The stone bridge over the Antietam at Rowland's Mill, near Hagerstown, is badly damaged.

The Cumberland Valley Railroad's loss will be \$300,000.

Five thousand dollars will cover the losses in Cumberland by the flood, the damage being mainly in the filling of cellars with water and the washing out of sidewalks.

The iron bridge at Bowman's mill over the Little Antietam is lying near its proper site and one abutment is destroyed.. These damages can be repaired for \$350.

It is thought that \$20,000 is a low estimate on the damages to bridges alone throughout the county, as the above list is only partial, referring mainly to the more important bridges, and that in such sections of the county only from which reliable intelligence has been obtained.

THE CANAL IS IN BAD SHAPE.

Superintendent Mulvaney, of the Chesapeake and Ohio canal, arrived at Williamsport on Tuesday from Cumberland on an inspection tour. He reports the canal is in deplorable condition and the damages far in excess of those occasioned by the flood of 1877. There are numerous breaks and washouts between Williamsport and Cumberland, and the waterway lined and clogged up with all kinds of debris. He concedes the outlook to be gloomy for the maintenance of the canal, and in his opinion thinks it will be out of the question to restore it to use for navigation.

Breaks are reported in the canal as follows: About sixty feet at the Big Pool; about eighty feet on the fourteen-mile level a mile south of the Pool; over forty feet on the five-mile level below Keedy's warehouse; opposite Shepherdstown on the one-mile level the towpath is cut worse than by any previous flood; on the six-mile level the culvert at Mountain Lock, below Antietam Furnance, is gone; the north side

of Johnson's brick lock house, three miles north of Sharpsburg, is washed out; the towpath between Harpers Ferry and Point of Rocks is wrecked, and on the Georgetown level, it is reported, that a washout two miles in length has occurred. The lift lock above Georgetown is ruined. Locks have been swept out in numerous instances and, in many places, the channel is completely filled with mud, sand and drift, mingled in almost inextricable confusion.

THEODORE WOLF'S SAD DEATH.

No incident of the flood caused more profound regret among our peoples than the drowning of Theodore Embrey Wolf, a son of Mr. Louis R. Wolf, this place, on Saturday afternoon last. Just after the warehouse of the Chair Factory had left its foundation and was floating down the river, Wolf and Charles Corby put out to the floating building which was about two hundred yards from the shore, and in the vicinity of Collector Spielman's office. After having filled their skiff with chairs, and went about returning to shore, Corby observed Wolf, who was sitting at the stern of the boat, throw up his hands and immediately fall into the water. Corby made an effort to grasp his companion but was unsuccessful, and Wolf sank into the wild and turbulent depths, never to rise again. He was aged 17 years, 6 months and 28 days. After diligent efforts his body was finally recovered on Sunday evening, about 8:30 o'clock, by Messrs. Bradley Nave and Wm. Zirkle, but a short distance from where it sank. The funeral of the deceased took place from the residence of his parents, on Potomac Street, Tuesday morning last, Rev. W. C. Griffith, assisted by Rev. C. M. Aurand, conducting the services. A large concourse was in attendance at the funeral, thus manifesting the esteem in which he, who obeying the dictates of his unselfish nature, and upon the eve of a vigorous, robust manhood, had been with such

amazing suddenness transported from time to eternity. Interment was made in the cemetery here.

Joseph Creager, aged about 80 years, was drowned in the Antietam creek on Saturday last.

IT HURT THE RAILROADS.

The Western Maryland Railroad sustained very great damage, several bridges having been washed away, and the road wrecked for three miles between Deerfield and Mechanics town. The road is being repaired rapidly, and in a few weeks everything will again be all right. No mail was received at the post office in this place from Friday noon to Monday, the first mail arriving Tuesday morning. All trains from Baltimore to Williamsport run via the lately finished Gettysburg extension.

The damage to the Cumberland Valley Railroad was comparatively light, with the exception of the demolition of the new bridge below town.

MR. DARBY'S SENSIBLE PLEA.

The Baltimore *Sun* of Thursday morning contains the following:

Mr. F. H. Darby, of Williamsport, Md., who was in Baltimore yesterday, stated that the suffering along the line of the Chesapeake and Ohio canal cannot be overestimated. From Cumberland to Georgetown, he said, there is not a point of settlement, where from thirty to forty families are in utter destitution, and in need of immediate help. At Old Town, Hancock, Little Orleans, Four Locks, Williamsport, Sharpsburg, Mercerville, Harpers Ferry, Maryland side, Sandy Hook, Knoxville, Point of Rocks, Monocacy, Edward's Ferry, White's Ferry, Seneca and Great Falls, and all the country lying between these points, there is great suffering. Homes have been swept away, and the people have nothing left, not even clothing or furniture. Contributions of clothing were made at some places. At Harpers Ferry, Mr. Darby

states, he counted five families, sitting upon the banks of the river without the necessaries of life. There may be a disposition, Mr. Darby thinks, to overlook the wants of the people at these points in the overshadowing calamity at Johnstown. Money and food and clothing are pouring in upon the Johnstown sufferers, and these points may be forgotten. He thinks the money collected in Baltimore and in Maryland should be sent to the sufferers along the line of the canal. They have no place else to look for help.

NOTES.

The town council of this place held a meeting on Saturday night last and devised means to meet the exigencies of the flood, and in conjunction with the ministers of the town and other citizens, a committee of distribution was appointed, through which the immediate necessities of the sufferers were supplied.

The work of cleaning up mud and recovering that which did not escape in the flood in this place and vicinity is progressing at a rapid rate. The depot, for instance, looks quite natural.

The large freight car which was washed from the W. M. R. R. track by the flood on Saturday last has been found in the river near Falling Waters.

President Gambrill, who started from Georgetown on Wednesday for a tour of inspection along the canal, is expected to arrive here today.

It is claimed that the water in the river was 75 feet deep in places.

Mr. W. H. Ensminger, of Johnstown, Pa., and a former resident, telegraphs his safe escape from the late horrible disaster which befell that city.

An immense box of supplies for the sufferers of the flood at this place arrived here yesterday from Chambersburg, the kind hearted donation of citizens of that place. The box bore this inscription: "Donation

from Chambersburg, Pa., to ministers of all denominations for general distribution at Williamsport, Md."

The relief committee desire us to state that the flood sufferers are particularly in need of bedsteads, bedding and tableware, and donations of this character will be most thankfully received, and properly distributed.

The immense damage done in this county by the flood will cause an increase in the rate of taxation.

Several chickens were observed perched upon the roof of a house which passed by this place on Saturday.

Solicitors were busily engaged in collecting subscriptions for our sufferers on Sunday and a considerable amount was raised.

The number of people in Williamsport last Sunday can be approximately estimated from the fact that 250 carriage loads averaging 5 each were counted from 9 to 12 o'clock, and the stream kept going, and new ones coming until late in the evening. Some came from as far as Chambersburg and Waynesboro, Pa. The receipts for Saturday and Sunday at the toll gate on the Hagerstown and Williamsport turnpike, amounted to over \$200.

Mr. Daniel Donnelly, of Baltimore, and a former resident of Williamsport, has contributed through Victor Cushwa, Esq., his check for \$50 for the sufferers of this place.

The buildings of Mr. F. H. Darby, at the lock, were piled topsy turvy, and are really a sight to see.

The river at this place attained a height of 7 feet 3 inches over any previous flood within the recollections of the "oldest inhabitants."

Phenomenon Goetz, of the Baltimore Base Ball Club, witness of the flood from the "Big Hill" Sunday evening last.

Cash subscriptions for the flood sufferers should be forwarded to Casper Shunk, Esq., teller of the Washington County National Bank, this place, and clothing, food, etc., to Mr. J. F. Kreps, the burgess of the town.

The ferry at the Potomac, this place, which sustained severe damage by the flood, has been repaired, and is now running as usual.

Our relief committee has extended aid to about thirty families and provided for their immediate necessities. There is yet need of more provisions and clothing which the donors can rely on being distributed judiciously.

Several houses, about three miles below Williamsport, were swept away, including that of Patrick Collins, which met a similar fate in the freshet of 1877.

The Hagerstown Globe, with commendable solicitude, has opened a subscription list for the benefit of our sufferers from the flood. There has been a liberal response already, an aggregate of \$91.80 being thus far subscribed.

Miss Anna McCarty, of Hagerstown, is deserving of special mention for her tireless labors in behalf of the destitute of this place, in that city. Her labors we are happy to say, were rewarded with great success.

The ministers of the town called a meeting at the Lutheran church on Sunday evening last and appointed collecting and distributing committees. A second meeting was held on Monday evening, when reports from the committee were received. Mr. F. T. Goddard reported a number of families who were in immediate need of aid. It was ordered that their wants be immediately provided for. Another meeting was held last night, a report of which will be contained in our next issue.

Just as we go to press, the following contributions have been received from a

distance: Box of clothing from Catonsville, Md.; trunk and box of clothing from Pope & Janney, Baltimore; anonymous contributions of clothing shoes, &c., from Baltimore, and bedsteads, bedding, &c., from the Orphans' Home, Hagerstown.

DAMAGES IN VARIOUS SECTIONS.

Echoes from the great storm are still heard from various parts of Carroll county, and all bear the same monotonous story of unprecedented floods and damaged property. The waters of every stream seem to have risen higher than ever before been known. The county commissioners were in session and expressed the belief that there is not a bridge or culvert in the county that has not been more or less damaged or washed away.

The Shepherdstown bridge, over the Potomac, was carried away, involving a loss of \$13,000.

Reports from different sections of Howard county are to the effect that serious damage has been done the growing wheat by the rainstorm, and in many instances the corn fields recently planted have been so badly washed that farmers will be compelled to plant over their entire crops. The public roads throughout the county are badly washed, and a number of small bridges have been carried away.

The flood was a disastrous one in Washington. Part of the Long Bridge was carried away, and thousands of dollars' worth of property along the river front destroyed. Pennsylvania Avenue, the main thoroughfare, was a navigable stream, with boats plying from Second to Fourteenth streets. The water reached to the foot of the capital, and fish were caught in the railroad depot.

The loss to Frederick county in the destruction of bridges and roads alone, it is now believed, will amount to between \$100,000 and \$150,000. In all portions of the valley the roads were terribly washed,

and the culverts and bridges washed away, fields were flooded and crops destroyed. In many instances farmers will have to replant their entire corn crops. No estimate of damage can be made, but the destruction of crops and fencing alone is great. The wheat is mashed flat to the ground and badly injured.

Transcript, Saturday, 6/28/1890, p. 2.

Messrs. Cushwa and Winship, the District receivers of the canal, have filed another report, in which complaint is made that they have been unable to get exact information in regard to real estate and other property owned by the canal company.

ibid. - The Hagerstown correspondent of the *Sun* writes: "Since the Chesapeake and Ohio Canal receivers filed their report adverse to the repairing of the canal nothing has been done in the matter, and judging from the little one hears on the subject, residents of this town do not seem to be very much interested in the question. Judge Alvey says he has heard nothing since the receivers made their report, and has had no intimation from the parties of the suit in court here what their next step will be. The proceedings instituted in this court were for the purpose of foreclosing the mortgages on the canal, and either the State or the bond holders of 1878 might come in and ask for a sale of the canal. Whether this will be done he cannot say. The canal and all the property belonging to it are still in the hands of the receivers."

Transcript, 11/7/1891, p. 3. The towpath on the C. & O. canal will be raised and the canal widened at Big Slack Water.