

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***CUMBERLAND EVENING TIMES***  
A Cumberland, Md. newspaper  
and  
***THE NEWS***  
A Frederick, Md. Newspaper  
And  
***THE WASHINGTON POST***  
***THE WASHINGTON TIMES***  
And  
***THE EVENING STAR***  
Three Washington, D. C. newspapers  
1906

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## A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *Cumberland Evening Times* a Cumberland, Maryland newspaper, *The News*, a Frederick, Maryland newspaper, *The Washington Post*, *The Washington Times*, and *The Evening Star*, three Washington, D. C. newspapers of the era. The articles were compiled, chronologically in a two-column format, much as they appeared in the newspaper.

The newspapers were found on-line. There may be some duplication or overlapping of stories due to the varied sources, date of publication, and local interest. Articles from the *Cumberland Times* are preceded by ET, those from *The News* are preceded by *News*, those from *The Washington Post* are preceded by WP, those from *The Washington Times* are preceded by WT and those from *The Evening Star*, are preceded by ES. I did not include the newspaper editorials because those were opinion pieces. The research continues because the reader may yet find a missing date.

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

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## Canal Trade 1906

ET, Thu. 1/4/06, p. 8. **Well Known Boat Builder Dead.** - Mr. John Diggs died this morning at 2:30 o'clock after a long illness at his late residence on Fayette street, aged 69 years.

The deceased was well known and much respected. He was a boat builder by occupation, and helped to construct many of the canal boats that ply between Cumberland and Georgetown. He is survived by a wife and the following children: John, Joseph and Winston Diggs, Mamie (Mrs. Ralph Patterson,) Clara, Nellie, Lillian and Leona Diggs.

The deceased was a member of the German Catholic church. Funeral arrangements not yet completed.

WP, Sat. 1/13/06, p. 25. **COAL MINES MERGED** – It was reported today, though the announcement lacked confirmation, that the Consolidation Coal Company has acquired thirty-two small companies in West Virginia.

According to the announcement, the properties purchased are on the Cabin Creek, in Southern West Virginia. The properties are small, but the large number of companies that will be acquired makes the aggregate interests represented very large.

The Consolidation Coal Company is a corporation formed under the laws of Maryland in 1860. The company owns coal property in the George's Creek, Cumberland region, and controls the Cumberland and Pennsylvania Railroad, fifty-five miles long, including branches.

ES, Mon. 1/15/06, p. 16. **Four Steel Barges to be Built** – The Consolidation Coal Company, which, it is stated, controls all the coal coming down the Chesapeake and Ohio canal to this city, and whose big barges are frequent visitors here for cargoes of coal,

have asked for bids for the building of four big steel barges, each with a capacity of over 3,000 tons. The Consolidation company now owns and operates eighteen big schooner barges, having each an average capacity of 1,650 tons, and the tugs Savage, Cumberland and Piedmont, and the big coal carrying steamer Charles F. Mayer are used to tow them up and down the coast. The new barges will be big deep draft vessels, and will be used for coast-wise traffic with coal cargoes.

ET, Sat. 1/27/06, p. 1. **IT NEEDS MORE STEEL BARGES** – The Consolidation Coal Company has contracted with the New York Shipbuilding Company of Camden, N. J., for the construction of two steel barges to be used in the company's coastwise traffic, which has increased beyond its present carrying capacity.

The new barges will have a capacity of 3,000 tons each and will be the largest used in this trade from Baltimore. It will require about six months to complete them, it is said, so that they will not be ready for use until late in the coming summer. All the shipbuilding plants on the Atlantic Coast were invited to bid, and while figures would not be given by the Consolidation company's offices it is assumed that the New York Company was either the lowest bidder in price or gave some concession in the way of early completion not promised by other bidders.

The Consolidation Coal Company now has in use 18 barges, with an average capacity of 1,650 tons each. It will thus be seen that the new barges will be nearly double in size. The company contemplates placing contracts for two more large barges, but these will probably not be contracted for until those just ordered have been placed in commission.

WT, Sun. 1/28/06, p. 6. **INTERESTING HISTORY OF THE C. & O. CANAL** – Three years ago the Canal Towage Company came into existence, operating on the Chesapeake and Ohio Canal. This canal has had a long and interesting history. The idea was originally that of George Washington, who organized the Potomac Navigation Company which was incorporated in 1777. He was the president of the company for many years. In 1824 the Chesapeake and Ohio Canal Company acquired the waterway by purchase. Today the canal is in the hands of a board of trustee, of which Messrs. Hugh L. Bond, jr., and Joseph Bryan are the survivors. Mr. G. L. Nicolson is the general manager of the property.

The Canal Towage Company after three years in business is well able to compete with the railroads in point of rates, and the service is unexcelled. The canal reaches from the Cumberland coal fields to Washington, a distance of 185 miles. Over one hundred canal boats are operated by this towage company, and 600 men are employed altogether, including those who care for the canal. The Canal Towage Company pays a tonnage rate to the Chesapeake and Ohio Canal owners. The officers of the towage company are J. H. Wheelwright, president, and G. L. Nicolson, general manager and treasurer.

The company expect 1906 to be a good year, and they are offering increased facilities to their patrons. This concern is capably managed and all patrons find it a most convenient way in which to have freight transported.

ES, Thu. 2/1/06, p. 19. **New Steel Coal Barges** – The Consolidation Coal Company, whose big barges visit this city for cargoes of coal brought down the canal from the Cumberland mines, has placed an order with the New York Shipbuilding Company of

Camden, N. J., for two 3,000-ton steel barges for use in the coasting trade of the company between the coal ports on the Chesapeake and ports in New England. The vessels will be completed and ready for service in about six months. The Consolidation company now uses eighteen big three-masted schooner barges, each of which will carry a cargo of about 1,700 tons, and these big black vessels are familiar figures at anchor in the river off Alexandria, or lying at the docks at Georgetown.

ET, Mon. 2/5/06, p. 1. **Mr. Christian F. Dreyer Died This Morning, Aged 89.** - Mr. Christian Frederick Dreyer, one of the oldest and most highly respected citizens of Cumberland, died this morning at 5 o'clock at his late residence, 280 N. Centre street, aged 89 years. Death was due to old age. The deceased was about the house yesterday, feeling as well as it was possible for a man of his age, but said that the hour of his death was not far off.

The deceased was born in Prussia, Germany, and came to this city when quite a young man. He lived here 70 years and helped build the Chesapeake and Ohio canal. He was a boat builder and carpenter by trade, but for a number of years had been living a retired life.

Mr. Dreyer knew Cumberland when the latter was little else than a village and watched with pride the great strides that the city has made. He was a man whose word was his bond. He was a consistent member of the German Lutheran church. He was the father of twelve children, six of whom are living and six dead. The surviving children are George Dreyer, Ex-City Councilman John Dreyer and Messrs. Charles and Wilham Dreyer, Miss Maggie Dreyer and Mrs. Nathan Zimmerly.

The funeral services will probably take place Wednesday afternoon at 2 o'clock from the German Lutheran church.

*News*, Tue. 2/20/06, p. 3. Earl Harding, aged 12 years, son of Sanford Harding, a Baltimore and Ohio track foreman, who recently removed to Cumberland from Baltimore, was drowned while crossing the ice on the Chesapeake and Ohio canal near the wharf at Cumberland yesterday.

ES, Sun. 3/11/06, p. 13. **NEWS ITEMS GATHERED ON THE RIVER FRONT** – The little tug Dixie, which was recently purchased by Capt. George Robinson of Georgetown, has been hauled out on the marine railway at the Consolidation Coal Company at its Georgetown wharf to be given a general overhauling. While on the railway the tug will be fitted with a new shaft and wheel, and will have such repairs made to her hull as will put her in thorough order for service as a towboat about the harbors of Georgetown and this city. The Dixie is to return to towing work after having been out of that service for about eight years.

WT, Fri. 3/16/06, p. 9. **NEWS OF GEORGETOWN – Canal Opens Next Week** – The Chesapeake and Ohio canal will be opened for traffic the early part of next week, according to a statement made by General Manager G. L. Nicolson. The water has been run into the canal bed on the upper levels.

During the winter, the water was drawn from the levels. Water was kept in the Georgetown level, however, as it supplies power to the mills on K street.

This year the Canal Towage Company which controls the traffic, will employ 600 men, 400 horses and mules and 150 boats. The principal shipment over the canal is Cumberland coal.

ES, Fri. 3/30/06, p. 22. **NEWS ITEMS GATHERED ON THE RIVER FRONT** –

Barge 21, one of the big coal-carrying vessels of the Consolidation Coal Company, will arrive at Georgetown today, in tow of the tug William H. Yerkes, jr., for the purpose of loading a cargo of about 1,500 tons of soft coal from the Cumberland mines for Boston. This will be the first Consolidation barge to load here for about two years, all the coal shipped from Georgetown last season going in coasting schooners that had brought cargoes of ice here from the Maine fields.

ES, Mon. 4/16/06, p. 18. **NEWS ITEMS GATHERED ON THE RIVER FRONT** – Memoranda: Barge No. 21 of the Consolidation Coal Company, laden with soft coal at Georgetown, has been delivered in the St. Mary's river, where she will be picked up by a seagoing tug to be taken up the coast to the New England port at which she is to be delivered.

ES, Thu. 4/19/06, p. 18. **GENERAL NEWS GATHERED ON THE RIVER FRONT** – The tug Camilla came into port yesterday afternoon towing the big schooner barge No. 20 of the Consolidation Coal Company, to load a cargo of Cumberland coal at Georgetown for Boston or some other eastern port.

ES, Fri. 4/20/06, p. 20. **GENERAL NEWS GATHERED ON THE RIVER FRONT** – Memoranda: Consolidation Coal Company Barge No. 18 has sailed from Boston for this port to load a cargo of soft coal.

ES, Sun. 4/22/06, p. 6. **GENERAL NEWS GATHERED ON THE RIVER FRONT** – Barge No. 20 of the Consolidation Coal Company completed the loading of a cargo of soft coal at Georgetown, Friday, and sailed with it last night, in tow of the tug Camilla, for the mouth of the river, where a big sea-going tug will take her in tow up the

coast to Boston or other ports in New England to which her cargo is consigned. The barge has aboard a cargo of about 1,800 tons of the fuel. The Camilla will bring back, it is expected, light C. C. Co. Barge No. 18, from Boston, to load a cargo of coal at Georgetown.

ET, Mon. 4/30/06, p. 8. **Old Boatman Dead** – Mr. Henry C. Shafer, an old boatman, and a native of Williamsport, died at this residence in Hagerstown early Saturday morning, aged 58 years. Mr. Shafer claimed to have seen the first shot fired across the river at Williamsport during the civil war. He is survived by a widow and six children.

ET, Tue. 5/1/06, p. 1. **MANY MILLIONS ARE INVOLVED** – Announcement was made yesterday that Mr. Clarence W. Watson, president of the Consolidation Coal Co., and associates had bought the entire holdings of the Baltimore and Ohio Railroad Company in the consolidated and allied coal properties. The deal was later confirmed by Mr. Hugh L. Bond, jr., second vice president of the Baltimore and Ohio, who further stated that the transaction practically eliminates the railroad from ownership in all coal companies along the lines.

The deal carries with it the control of the Cumberland and Pennsylvania Railroad, which is owned by the Consolidation Coal Company. This road has about 33 miles of main track, from Cumberland to Piedmont, and has about 60 miles of sidings and spurs touching the various mines along the route.

As a result of the sale of the Baltimore and Ohio holdings a special meeting of the directors of the Consolidation company was held, when the resignations of Messrs. Oscar G. Murray, president; George F. Randolph, first vice president; and Huag L. Bond, jr., second vice president, all of the Baltimore and Ohio, were received and

accepted. Their places were filled by the election of Mr. Van Lear Black, of this city, and Mr. S. L. Watson and Mr. Walton Miller, of Fairmont, W. Va.

News, Tue. 5/1/06, p. 3. **Drowned Near Harper's Ferry.** - Jesse Hamies, son of Daniel Haimes, of Sample Manor, Washington county, was drowned Sunday evening near the two locks, Chesapeake and Ohio Canal, near Harper's Ferry. His body was recovered last evening and given over to John MacArthur, of Bolivar, to prepare for burial. The young man was 23 years of age and worked with his father at the stone quarry at Millville.

ES, Wed. 5/2/06, p. 21. **GENERAL NEWS GATHERED ON THE RIVER FRONT** – Arrived: Barge No. 12 of the Consolidation Coal Company, light, from Boston, to load at Georgetown.

ES, Sun. 5/6/06, p. 5. **GENERAL NEWS GATHERED ON THE RIVER FRONT** – Memoranda: Barge No. 12 of the Consolidation Coal Company has been taken to the mouth of the river from Georgetown, where she loaded, and will join a tow of barges going up the coast to Boston, and other ports in New England. No. 21 is lying at the Georgetown piers loading for Boston.

ES, Tue. 5/8/06, p. 12. **GENERAL NEWS GATHERED ON THE RIVER FRONT** – Memoranda: The tug Camilla, Capt. Davis, came into port yesterday morning towing the light schooner barge No. 7 of the Consolidation Coal Company to load a cargo of Cumberland coal at Georgetown for Boston. Yesterday afternoon the Camilla left port towing C. C. Co. Barge No. 21, with about 1,800 tons of coal aboard, for the mouth of the river, where she will be turned over to a tug that will take her up the coast

to the New England port to which she is consigned.

ES, Mon. 5/14/06, p. 19. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** – Sailed: Barge No. 7, of the Consolidation Coal Company laden with 1,800 tons of soft coal from Georgetown for Boston.

Memoranda: Barge No. 95 of the Canal Towage Company is loading a cargo of lumber for Brunswick, Md., via Chesapeake and Ohio canal.

ET, Wed. 5/16/06, p. 2. **Canal Towage Co. Do Things Up-to-Date.** - The Canal Towage Co., which operates the Chesapeake and Ohio Canal, do things in an up-to-date manner.

The company has erected a new plant here, and instead of building boats and doing other work by hand as heretofore, everything pertaining to canal work will be done by machinery.

The plant has been installed with the best machinery possible and today a large electric motor was installed.

The motor is 250 volts, 25 horsepower, which will run the machinery and will be used in docking boats, as well as running the machinery for the work.

The Canal Towage Company believe in keeping pace with the times, hence the innovation of modern machinery and building and repairing boats in that way, rather than by hand.

WP, Thu. 5/17/06, p. 13.

### **Ho ! For Great Falls.**

Steamer Louise will leave Aqueduct Bridge, 32d and Canal sts., every Monday, Wednesday, Friday, and Sunday at 8 30 a. m. Arrive at Cabin John 10:15. Round trip, 50c.

For charters of steamer and mule yacht, address G. W. MASON, 1074 Jefferson avenue northwest. Phone West 55-m.

Note that the above advertisement was similar to the one used the previous year. The steamer Louise now ran 4 times per

week and both the steamer and the mule yacht were available for charter.

ES, Fri. 5/18/06, p. 19. **NEWS ITEMS GATHERED ON THE RIVER FRONT** – The tug William H. Yerkes, jr., sailed yesterday evening towing Consolidation Coal Barge No. 20, laden with about 1,800 tons of soft coal from the mines at Cumberland, Md., for Bangor, Me. The Yerkes will take the barge to the mouth of the river, where she will join a tow of barges going up the coast. The tug Camilla came into port yesterday towing C. C. Co. Barge No. 17, light, for Georgetown, to load a cargo of coal for a port in New England. The bulk of the coal coming down the Chesapeake and Ohio canal is now being shipped in these big barges to ports in the north.

News, Fri. 5/18/06, p. 4. The Canal Towage Company, which operates the Chesapeake and Ohio canal, has erected a new plant at Cumberland, and will dock boats now by machinery instead of by hand. All the machinery will be driven by a large electric motor.

News, Mon. 5/21/06, p. 2. **CARS THROWN INTO CANAL - Five Killed and Fifteen Injured In Peculiar Railroad Accident.** - Hagerstown, Md., May 21. - Five men were killed and 15 others were more or less injured as the result of the wreck of a work train near the Indigo tunnel, 43 miles west of this place, on the Cherry Run extension of the Western Maryland railroad. The dead are: J. W. and Charles Henry, brothers; Charles Clengerman, Robert Barton and Charles Swope.

The men, most of whom were track hands, were being taken to their homes in the vicinity of Hancock and Pearre. They occupied two closed cars, which were being pushed ahead of an engine. This made it

impossible for the engineer to see a rock which had rolled down upon the track from the side of a cut, and the obstruction threw the two cars and their occupants into the Chesapeake and Ohio canal, beside which the railroad runs.

ET, Mon. 5/21/06, p. 3. **TRAIN GOES INTO CANAL - Five Trainmen Killed But only Three Bodies Recovered.** - Hagerstown, May 21. - Three men were killed, two are missing and 15 others were injured as the result of the wreck of a work train near Indigo tunnel, 43 miles west of here, on the Cherry Run extension of the Western Maryland railroad. The dead are: J. W. and Charles Henry, brothers, and Charles Clengerman. Charles Swope and Robert Barton are missing.

The men, most of whom were track hands and were enroute to their homes in the vicinity of Hancock and Pearre. They occupied two closed cars which were being pushed ahead of an engine. This made it impossible for the engineer to see a rock which had rolled down upon the track from the side of a cut, and the obstruction threw the two cars and their occupants into the Chesapeake and Ohio canal, beside which the railroad runs. The Henry brothers, who were brakemen, and Clengerman were drowned and Swope and Barton are believed to be under the cars in the canal, in which the water is about six feet deep.

*News*, Mon. 5/28/06, p. 3. The Canal Towage Company has erected at Williamsport a plant for building boats. A 25-horsepower motor for propelling machinery has been installed. The plant will also be used in docking boats for repairs.

ES, Wed. 5/30/06, p. 11. **NEWS ITEMS GATHERED ON THE RIVER FRONT** – Memoranda: Barge No. 22 of the Consolidation Coal Company, light from

Boston, has been ordered to Georgetown to load a cargo of soft coal.

ET, Sat. 6/2/06, p. 6. **Canallers Busy.**

Although there are not as many boats running as in former seasons the vessels that are going seem to have all they can do and all the canallers are busy. Boatmen have little or no delay in loading. They come in at night usually and load out the next day. The talk of abandoning the canal seems to have been indefinitely postponed.

ES, Thu. 6/14/06, p. 9. **GENERAL NEWS GATHERED ON THE RIVER FRONT** – The big schooner barge No. 9 of the Consolidation Coal Company yesterday completed the loading of a cargo of Cumberland coal at the Georgetown coal piers, and sailed in tow of the tug Camilla for Point Lookout, where she will join a tow of big schooner barges bound from Baltimore to ports in New England. The barge has aboard a cargo of about 1,700 tons of coal brought to Georgetown by way of the Chesapeake and Ohio canal. Barge No. 12 is coming light from Boston to Georgetown to take aboard a big cargo of coal, and is expected to arrive some time tomorrow.

ET, Tue. 6/19/06, p. 1. **A Splendid Suggestion.** - As the newspaper man was being driven along Wineow street, Mayor King pointed to the canal basin, the end north of the old canal wharf and said that he would like to see that much of the basin filled up and a city park made in its stead.

Just how the city would obtain the right to do so is a question that was not raised, but if such a right could be obtained the Mayor's suggestion is a most timely one, and one that needs more than a passing remark.

That portion of the basin is not in use. It is filled with stagnant and disease



breeding water, while at least 20 old canal boats fill the basin, so nearly rotten that they are almost ready to fall to pieces.

The property holders in Cumberland street and North Lee street are deeply interested in the scheme to grade and pave these two important thoroughfares. The cost of the improvement is to be borne by the property holders on the line of the said streets, but this fact does not discourage those interested in the project in the slightest degree.

ET, Wed. 6/20/06, p. 1. **Canal Damaged by Rains.** - Williamsport, Me., June 20 - Navigation on the Chesapeake and Ohio Canal is suspended owing to damage done to the waterway by the recent heavy rains. A culvert under the canal at McCoy's Ferry was washed out. All boats have been stopped on the canal. G. L. Nicholson, general manager, is supervising the repairs.

ET, Wed. 6/27/06, p. 1. **FLOATER FOUND IN THE CANAL** - The badly decomposed body of a youth thought to have been named Davis, and his home Washington, D. C., yesterday afternoon was found floating in the canal below Oldtown.

Several nights ago the youth who is said to have been driving at the time the mules attached to a canal boat, was missed by the captain of the boat who reported the matter when Oldtown was reached, but it was not known until the body was found as stated what had become of the lad. It is not known how he came to be drowned.

The authorities here were communicated with and this morning Coroner Martz went to the scene to view the remains.

A telephone message from Oldtown stated that owing to the bad condition of the body, interment would probably take place at Oldtown

ES, Thu. 6/28/06, p. 2. **NEWS ITEMS GATHERED ON THE RIVER FRONT** - The tug Camilla left here Tuesday towing Barge No. 10 of the Consolidation Coal Company, laden with about 1,800 tons of soft coal from Georgetown for Portsmouth, N. H. At the mouth of the Potomac No. 10 will join a tow going up the coast for ports in New England.

ET, Sat. 7/7/06, p. 1. **Complaint About Boatmen's Whistles** - People at North Branch register a complaint about boatmen blowing long unnecessary shriek whistles near the house of Mrs. Scaly, who is lying at the point of death. A mere notice to them ought to be enough.

ES, Sat. 7/7/06, p. 8. **GENERAL NEWS GATHERED ON THE RIVER FRONT** - The big schooner barge No. 21 of the Consolidation Coal Company, which has been lying at Georgetown for a week past loading a cargo of Cumberland coal for Boston, has completed the loading of her cargo and is waiting for a tug to take her to the mouth of the river, where she will be turned over to one of the big sea-going tugs of the C. C. Company, bound to New England ports with the barges in tow.

ES, Tue. 7/10/06, p. 1. **NEWS ITEMS GATHERED ON THE RIVER FRONT** - The big sea-going barge Idaho, with about 2,200 tons of ice aboard, sailed from the Kennebec July 5, and is now being brought down the coast in a tow of Consolidation Coal Company barges. She will be met at the capes by the tug William H. Yerkes, jr., and will be brought to this city within the next forty-eight hours. The big four-masted schooner Henry F. Kreiger, which carries about 1,800 tons, sailed from the Kennebec for this city July 7, and the schooner E. F. Stinson, 1,500 tons, and the Young Brothers, 1,200 tons, are lying on the Kennebec, the first named loading and the latter ready to

load for this city. With these vessels here the ice supply will be ample to meet all demands until well into August, and other vessels, it is stated at the office of the American Ice Company, will be brought here in rapid succession so that there will be no further shortage in the supply. Orders are being filled promptly today for any amount of ice, and have been since Friday last.

ES, Thu. 7/12/06, p. 3. **GENERAL NEWS GATHERED ON THE RIVER FRONT** – Barge No. 9 of the Consolidation Coal Company sailed from Georgetown yesterday, bound for Boston, with a cargo of about 1,800 tons of Cumberland coal. The tug Camilla took her to the mouth of the river, where she will join a tow going up the coast.

ES, Mon. 7/23/06, p. 10. **GENERAL NEWS GATHERED ON THE RIVER FRONT** – The four-masted schooner Sullivan Sawin, which has been loading a cargo of Cumberland coal at Georgetown for several days past, sailed Saturday in tow of the tug Edward Gummel for the mouth of the river enroute to Boston. The schooner Van Brunt, which left Georgetown several days ago with coal aboard for a New England port, has been reported lying anchored in the Kettle Bottoms, having been detained in the river by unfavorable winds. Consolidation Coal Company Barge No. 15 has arrived at Georgetown in tow of the tug Camilla and will load soft coal there for a northern port.

ET, Sat. 7/28/06, p. 1. **Found Dead in Bed.** - Franklin Swain, well-known resident of Sharpsburg, was found dead in bed yesterday morning at his home in that place by his wife. Thirteen years ago Mr. Swain was paralyzed and was only able to get about by the use of a rolling chair. For many years he was a boatman on the

Chesapeake and Ohio canal. He was a member of the Lutheran Church. His widow and several sons and daughters survive.

ES, Sun. 7/29/06, p. 24. **GENERAL NEWS GATHERED ON THE RIVER FRONT** – The tug Camilla left here yesterday for the mouth of the Potomac to pick up the big schooner barge No. 9 of the Consolidation Coal Company, which is to be brought to this city to load Cumberland coal for Georgetown. There are now no large vessels at the Georgetown coal piers taking on coal for northern ports.

ES, Thu. 8/2/06, p. 14. **GENERAL NEWS GATHERED ON THE RIVER FRONT** – The big schooner barge of the Consolidation Coal Company, which has been lying at Georgetown for several days past loading a cargo of Cumberland coal for a New England port, completed her cargo and sailed yesterday in tow of the tug Camilla for the mouth of the Potomac, where she will, as all other schooner barges that load here do, join a tow of barges from Baltimore going to the coast. The big barge has aboard about 1,800 tons of the fuel and was the last big vessel loading coal at the Georgetown piers. A light barge is reported at the lower end of the river waiting to be brought to this city to take a cargo of soft coal aboard.

ES, Mon. 8/13/06, p. 11. **Cargoes of Coal.** – The big schooner barge No. 12, belonging to the Consolidation Coal Company, was brought up the river Saturday evening and berthed at the coal loading docks at Georgetown for a load of Cumberland coal for a New England port. The four-masted schooner Frank B. Stinson is lying at Georgetown taking aboard a cargo of coal for Boston, and will complete loading within the next day or two. As soon as she is loaded the barge will be placed under the chutes and the work of dumping coal into

her hold will be started. The Stinson will carry away a cargo of about 1,500 tons of coal, and the barge will take aboard about 1,800 tons. It is expected that No. 12 will be ready to leave port here by the end of the week and will, at the mouth of the river, join a tow going up the coast behind the big seagoing tug Savage. Another barge of the Consolidation Coal Company is reported on its way down the coast for this city, and should be here by the time No. 12 is loaded.

ES, Wed. 8/15/06, p. 10. **GENERAL NEWS GATHERED ON THE RIVER FRONT** – The big four-masted schooner Frank B. Stinson, which unloaded a cargo of ice here, has completed the taking aboard of a cargo of Cumberland coal at Georgetown, and the tug William H. Yerkes, jr., will tow her to the capes of the Chesapeake on her way to Boston. The schooner has aboard about 1,800 tons of the fuel, and is expected to depart from Georgetown today for the capes. One of the big coal-carrying barges of the Consolidation Coal Company is lying at the coal piers in Georgetown taking aboard a cargo of soft coal for a New England port. By the time she completes loading it is expected another Consolidation Coal Company barge will have arrived here ready to take aboard coal.

WT, Tue. 8/21/06, p. 3. **GEORGETOWN NEWS** – Traffic over the Chesapeake and Ohio canal has been greater this year than any previous year in the history of this old waterway. So far this season hundreds of thousands of tons of soft coal have been shipped from Cumberland to Georgetown, besides many shipments of grain to the Georgetown millers. Traffic over the canal is controlled by the Canal Towage Company, of which Col. G. L. Nicolson, of Georgetown, is general manager.

Most of the coal brought here from Cumberland is shipped from the Thirty-

fourth street wharf to New England ports, in barges of the Consolidated Coal Company; the assignments being made by William A. Leetch, the distributing agent.

ES, Thu. 8/23/06, p. 7. **GENERAL NEWS GATHERED ON THE RIVER FRONT** – Memoranda: Consolidation Coal Company Barge No. 8 has sailed from Portsmouth, N. H., for this city to load soft coal for a New England port.

ES, Fri. 8/24/06, p. 20. **Among the Freight Carriers** – The schooners Helen H. Benedict and Margaret Thomas, which are now lying in port here unloading cargoes of ice, will, as soon as unloaded, be taken to Georgetown and berthed at the coal piers to load cargoes of coal for New England ports. The Benedict will take away about 1,000 tons of the fuel, and the Thomas will load over 1,500 tons. Both vessels will go under the coal chutes within the next day or two.

The big schooner barge No. 12 of the Consolidation Coal Company arrived here light in tow of the tug William H. Yerkes, jr., yesterday evening, to load a cargo of coal, but in consequence of the chartering of the Benedict and Thomas the orders of the barge have been changed and she will be taken to Baltimore by the Yerkes to load a cargo of coal there for New England. She sailed this morning in tow of the tug.

The three-masted schooner Henry Whittington, which went under the coal chutes at Georgetown two days ago, completed the taking aboard of a cargo of about 1,000 tons of Cumberland coal, and sailed in tow of a tug for the mouth of the river, enroute to Boston.

ES, Thu. 8/30/06, p. 15. **GENERAL NEWS GATHERED ON THE RIVER FRONT** – The use of the big sea-going barges of the Consolidation Coal Company in the transportation of soft coal from

Georgetown to points in New England has been temporarily abandoned, and the large schooners that are coming here with ice, etc., are being chartered to carry coal to Boston, Portland and other points in place of the big schooner barges. The schooner Henry Whittington, with a cargo of coal from Georgetown, left there a day or two ago; the schooner Helen Benedict will, it is stated, complete loading today, and the schooner Horatio L. Baker, which unloaded asphalt here from Trinidad, and the schooner Margaret Thomas, which unloaded ice, have both gone to Georgetown and will take aboard large cargoes of Cumberland coal for points in New England.

ES, Sun. 9/2/06, p. 12. **Steel Barge Construction** – There was launched from the yards of the New York Shipbuilding Company, at Camden, N. J., last week, the first of a number of steel barges which the Consolidation Coal Company is having built for carrying coal on the Atlantic coast. The new barge will be known as No. 21 and is 238 feet long, 38 feet beam and has a depth of hold of 20 feet. She has a capacity for carrying a cargo of about 3,000 tons, on a draft of about 19 feet, and will be about twice the size of the vessels of the Consolidation fleet that frequently come to this city for cargoes of coal. Steam heat and steam windlass and pumps are a feature of the equipment of the new barge. She will within the next ten days be ready to go into service and will take her first cargo from Philadelphia for a New England port. Within the next two months barges No. 25 and No. 26 will be launched by the same builders for the Consolidation Company. They will be similar to No. 24, it is stated, in all respects and will be fine vessels of their class.

ES, Sun. 9/9/06, p.10. **GENERAL NEWS GATHERED ON THE RIVER FRONT** –

Memoranda: A barge of the Consolidation Coal Company is lying at Point Lookout to be brought to Georgetown to load coal for an eastern port.

ET, Mon. 9/10/06, p. 5. **Thrown From Horse.** - Mr. John Long, son of Nelson Long, Oldtown road, met with a painful accident yesterday. He was thrown from a horse on the Chesapeake and Ohio canal towpath and seriously hurt. After being thrown to the ground, the horse kicked Mr. Long in the face, terribly bruising him. Mr. Long is an employee of the Canal Towage Co.

ES, Tue. 9/11/06, p. 9. **GENERAL AND PERSONAL NEWS OF GEORGETOWN** – Robert Wright, employed on canal boat No. 92, residing at Cumberland, Md., was arrested yesterday by a citizen on a charge of insulting several women. Wright, it is stated, has been annoying women in Georgetown for several months past, and the police of the seventh precinct station have been endeavoring to apprehend him, but had not been successful. He was locked up at the station, pending an investigation.

The big schooner barge No. 2 of the Consolidation Coal Company was brought into port yesterday by the tug Camilla, and was berthed at the Georgetown coal piers to load a cargo of soft coal for Boston. No. 2 is the only vessel at the Georgetown piers loading. She will take away a cargo of about 1,800 tons of the fuel, but as soon as she is loaded another barge will be here to take her place under the coal chutes.

News, Thu. 9/13/06, p. 3. **Big Break in C. & O. Canal.** - A big break is reported in the Chesapeake and Ohio Canal five miles below Cumberland. The tow path is completely washed out for nearly 200 yards. Boats have been tied up for several days,

and it will be a few days yet before traffic will be resumed.

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ET, Wed. 9/19/06, p. 5. **Dead Man Identified.** - The man who was killed yesterday while attempting to cross the Western Maryland Railroad Bridge has been identified as Taylor Reed, a C. and O. boatman. Mr. Reed was in North Branch yesterday and was on his return when he was struck by freight train 105 going west. An investigation was held by Coroner George Martz in which both the engineer and fireman were examined, and the engineer stated the emergency brake was applied with no result. The unfortunate man is survived by a wife and several children. The deceased was one of the best known men along the line of the Chesapeake and Ohio canal, and was well liked by everyone. His whole life had been spent along the great waterway, and the fact that it should have such a tragic ending is greatly to be regretted. His body has been taken in charge by the Red Men and will be buried by them.

ET, Wed. 9/26/06, p. 3. **An Old Boatman Dead** – John Tall, for many years a boatman on the Chesapeake and Ohio canal, died in Hagerstown yesterday of rheumatism, aged sixty-two years. He was an invalid for fifteen years. He was a member of the Episcopal church. Four children survive.

*News*, Wed. 9/26/06, p. 3. John Tall died yesterday at his home, in Hagerstown, after a lingering illness of inflammatory rheumatism, aged 62 years. He had been an invalid for 15 years. Mr. Tall was employed many years as boatman of the Chesapeake and Ohio Canal.

ET, Wed. 10/17/06, p. 5. **SOUTH CUMBERLAND NEWS** – Yesterday afternoon while Carrie Sawyer, the four-

year-old daughter of Lou Sawyer, a boatman, on the C. & O. canal, was playing about the boat, which is in the old basin on Wineow street, the child slipped and fell into the water and was nearly drowned. It seems as though she with several other small children were playing a game in which one must have a piece of cloth over their eyes and the child not knowing its perilous condition nor where she was walking slipped off the edge of the boat. The cries of the other children brought some of the bystanders, who were about, but who seemed powerless to do anything until “Swede” Himmler, who was passing, heard the screams and without a moment’s hesitation leaped into the water and rescued the child. If it had not been for Mr. Himmler’s quick action the child would have been drowned.

*News*, Fri. 10/26/06, p. 2. Through traffic on the Chesapeake and Ohio Canal is blocked by a serious washout.

ES, Thu. 11/1/06, p. 7. **GENERAL AND PERSONAL NEWS OF GEORGETOWN** – Preparations are being made by the Canal Towing Company for the closing of the Chesapeake and Ohio canal for the winter months. During the winter the water is drawn off the canal and it is given a thorough cleaning and necessary repairs are made. This season, it is stated, has been one of the busiest in its history. Thousands of tons of coal were shipped from the mines at Cumberland to Georgetown, and either sent to New England ports or sold in Washington. There was also a large shipment of grain during the year.

ET, Tue. 11/20/06, p. 3. **Death of an Old Canal Boss.** - Mr. William Goldsboro died at his late residence at Oldtown, Saturday afternoon, aged about 56 years. He was a canal boss for many years on the

Chesapeake and Ohio Canal, and filled a similar position with the present company at the time of his death. He was married and leaves a family. His funeral took place today. Mr. Peter Kelly, superintendent of the division of the Canal under whom the deceased served for many years, went to Oldtown this morning to attend the last sad rites to his departed friend.

ET, Sat. 12/15/06, p. 1. **Reported Drowned**

Martin Kinsel, a well known resident of Big Pool, Washington county, for 40 years a boatman on the Chesapeake and Ohio canal mysteriously disappeared Monday evening and his family and friends fear he has been drowned. Mr. Kinsel was well known in this city.

ET, Tue. 12/18/06, p. 3. **Where Is martin Kinsell?** – It has been a week today since Martin Kinsell, the old canal boatman of Big Pool, disappeared from that place and no person has heard or seen anything of him since. The mystery surrounding his disappearance grows deeper and his family is in a state of intense anxiety concerning him. It is the general belief that he is dead, but how he met his death is not known.

One theory is that he was probably drowned in Big Pool and Sunday afternoon a quantity of dynamite was exploded with the hope of raising the body but failed. Every effort has been made to get the missing man's trail. His family have telephoned to Cumberland, Hancock, Williamsport and other points along the canal and in the region about his home, but no news has been heard concerning him.

Last Monday night Kinsell left Funkhouser's store, where he purchased a lantern, and started up the railroad toward his home. He stopped in Tice's saloon on the way and was seen by William Manning to leave there and go in the direction of his home. This was the last seen of him.

Kinsell, who was a pensioner, had about \$100 in his pockets at the time and the theory is now advanced that he was robbed and probably met with foul play. This theory is growing in the minds of many persons.

It was thought that Kinsell, who had been drinking some that night, may have gotten on a W. M. train and gone on a trip, but inquiry has been made of conductors of trains passing Big Pool and they do not recall having seen him.

Mr. Kinsell was an industrious man and had accumulated between \$4,000 and \$5,000. He owned a snug little home situated along the railroad, near Big Pool, and lived happily, so far as is known, with wife and daughter, who are in great distress over his disappearance.

ET. Wed. 12/19/06, p. 2. **BLAZE ALONG THE TOWPATH. - The Repair Shop of Canal Towage Co. Damaged.** - The boat repair shop belonging to the Canal Towage and Transportation Co., in the boat yard, along the towpath, just below Central station, was partially destroyed by a fire, which started in the filing room about one o'clock this afternoon.

The building was a two story frame structure, which was just completed, having replaced a similar structure that was destroyed by fire some months ago.

The Central and South Cumberland departments responded very promptly to a still alarm and fought the fire heroically, but the second story was destroyed before the flames were subdued. The building contained new machinery, which was practically unharmed save a piece of machinery used for filing and a stern molder, both of which were badly damaged.

The little shanty-like room, which is located at the north end of the building, used as a filing room, contained a stove, through the roof of which, a stove pipe projected,

and which no doubt started the fire, as it originated on the roof of the little room. There is a large quantity of lumber lying in proximity to the damaged building, but it did not become ignited.

Superintendent Samuel Young, of the boat yard, says the damage will amount to about \$1,000, and that he thinks the building was insured by the home office in Washington.

Despite the fact that these are holiday times and everyone is busy, a large crowd collected about the burning structure.

A feature of the fire was the run of the South Cumberland team, bringing the necessary hose to add to the supply of the Central company. As the team whirled into Baltimore street from South Mechanic, one of the horses fell heavily, but quickly regained his feet. The plug at the Times office, 800 feet from the fire, had to be used. There should be a fire plug placed nearer the wharf and warehouse center. This is the second fire there within three years. It is a dangerous section.

ET, Thu. 12/20/06, p. 5. **Seen at Cherry Run** – Martin Kinsell, the C. & O. boatman who disappeared from Big Pool last week, was seen near Cherry Run late on the night of his disappearance by the crew of a passing Western Maryland freight train. He was going in the direction of the big bridge that crosses the river and the canal. It is thought possible that in attempting to walk across the bridge Kinsell fell into the river and was downed.

He was not seen at Cherry Run that night by any of the several persons there who were well acquainted with him.

Hill Ardinger, of Williamsport, who has known Kinsell intimately for a number of years, says he was in the habit of disappearing about once a year and going off on a drunk. Mr. Ardinger says he has

known Kinsell to stay away from home for as long as two weeks at a time.

Two negroes, one a stranger, and the other a native of near Big Pool, disappeared the same night as Kinsell, and although every effort has been made to locate them, no trace has been found. The negroes left the same time Kinsell left, and many believe the negroes waylaid Kinsell and after assaulting and robbing him, threw him into the canal.

There is talk among the residents of Big Pool of offering a reward for information on Kinsell's whereabouts.

ET, Mon. 12/24/06, p. 10. **May be in this City** – The wife of Martin Kinsell, the C. & O. Canal boatman, who disappeared two weeks ago from Big Pool, and who it was thought had been robbed and murdered, Friday in company with a male companion, visited several saloons along the canal and it is said obtained information that led her to believe her husband is still living.

Mrs. Kinsell and her escort took the train to within a couple of miles of Cumberland, where she stopped at a "speak easy," and from the proprietor learned that her husband had been there this week and when he left said he was going to Cumberland.

Mrs. Kinsell returned to Big Pool in the evening and will send a friend to Cumberland to locate her husband, if possible.

ES, Wed. 12/26/06, p. 15. The Consolidation Coal Company, of which Mr. Clarence W. Watson of Baltimore is president, gave unique Christmas presents. At different times while at work in the mines of the company William Mikesell of Frostburg, John Llewellyn of Lord and Benjamin Bush, colored, of Barton were victims of accident and each lost a leg. A few days ago a representative of the

company took the three men to Pittsburg and each was fitted with an artificial leg, the gift of the company. The company also stood the expenses of the trip.